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Planning Statement

**Badsell Farm, Badsell Road, Paddock Wood,
Tonbridge, TN12 6QR**

CLIENT: Mr Richard Pemble

JANUARY 2024
MG/EH/32754



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1 INTRODUCTION

1.1 OVERVIEW

1.1.1 This planning statement has been prepared by DHA planning on behalf of our client, Mr Richard Pemble, in relation to the proposed development at Badsell Farm, Badsell Road, Paddock Wood, Tonbridge, TN12 6QR.

1.1.2 The full description of the development is as follows:

The erection of a car barn in association with planning permission for conversion of existing barn under ref: 23/O2215/FULL.

1.1.3 The application follows a recently approved application for the conversion of an existing barn to create a five-bedroom dwelling (ref. 23/O2215/FULL) and is intended to provide an appropriate ancillary facility to this development.

1.1.4 This statement provides an overview of the application site and proposals, it assesses the planning merits of the scheme, having regard to any relevant planning history and the applicable planning policy framework. It concludes that the proposal is appropriate in planning terms and accordingly requires that planning permission be granted.

1.2 SUPPORTING DOCUMENTS

1.2.1 This statement is submitted alongside a suit of plans and documents which should be read alongside the application. The documents are set out below:

REFERENCE	TITLE	AUTHOR
DHA/32729/01	Site Location Plan	DHA Planning
DHA/32729/02	Existing Site Layout Plan	DHA Planning
DHA/32729/03	Proposed Site Layout Plan	DHA Planning
DHA/32729/04	Proposed Plans and Elevations	DHA Planning
MG/EH/32754	Planning Statement	DHA Planning

2 SITE AND SURROUNDINGS

2.1 SITE LOCATION AND DESCRIPTION

- 2.1.1 The application site is located to the south of Badsell Road, approximately 1km southwest of Paddock Wood. The building on site was previously used in the production of top fruits and served the orchard that is immediately south of the site. This barn has since gained planning permission for a conversion to residential use.

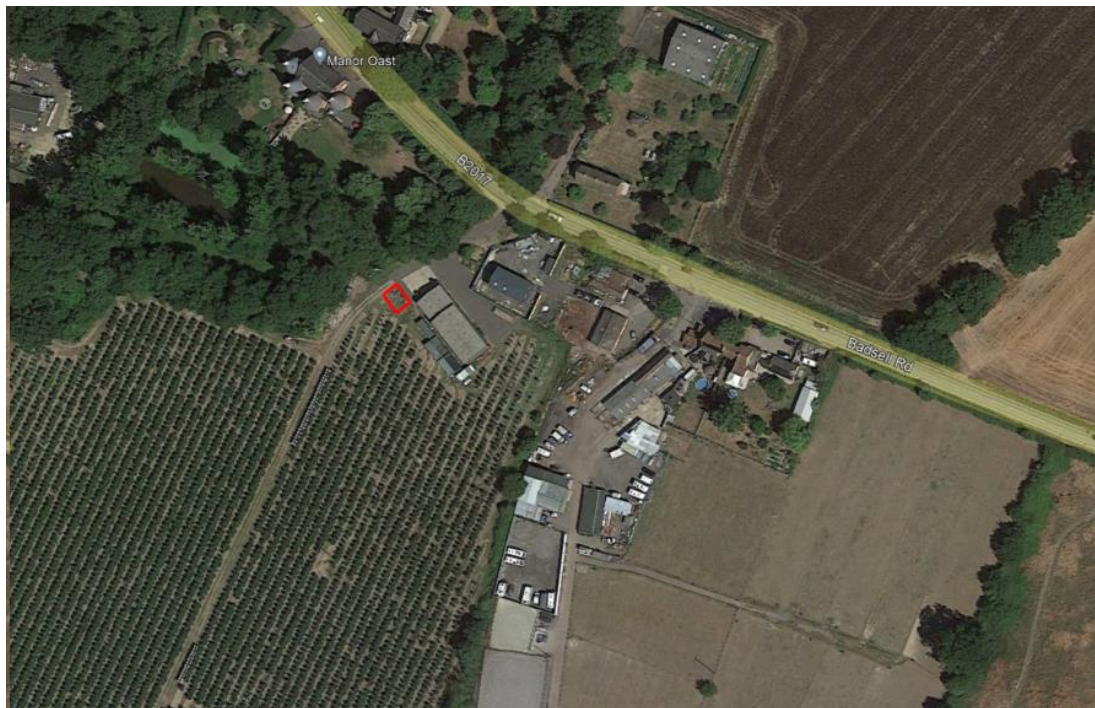


FIGURE 2.1: LOCATION OF PROPOSED CAR BARN AT BADSELL FARM (COURTESY OF GOOGLE MAPS)

- 2.1.2 There is a Public Right of Way (WT191) located less than 30 metres east of the site that runs along the side of the orchard.
- 2.1.3 The town centre of Paddock Wood lies approximately 1.35km northeast of the site. Paddock Wood has a wide range of services and amenities such as, but not limited to three nurseries, two primary schools, a high school academy, St Andrews Church, and a number of different shops including Barsley's Department Store.
- 2.1.4 Paddock Wood Railway station is located a 5-minute drive away from the proposed site and provides access to London, Dover, Ramsgate and Strood via Southeastern services.

2.1.5 Additionally, there are a pair of bus stops located on Badsell Road at Foal Hurst Wood. The buses provide services into Tonbridge, Paddock Wood and the surrounding areas with a bus roughly every hour on the service between Paddock Wood and Tonbridge, with other services having fewer services (such as the school buses to Tonbridge and Tunbridge Wells).

2.1.6 In respect of site constraints, the site is located within the Metropolitan Green Belt and the countryside. It also lies within an area at high risk of flooding, according to the Environment Agency Flood Risk Map and is wholly within Flood Zone 3.

2.2 PLANNING HISTORY

2.2.1 Following a review of the Tunbridge Wells Borough Council online planning database, the site history of the application site is as follows:

REFERENCE	DESCRIPTION	STATUS
98/02133/AGRIC	Article 3 Submission – Bin Store.	Prior Approval Required 18.12.1998
04/01704/AGRIC	Article 3 Submission – Bin Store.	Planning Permission/Consent Required 26.07.2004
04/02723/AGRIC	Article 3 Submission – construction of bin store, chemical store and toilets – machinery.	Prior Approval Not Required 10.11.2004
10/03720/FUL	Retrospective – Change of use of land to provide the permanent storage of 4 containers to be used as seasonal agricultural workers accommodation.	Application Permitted 14.01.2011
20/00621/PNQCLA	Prior Notification for the Change of Use of a Building and Land within its Curtilage from an Agricultural Use to a Use falling within Class C3 (Dwellinghouse) and Building Operations reasonably necessary to convert the building For it's prior approval to: For the change of use - Transport and highways impacts; - Noise impacts; - Contamination risk; - Flooding risks; - Whether location or siting makes it impractical or undesirable. For operational development - Design or external appearance.	Withdrawn by Applicant 29.04.2020
20/01463/PNR	Prior notification for change of use of an agricultural building to a flexible use: For its prior approval to: - Transport and highways impacts; - Noise impacts; - Contamination risk; - Flooding risks.	Prior Approval Granted 29.07.2020
22/02293/PNR	Prior Notification for Change of use of an agricultural building to a flexible use - For its prior approval to - Transport and	Prior Approval Granted 21.09.2022

	highways impacts - Noise impacts - Contamination risk - Flooding risks.	
22/03684/FULL	The conversion of an existing agricultural building to office space (Use Class E) and raising of building roof to allow for 350mm of thermal insulation, parking and other associated works.	Application Permitted 21.04.2023
23/02215/FULL	Conversion of the existing barn to create a five-bedroom dwelling, including upward extension by 350 mm to allow for insulation in the roof and to remove no. 4 living containers situated to the rear of the application building, including amenity space, parking and access.	Application Permitted 16.10.2023

TABLE 2.1: PLANNING HISTORY OF THE SITE

3 SITE SPECIFIC FLOOD RISK ASSESSMENT

3.1 PROPOSED DEVELOPMENT

- 3.1.1 The proposal comprises of the erection of an ancillary car barn on land off Badsell Road, Paddock Wood, Kent, TN12 6QR. The proposed plans are included within the application.
- 3.1.2 The site was granted planning permission in October 2023 for the conversion of the existing barn to create a five-bedroom dwelling, including upward extension by 350mm to allow for insulation in the roof and to remove no. 4 living containers situated to the rear of the application building, including amenity space, parking and access under planning reference 23/O2215/FULL.

3.2 FLOOD RISK ZONES

- 3.2.1 The National Planning Policy Framework provides guidance on assessing flood risk and seeks to guide development away from areas at risk of flooding from all sources. Planning Practice Guidance defines several Flood Zones based on the probability of flooding and provides guidance on the most appropriate form of development within each zone. The flood risk zones can be summarised as follows:

ZONE	ANNUAL PROBABILITY IN ANY YEAR	
	RIVER FLOODING	SEA FLOODING
Zone 1: Low Probability	Less than 1:1000 (<0.1%)	Less than 1:1000 (<0.1%)
Zone 2: Medium Probability	Between 1:1000 and 1 in 100 (0.1%-1%)	Between 1:1000 and 1 in 200 (0.1%-0.5%)
Zone 3a: High Probability	Greater than 1:100 (>1%)	Greater than 1:200 (>0.5%)
Zone 3b: Functional Floodplain	Greater than 1 in 20 (>5%)	N/A

TABLE 3.1: NPPF GUIDANCE ON FLOOD RISK ZONES

3.3 FLUVIAL FLOODING

- 3.3.1 The site is located approximately 10m to the southeast of the Tudely Brook which flows to the northeast before discharging into the River Medway located approximately 3km to the north of the site.
- 3.3.2 Reference has been made to the Environment Agency flood risk maps shown below. This shows that the site is located within a Flood Zone 3 with a high probability from fluvial flooding. The site does not benefit from any flood defences.



FIGURE 3.1: FLOOD RISK MAP EXTRACT (COURTESY OF THE ENVIRONMENT AGENCY)

3.3.3 Fluvial flooding has been derived using data taken from Paddock Wood mapping and modelling study completed by JBA consulting in 2018. The levels are summarised in table 2 below at node 20 for all return periods up to and including the 1 in 1000-year event.

	5% AEP	1% AEP	1% AEP + 35%CC	1% AEP + 70%CC	0.1% AEP
Undefended	23.01	23.25	23.37	23.44	23.48

TABLE 3.2: SUMMARY OF EA FLOOD LEVELS

3.3.4 Cross referencing the flood data with the topographical survey shows that the building and surrounding area is all currently located within flood zone 3b.

3.4 VULNERABILITY CLASSIFICATION

3.4.1 Planning Practice Guidance Table 2, “Flood Risk Vulnerability Classification”, states that buildings used for residential use can be classified as “more vulnerable”.

3.4.2 All forms of development are normally considered inappropriate in Flood Zone 3b. However, given the car barn is ancillary to the building and parking is already permitted in this location it is deemed that the development of a car barn at the

site would not be considered inappropriate. Furthermore, the development does not provide any floorspace that would be used for vulnerable uses.

- 3.4.3 The design of the car barn has been carefully thought out to ensure that it does not impact the level of flooding at Badsell Farm. The front elevation on the barn will be open and the rear elevation made of black hit and miss boarding to allow for water to drain and flow through the car barn.

3.5 OTHER SOURCES OF FLOODING

- 3.5.1 Reference has been made to the level 1 Strategic Flood Risk Assessment prepared by JBA Consulting on behalf of Tunbridge Wells Borough Council dated June 2019. This provides details on the risk of flooding from all sources including fluvial, surface water, groundwater, and sewers.

Surface Water Flooding

- 3.5.2 Surface water flooding happens when rainwater cannot drain away through the normal drainage systems. Instead, it lies on or flows over the ground. Reference has been made to the surface water flooding maps contained within Appendix E (A3 tiles – 26 to 31) of the SFRA. This indicates that the site is at risk of surface water flooding, however it also notes that the Risk of Flooding from Surface Water (RoFSW) shows predictions of flooded areas but does not show whether individual properties will be affected, and therefore should not be used to predict if individual properties will flood.

Groundwater

- 3.5.3 Groundwater flooding occurs as excess water emerges at the ground surface. Reference has been made to the ground water flooding maps contained within Appendix F of the SFRA. This identifies a less than 25% risk of ground water flooding on the site or surrounding area. Reference has also been made to the Environment Agency online mapping which indicate flooding from groundwater in this area is unlikely.

Flooding from Artificial Sources

- 3.5.4 Flooding from reservoirs is extremely unlikely. An area is considered at risk if peoples' lives could be threatened in the event of a dam or reservoir failure. Reference has been made to the Environment Agency online mapping which indicate that there is a residual risk from reservoirs.

Historic Flooding

- 3.5.5 Maps from the Environment Agency show the site to be located outside the extent of any historic flooding.

4 PROPOSED DEVELOPMENT

4.1 OVERVIEW

4.1.1 This application seeks full planning permission for:

The erection of a car barn in association with planning permission for conversion of existing barn under ref: 23/02215/FULL.

4.2 DESCRIPTION

- 4.2.1 The proposal seeks to develop an ancillary building to the approved dwelling to provide a car barn with space for three vehicles or for use as storage for equipment, such as gardening tools.
- 4.2.2 As mentioned previously, the front elevation will be open to allow access in and out of the car barn, and the rear elevation will be made of black hit and miss boarding. This will allow water to flow through the car barn in the event of a flood and ensures that the development will not have a great impact on the flooding at and around the site.
- 4.2.3 The side elevations are to be made of timber weatherboarding, and both the side elevations will sit on a brick plinth. The roof will be pitched and covered with slate tiles.
- 4.2.4 The materials have been chosen to ensure that the car barn will be visually in keeping with the host building, whilst also considering the potential for flooding on the site. The side and rear of the car barn will also block the view of the parked cars from any glimpsed views from the Public Right of Way, to ensure that vehicle parking on site remains screened to protect the character of the countryside.
- 4.2.5 The car barn will sit to the northwest of the site, adjacent to the dwelling as seen in the proposed site layout plan. Access to the building will be provided to the north and from the proposed access for the dwelling onto Badsell Road.

5 PLANNING POLICY CONTEXT

5.1 INTRODUCTION

- 5.1.1 Section 70 of the Town and County Planning Act states that where an application is made to a local planning authority for planning permission, in dealing with such an application the authority shall consider the provisions of the other development plan, so far as material to the application, and to any other material considerations.
- 5.1.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications must be determined in accordance with the requirements of the Development Plan unless material considerations indicate otherwise.

5.2 DEVELOPMENT PLAN

- 5.2.1 For the purpose of this application the relevant Development Plan comprises the 2006 Local Plan and Core Strategy (2010).
- 5.2.2 Other material considerations include the National Planning Policy Framework (NPPF) and the Council's emerging Local Plan.

Local Plan

- 5.2.3 According to Tunbridge Wells Proposal Map the site falls outside the settlement confines and is therefore considered countryside in planning terms. In addition to this, the site falls within the Metropolitan Green Belt.
- 5.2.4 Policy MGB1 of the Tunbridge Wells Local Plan 'Saved Policies' 2006 is a key policy which needs to be considered when assessing the proposed development. Part of policy MGB1 specifically relates to the extension or development of ancillary buildings within the Green Belt. Policy MGB1 seeks to conserve the openness of the Metropolitan Green Belt, as defined on the proposals map, by prohibiting development which would conflict with the purposes of including land within it.
- 5.2.5 However, there are exceptions to Policy MGB1, where planning permission can be granted within the Green Belt. Part 3 of the policy states that development will be permitted in the Green Belt if the extension, alteration, or replacement of a dwelling is in accordance with Policies H10 and H11. Under policy H11, an ancillary building within the curtilage of the original building will be permitted provided all the criteria are satisfied.
- 5.2.6 The following saved policies of the Local Plan are therefore considered to be relevant to the application:

POLICY	SUMMARY OF POLICY
MGB1	<i>Metropolitan Green Belt:</i> seeks to preserve the openness of the Metropolitan Green Belt, as defined on the proposals map, by prohibiting development which would conflict with the purposes of including land within it. This policy also lists exceptions where within the Green Belt, planning permission will be granted.
LBD1	<i>Limits to Built Development:</i> states that outside the limits to built development, development will only be permitted where it would be in accordance with all relevant policies contained in the Local Plan.
EN1	<i>Development Control Criteria:</i> places a strong emphasis on the design of all development and sets out a number of criteria that all development proposals must satisfy.
EN18	<i>Flood Risk:</i> states that in areas identified by the Environment Agency as being at high risk from flooding, built development and conversions will only be permitted if the development has practicable and effective flood protection and mitigation measures proposed and maintained for the lifetime of the development to prevent flooding elsewhere.
EN25	<i>Development Control Criteria for All Development Proposals Affecting the Rural Landscape:</i> in addition to policy EN1, this policy sets out further criteria that will apply to all rural areas outside the limits to built development.
H11	<i>Extensions to Dwellings Outside the Limits to Built Development:</i> states that areas defined on the proposals map as outside the limits to built development, additional ancillary buildings will be permitted provided the existing dwelling was designed, constructed or converted for residential use and was built on permanent foundations on the site, the extension is modest in scale and would not visually dominate the original building, result in a poorly-proportioned building or detract from its character or setting, and the dwelling would not lend itself to a future sub-division to form a separate dwelling.
TP4	<i>Access to the road network:</i> seeks to ensure that access to the road network remains important in the control of development in order to achieve a safe highway network.
TP5	<i>Vehicle Parking Standards:</i> states that vehicle parking in connection with development proposals will be restricted to the maximum necessary, having regard to local highway conditions. It also states that Kent County Council's Vehicle Parking Standards will be applied to development proposals.

TABLE 5.1: RELEVANT LOCAL PLAN SAVED POLICIES (2006)

Core Strategy

5.2.7 The following policies of the Council's Core Strategy are considered to be relevant to the application:

POLICY	SUMMARY OF POLICY
CP1	<i>Delivery of Development:</i> embraces the 'plan, monitor, manage' approach to development and pursues an urban focus for development and prioritises the use of previously developed land.

CP2	<i>Green Belt:</i> seeks to maintain the general extent of the Green Belt for the Plan Period. There will be a general presumption against inappropriate development that would not preserve the openness of the Green Belt, or which would conflict with the purpose of including land within it.
CP3	<i>Transport Infrastructure:</i> seeks to encourage sustainable modes of transport to reduce dependence on private car use and maintain and improve transport infrastructure at the strategic and local levels.
CP4	<i>Environment:</i> seeks to ensure that the delivery of new development is balanced against the need to conserve and enhance the character and distinctiveness of the Borough's natural and built environment, in terms of the intrinsic character and diversity of the landscape, its biodiversity and geodiversity and its heritage assets.
CP5	<i>Sustainable Design and Construction:</i> seeks to apply and encourage sustainable design and construction principles and best practice in order to combat avoidable causes of climate change and adapt to and/or mitigate already unavoidable impacts of climate change.
CP14	<i>Development in the Villages and Rural Areas:</i> states that the approach to housing development in rural areas will be one that seeks to sustain rural communities, recognising the need within rural areas for both market and affordable housing, and a choice of tenures.

TABLE 5.2: RELEVANT CORE STRATEGY POLICIES (2010)

5.3 MATERIAL CONSIDERATIONS

National Planning Policy Framework (2023)

- 5.3.1 The National Planning Policy Framework sets out the Governments planning policies for England and how these should be applied. An updated version of the NPPF was published in December 2023 and is a material consideration when determining planning applications.
- 5.3.2 **Paragraph 7** asserts that the purpose of the planning system is to contribute to the achievement of sustainable development, and to pursue the 17 Global Goals for Sustainable Development in the period to 2030, which address social progress, economic well-being, and environmental protection.
- 5.3.3 **Paragraph 8** states that to help achieve sustainable development, it means that the planning system has three overarching objectives as follows:
- (a) An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - (b) A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of

homes can be provided to meet the needs of present and future generations; and by fostering a well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

- (c) An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

5.3.4 **Paragraph 11** states that plans and decision should apply a presumption in favour of sustainable development. For decision making this means:

- (a) approving development proposals that accord with an up-to-date development plan without delay; or
- (b) 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 in 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.

5.3.5 **Chapter 13** discusses the protection of Green Belt land, and their importance in preventing urban sprawl and keeping land permanently open. It states that proposals affecting the Green Belt are deemed inappropriate, and by definition are therefore harmful to the Green Belt. Regarding the construction of new buildings, exception C of **paragraph 154** states that an 'extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building' will be deemed appropriate development in the Green Belt.

5.3.6 **Chapter 14** seeks to ensure that the planning system should take full account of flood risk, and inappropriate development in areas at risk of flooding should be avoided. Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

Tunbridge Wells Borough Landscape Character Assessment Supplementary Planning Document (2017)

- 5.3.7 According to this SPD the site is located within Local Character Area (LCA) 13 Paddock Wood/Five Oak Green Low Weald Farmand. The area is described:

Flat or gently undulating small-scale lowland clay vale landscape. Mixture of permanent pasture with some larger arable fields studded with small ponds and water ditches set within a framework of mature trees and derelict hedgerows. Around Paddock Wood the agricultural landscape opens with extensive arable fields, local areas of hops and dwarf orchards.

- 5.3.8 The stated Landscape Strategy for the area is as follows:

The Local Character Area should be considered in the context of the High Weald AONB, particularly the role the character area plays in the setting of the AONB. The valued features and qualities of the landscape should be conserved and enhanced.

1) Respect the vulnerability of the slopes rising up to the south to new developments/land use change. New developments can be highly visible over a wide area on these slopes and detract from the essential countryside character.

2) Consider the vulnerability of this open lowland landscape to built development which is likely to be very visible in views. Pylons which cross east to west, at the foot of the High Weald slope, are a significant visual detractor within this flat, open landscape.

3) Ensure that any urban/suburban edges are tied into the local landscape through planting (e.g. hedges, shelter belts, small woodland copses and orchards) as well as ensuring an appropriate graduation in scale of built development to create an appropriate setting and sympathetic transition from urban to rural.

Emerging Local Plan (Submission Version 2021)

- 5.3.9 Based on the current stage of preparation, the policies within the Core Strategy Review Submission Draft may be afforded weight where there are no significant unresolved objections. The following policies are considered relevant in this case:

- **STR1:** The Development Strategy
- **STR2:** Place Shaping and Design
- **STR9:** Green Belt
- **EN1:** Sustainable Design

- **EN9:** Biodiversity Net Gain
- **H11:** Residential Extensions, Alterations, Outbuildings, and Annexes
- **TP3:** Parking Standards

6 PLANNING CONSIDERATIONS

6.1 INTRODUCTION

- 6.1.1 It is necessary to consider whether the application accords with the statutory development plan and if not, whether any material considerations indicate that planning permission should nevertheless be granted.
- 6.1.2 It is considered that the following issues are of critical importance to the consideration of the scheme:
- (1) Principle of Development;
 - (2) Design and Impact on the Green Belt and Surrounding Area; and
 - (3) Flood Risk and Drainage.

6.2 PRINCIPLE OF DEVELOPMENT

- 6.2.1 The application site lies in the open countryside and Green Belt. The site is located outside the Limits to Built Development (LDB), and the adopted development plan policies seek to direct development to the most sustainable locations within the LDB. Moreover, Policy MGB1 of the Local Plan outlines that the Green Belt will be preserved and no development that would conflict with the purposes of including land within it will be permitted. The policy goes on to outline that development within the Green Belt will not be granted other than for certain exceptions, with one such exemption being for the extension, alteration or replacement of a dwelling, provided it is in accordance with Policies H10 and H11.
- 6.2.2 Policy H11 outlines that the development of ancillary buildings such as car barns may be permitted provided that:
- (1) The existing dwelling was designed, constructed, or converted for residential use and was built on permanent foundations on the site;
 - (2) The extension is modest in scale and would not visually dominate the original building, result in a poorly proportioned building or detract from its character or setting; and
 - (3) The dwelling as extended would not lend itself to a future sub-division to form a separate dwelling.
- 6.2.3 Whilst we acknowledge that host building is yet to be converted, and there is some conflict with the first criterion of Policy H11, it should be noted that the proposed car barn would not result in a disproportionate addition over and above the size of the original building and would not lend itself to future sub-division to form a

separate dwelling. In this respect the proposed car barn would be an ancillary building on a much smaller scale in comparison to the dwelling and would therefore meet the criteria for an acceptable development according to point 2 and 3 of Policy H11. It is applied for at this point to provide clarity and certainty to the planning authority.

6.2.4 The proposed development will comply with point 1 of Policy H11 following the conversion of the barn into a dwelling as approved by the previous planning consent (ref. 23/02155/FULL) and as such, it is considered that the provision of this proposed development can be adequately controlled.

6.2.5 Given the above, it is considered that it would be necessary to apply a condition to any consent, which would restrict the implementation of this development in isolation. To ensure that the car barn is erected as part and parcel of the conversion of the neighbouring barn, the following condition is recommended for consideration:

The development hereby permitted shall only be undertaken in conjunction with conversion of the neighbouring building to residential use as approved by planning consent ref: 23/02155/FULL and shall not be implemented in isolation without the change of use of the site to residential purposes.

Reason: To ensure that implementation of this consent does not result in inappropriate development in the Green Belt.

6.2.6 Following the completed development of the dwelling (ref. 23/02155/FULL) the proposed garage could be built under Permitted Development Rights, but for clarity it has been applied for here, and so that it can be built in conjunction with the dwelling. Furthermore, given the form of development it isn't considered that the development could be subdivided once completed to form a separate and contained dwelling.

6.2.7 Given the above, it is considered that the development is acceptable in principle.

6.3 DESIGN AND IMPACT ON THE GREEN BELT AND SURROUNDING AREA

6.3.1 Paragraph 131 of the NPPF highlights the importance of good design, stating that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make the development acceptable to communities.

6.3.2 Local Plan Policy EN1 discusses the criteria that proposals for development are required to satisfy, which includes criteria regarding design. It states that the design of the proposal, encompassing scale, layout and orientation of buildings, site coverage by buildings, external appearance, roofscape, materials and landscaping, is required to respect the context of the site and take account of the efficient use of energy. It also says that the design, layout and landscaping of all

development should take account of the security of people and property and incorporate measures to reduce or eliminate crime.

- 6.3.3 Core Strategy Policy CP5 states that TW Borough Council will apply and encourage sustainable design and construction principles in order to minimise the impacts of climate change. It furthers this by stating that developments will also be of high-quality design, which will create safe, accessible, legible and adaptable environments, and conserve and enhance the public realm
- 6.3.4 In this regard policy MGB1 outlines that the development of extensions or ancillary buildings will be permitted if the development meets the criteria of policy H11. Policy H11 highlights that an ancillary building that is modest in scale and designed so that it would not visually dominate the original building or detract from its character or setting will be permitted, emphasising the importance on the impact of design in the Green Belt.
- 6.3.5 Associated parking of the original proposal for a dwelling (ref. 23/O2215/FULL), whilst transient in nature, could be considered to impact the openness of the Green Belt. While the proposal is for a car barn which would also have an impact on openness, adopted policy makes an allowance for this type of development and it would shield the view of the cars from the Public Right of Way and Badsell Road. In this way, it is considered that the proposal would improve the setting of the site from a visual perspective. Furthermore, the materials used are to ensure that the development is visually in keeping with the typical type of development that is seen on other sites in the vicinity.
- 6.3.6 It is considered the design and external appearance of the building would be acceptable. The form of the building would largely reflect the agricultural past of the site and sit comfortably alongside the converted building.
- 6.3.7 The materials used for the ancillary car barn have been chosen to reflect the previous sites use in agriculture and ensure that the development will not negatively impact the setting of both the Metropolitan Green Belt and the Countryside, especially since it will be visible from a Public Right of Way to the east of the site.
- 6.3.8 Given the small-scale nature of the development, the proposal is unlikely to have any further effect on the landscape surrounding the site, which would remain unaffected by the proposals. Accordingly, the proposed development would not materially change key landscape characteristics

6.4 FLOOD RISK AND DRAINAGE

- 6.4.1 The site lies within Flood Zone 3 and is therefore regarded as having a high possibility of flooding. Thus, a Flood Risk Assessment has been included as part of this covering letter. The report outlines that the car barn has been designed to

allow for water to flow through the front and rear elevations in the event of a flood.

- 6.4.2 It is considered that the impact the development will have on the level of flooding on and offsite is extremely limited as the car barn has been designed to ensure it would not impact the surrounding area.

6.5 OTHER CONSIDERATIONS

Permitted development rights

- 6.5.1 As mentioned previously, the site retains its Permitted Development Rights, and therefore the garage could be constructed using the PD rights following the completion of the barn conversion into a dwelling.

Amenity

- 6.5.2 The proposed development, as described previously, provides a more visually aesthetic alternative to the cars that would otherwise be parked in the open, resulting in less disruption to the amenity of the countryside and Green Belt, especially from the Public Right of Way to the east of the site.

Ecology

- 6.5.3 As seen in the photo below, the land that the car barn has been proposed on is a mix of gravel and dirt, and therefore holds little ecological significance.



Highways

- 6.5.4 The access to the site will remain the same as in the original barn conversion application (ref. 23/02215/FULL), keeping the track down to the orchard the same and just changing the internal layout to the site. The new layout provides two parking space towards the entrance of the house, and the three-vehicle car barn with a sufficient turning area to the front of it to allow for residents to easily enter and exit the site using Badsell Road.

7 SUMMARY

- 7.1.1 This statement has been prepared by DHA Planning on behalf of Mr R Pemble in support of a full Planning Application at Badsell Farm, Badsell Road, Paddock Wood, Tonbridge, TN12 6QR (the 'site').
- 7.1.2 The application seeks householder consent for:
- The erection of a car barn in association with planning permission for conversion of existing barn under ref: 23/02215/FULL.*
- 7.1.3 The site is situated within the Metropolitan Green Belt and Countryside. As such, careful consideration has been given to the scale, mass and design approach in line with local and national policy to ensure the development would not result in any adverse impacts on this designation, the dwelling or the wider countryside.
- 7.1.4 In summary, the proposal is considered to represent an acceptable form of development in line with policies MGB1 and H11 which govern extensions and ancillary buildings to a dwelling, and the Green Belt, following the development of the permitted dwelling on site.
- 7.1.5 It has also been demonstrated that the proposal will have no impact on the character of the countryside or on flood risk on site. The proposal would sit comfortably next to the proposed dwelling, being subservient in nature and utilising appropriate materials.
- 7.1.6 Overall, it is therefore submitted that the proposal accords with local and national Green Belt policy and would not materially affect that or the countryside setting.

7.2 CONCLUSION

- 7.2.1 Given the above, this statement concludes that the proposal is appropriate in planning terms and accordingly, requests that planning permission be granted.