

2.7 REFERENCE NO - 16/506716/FULL			
APPLICATION PROPOSAL Variation of condition 12 and 14 attached to SW/13/0394 to facilitate the use of two barns for general agricultural purposes and for the storage of grains grown on and off the holding and to amend the list of approved drawings respectively; amendment to external appearance of eastern barn including an increase in ridge height to 14.5m			
ADDRESS Wallend Farm Lower Road Minster-on-sea Kent			
RECOMMENDATION Grant subject to no objection being raised by Highways England.			
SUMMARY OF REASONS FOR RECOMMENDATION The variation of condition 12 will allow the use of the new buildings at Wallend Farm to contribute to the local economy through agricultural diversification. The impact of this altered use on residential amenity and highway safety has been assessed and any identified harm would be addressed through appropriate conditions. The change to the design of the building has been assessed as having an immaterial impact on visual amenities and the character and appearance of the landscape, subject to the provision of appropriate landscaping and bunds offering some screening.			
REASON FOR REFERRAL TO COMMITTEE Parish Council objection			
WARD Sheppey Central	PARISH/TOWN COUNCIL Minster-On-Sea	APPLICANT S W Attwood & Partners AGENT Paul Sharpe Associates LLP	
DECISION DUE DATE 23/12/16	PUBLICITY EXPIRY DATE 24/11/16		
RELEVANT PLANNING HISTORY (including appeals and relevant history on adjoining sites):			
App No	Proposal	Decision	Date
16/507030/FULL	Replacement of fire damaged western building with alterations to its external appearance to include an increase in ridge height to 14.5m. Extension of existing bund to the south with landscaping to screen views into the yard; additional bund with landscaping to west of Wallend Farmhouse. Minor widening and realignment of access track to Sheppey Way.	Current	Also on this agenda
14/501044/FULL	Variation of condition 3 of application SW/09/1038 to allow the inclusion of servicing vehicles and an MOT station (unit 4)	Approval	October 2014
SW/13/0394	Variation of condition 2 to allow the landscape mounds to be constructed within 2 years of the first use of the agricultural buildings approved under SW/12/0165	Approval	July 2013
SW/12/0165	2 no: general purpose agricultural buildings and erection of landscaping mounds	Approved	April 2012
SW/10/0470	Replacement building for fire damaged dutch barn and for B2/B8 use together with a work at home office unit replacing an existing pole barn at same location.	Approved	June 2010
SW/09/1038	Retrospective change of use of former redundant agricultural buildings to B2/B8 as part of agricultural diversification scheme. Unit D – car/van bodyshop and spraying. Unit E – general storage.	Approved	December 2009

MAIN REPORT

1.0 DESCRIPTION OF SITE

- 1.01 Wallend Farm lies to the east of Cowstead Corner roundabout and is visible when coming onto the Island from the A249, Sheppey Way and Lower Road. Members will have no doubt seen the large fire-damaged building within the landscape. There are two accesses to the farm, one from Lower Road and one from Sheppey Way. Currently, the Lower Road access is used most frequently. The farm forms part of the 1242 hectares that the applicant farms for grain on the Isle-of-Sheppey.
- 1.02 As well as the fire-damaged building (known as the western building), there are a number of other smaller former agricultural buildings within the farm complex currently used as an MOT testing centre, general storage and B2 uses. Wallend Farmhouse, a residential property, lies to the south of the main farm complex and the buildings the subject of this application. The resident of this property is not connected to the farm operations but does own the land opposite that is used as a storage yard and office for his double glazing business.
- 1.03 The concrete base for the eastern approved building is currently under construction and the 4m high earth bunds that were also approved under SW/12/0165 and SW/13/0394 appear to have been largely completed (although not landscaped).
- 1.04 A Special Landscape Area lies to the east of the site with the eastern building and eastern bund lying within it. The site also lies 400m to the north of the SPA and RAMSAR site and is outside of the SSSI impact zone.

2.0 PROPOSAL

- 2.01 This application seeks to vary condition 12 of planning permission SW/13/0394 which currently states:

“The buildings hereby approved shall only be used for purposes ancillary to the agricultural activities taking place at Wall End Farm and for no other purpose.

Reason: To retain control over the use of the buildings in the interests of amenity and highway safety.

- 2.02 The varied condition would allow the use of the buildings to store grains, oilseeds and pulses grown on farms in the South East region, not just on Wallend Farm. The condition would be worded such that a minimum of 570m² (or 18% of the floor area) would have to be reserved for agricultural purposes associated with the applicant's agricultural enterprise in each building. The varied condition would read:

“The buildings hereby approved shall be used for purposes ancillary to the agricultural activities taking place at SW Attwood and Partners holdings on the Isle of Sheppey, with an area of no less than 570m² reserved for this specific use within each building, and for the storage of raw grains, oil seeds and pulses grown on farms in the South East region.

Reason: To retain control over the use of the buildings in the interests of amenity and highway safety.”

- 2.03 The applicant's agent sets out a case for the change to the condition noting that the need for the storage of straw has reduced at the farm because the price of straw has

reduced. However, the applicant has acquired a further 200 acres (or 81 hectares) of land to the west of the Island and the approved buildings at Wallend Farm would still be required to store straw and wheat grown on this land as well as New Hook Farm and other Attwood farms on the Isle of Sheppey. The approved buildings would also be used for the storage of farm machinery and fertilizer associated with Wallend Farm. As such, they seek to demonstrate that the buildings at Wallend Farm are still required for the successful operation of the applicant’s farming enterprise. However, in addition to meeting the applicant’s agricultural needs, they are looking to diversify in respect of allowing a separate company – Glencore (the world’s largest commodity trader) to use the two storage buildings at Wallend Farm as part of their supply chain. Glencore are intending to start up a new venture exporting circa 150,000 tonnes of grains per annum from Sheerness Docks. These grains would then be exported to EU countries with potential future markets in North Africa and the Middle East. Details of the operational activities associated with Glencore’s use of Wallend Farm are provided in the discussion section below.

- 2.04 The design of the buildings would need to be adapted to meet the requirements for grain storage and this is the reason for the request to vary condition 14 of SW/13/0394. This condition lists the approved drawing numbers of this planning permission. The applicant can make minor material changes to the design of a scheme by varying the drawing numbers so that the new design is shown on the varied drawing numbers. The changes to the design of the buildings include an increase in the ridge height by 1.5m to 14.5m above ground level as a consequence of a slightly steeper pitch to the roof. In addition, the buildings would be provided with grain elevators resulting in a relatively small box projection above the ridge and a central projection to the front of the buildings. There would also be some minor alterations to elevations in respect of the position of the roller shutter doors and vents and there would be a small ancillary office would be provided to the eastern building.
- 2.05 Members will note that there is another planning application on this agenda (16/507030/FULL) that overlaps this application in respect of the rebuilding of the western building. Due to a technicality insofar as construction of the western building had already commenced and also the fact that the access onto Sheppey Way was not included in the original planning applications, two separate applications were necessary rather than one submission.
- 2.06 The intention is to use the Sheppey Way access in connection with the Glencore activities because most of the Glencore traffic will then have direct access onto the A249. Also, the use of the access onto Sheppey Way will ensure that traffic onto Lower Road is minimised. The access onto Sheppey Way will require some works to widen it in places and also to provide two passing bay. It would also be re-routed where it runs close to Wallend Farmhouse to minimise the impact on this residential property.
- 2.07 As part of the linked application (16/507030/FULL), there would be an additional bund provided between the access track and Wallend Farmhouse as well as an extension to the larger bund surrounding the western building.

3.0 SUMMARY INFORMATION

	Approved	Proposed	Change (+/-)
Approximate Ridge Height (m)	13m	14.5m	+ 1.5m
Approximate Eaves Height (m)	8.3m	8m	+ 300mm

Approximate Depth (m)	61m	61m	0
Approximate Width (m)	50.8m	50.8m	0
Net Floor Area (of each building)	3,099m ²	3,108m ²	+ 9m ²
Storage capacity for the buildings combined:		16,000 tonnes of grain	

4.0 PLANNING CONSTRAINTS

The site is located partly in Environment Agency Flood Zone 2 and partly in Flood Zone 3.

Special Landscape Area (covering the eastern building and eastern bund).

5.0 POLICY AND OTHER CONSIDERATIONS

The National Planning Policy Framework (NPPF) paragraphs: 7 (sustainable development); 14 (presumption in favour of sustainable development); 17 (core planning principles); 28 (supporting a prosperous rural economy); 32 (Transport Assessments) 56 (good design); 109 (conserving and enhancing the natural environment); 123 (noise); 186-187 (decision taking); 203 & 206 (conditions).

National Planning Practice Guidance (NPPG) – Design; Determining a planning application; Natural Environment; Noise; Travel Plans, Transport Assessments and Statements and; Use of Planning Conditions.

Swale Borough Local Plan 2008 – E1 (general development criteria); E6 (countryside); E9 (protecting the quality and character of the borough’s landscape); E9 (high quality design); RC1 (helping to revitalise the rural economy); T1 (safe access to new development).

Bearing Fruits 2031: The Swale Borough Local Plan June 2016 – DM3 (rural economy); DM6 (managing transport demand and impact); DM14 (general development criteria); DM24 (conserving an enhancing valued landscapes);

Supplementary Planning Documents: Swale Landscape Character and Biodiversity Appraisal 2011. The application site lies within the Elmley Marshes Character Area with a Marshland landscape type. Its condition is ‘good’ and sensitivity to change is high. The guidelines for this landscape type are to conserve.

6.0 LOCAL REPRESENTATIONS

No representations have been received from local residents.

7.0 CONSULTATIONS

7.01 Minster-on-Sea Parish Council notes that they would only support the application if there is a condition applied which requires traffic associated with the proposal to be routed through Sheppey Way, avoiding the use of Lower Road. If this condition cannot be applied, then they object.

7.02 The Rural Planning Consultant notes that the original planning permission was granted on the basis that the buildings were required to store straw for later sale at higher prices. The two buildings together would hold 16,000 tonnes of grain. The applicant’s home-grown grain would require no more than 10,000 tonnes for storage capacity (which would be reduced further if the proposal for the anaerobic digester

plant is approved at New Hook Farm 16/507943/FULL) and this could be provided on the applicant's other farms such as New Hook Farm. The Glencore operation would potentially occupy most of the buildings and he expresses concern that the buildings would be mostly used for storage of produce not grown on the applicant's own farms and that therefore, the majority of the building would be taken out of an agricultural use. He notes that the use of the site for this purpose involves planning considerations outside of his remit but he does question whether there would be pressure for further agricultural buildings on the applicant's farms as a consequence of allowing the condition to be varied.

- 7.03 The Environmental Services Manager has no comment on the application.
- 7.04 Kent Highways and Transportation have no objection noting that the site is in the immediate proximity of the strategic highway network and is well situated to handle the additional HGV movements between the site and Sheerness. It is acknowledged that the proposal would reduce traffic to the south of the Sheppey crossing as a consequence of allowing deliveries to be transported gradually to the Island over the course of the year rather than concentrated at times when a ship is ready to load at Sheerness.
- 7.05 KCC Flood Risk and Drainage do not consider that there are any surface water or local flood risk management implications arising from the proposal.
- 7.06 The Environment Agency have no comment on the application.
- 7.07 The comments of Highways England are awaited and I will update Members at the meeting.

8.0 BACKGROUND PAPERS AND PLANS

- 8.01 This application is accompanied by the following documents: Planning, Design and Access Statement; Flood Risk Assessment; elevations and floor plans.

9.0 APPRAISAL

Principle of Development

- 9.01 Officers have given very careful consideration to the proposed use of the buildings, particularly given the comments of the Rural Planning Consultant. He considers that the use of the buildings to store grains for export by Glencore would not be an agricultural use. This is primarily because the grains are grown from farms outside of the applicant's control. Effectively, his view is that the buildings would become warehouses falling within use class B8. In response, the applicant's agent argues that the buildings are not being taken out of agriculture, nor out of agriculture for this holding. He also notes that it is important for the buildings to retain a storage function for Wallend Farm and other Attwood farms because they require the flexibility to respond to market conditions. For this reason, the applicant is very happy to accept a condition to ensure that at least approximately ¼ of the buildings storage capacity is retained for use associated with the agriculture operation of his farms in the Isle of Sheppey. Members will note paragraph 2.02 above.
- 9.02 Policy DM3 of the emerging Local Plan states:
"Planning permission will be granted for the sustainable growth and expansion of business and enterprise in the rural area...Development proposals for rural based employment will:

...For the agricultural/forestry sectors:

- a) *enable the diversification of a farm; or*
- b) *extend the growing season or improve the reliability and availability of local crops;*
or
- c) **provide for the storage, distribution or added value activities in central hubs located close to crop sources and the primary and secondary road networks;** *or*
- d) *increase the availability of locally grown food sold direct to the consumer; or*
- e) *increase the sustainable management of woodlands; or*
- f) *increase the use of renewable energy sources in accordance with Policy DM20.”*

9.03 The supporting text to this policy states:

*“For the agriculture sector, the industry has highlighted the need for it to keep pace with the changing context brought about by climate change, food security, food miles, the decline in pollinators, global markets, major food retailers and changing legislation/guidance. **These may bring about demands for facilities such as large scale crop storage facilities** and new growing technologies.”*

9.04 Paragraph 28 of the NPPF also promotes the development and diversification of agriculture and other land-based rural businesses. I therefore consider that there is strong policy support for farm diversification such as that proposed at Wallend Farm. I acknowledge that this proposal takes on many of the traits of a general B8 storage use. However, in respect of the Glencore use, the varied condition would only allow grains, oilseed or pulses to be stored within the buildings – all agricultural produce. Also, the retention of approximately ¼ of the buildings storage capacity for agricultural use associated with the applicant’s farms will ensure that the buildings retain an agricultural use in my view. The concern of the rural consultant in respect of future pressure for more agricultural buildings upon Atwood’s farms as a consequence of the proposal is noted. However, any proposal for comparable buildings of a similar scale would require planning permission and we would consider any such proposal on its merits at the time.

9.05 I have given some thought to the location of the Glencore proposal from a strategic point of view insofar as we might want to steer such a use to one of the regeneration areas on the Island, perhaps at Neats Court or Queenborough, or indeed, Sheerness Docks. However, the Council’s Economic Development team are of the opinion that there are unlikely to be any readily available sites that could offer the same level of control over the storage of grain on such a large scale. The proposal would be of great benefit to the local economy, helping to support the continued use of Sheerness Port and I give this significant weight. I am of the view therefore that the development would be acceptable in principle, and in accordance with Policy E6 of the Local Plan, which restricts development in rural locations.

Visual and Landscape Impact

9.06 This proposal would see minor changes to the approved buildings in the form of a slightly higher ridge, a relatively small box projection above the ridge, a front projection to house the grain elevator and very minor alterations to the elevations. The impact on visual amenities and the character and appearance of the landscape was given careful consideration under the original application – SW/12/0165. It must be acknowledged that part of this site lies within a Special Landscape Area and that this landscape is identified as being sensitive to change within Swale Landscape Character and Biodiversity Appraisal 2011. However, the original application includes the creation of 4m high earth bunds which will be planted with trees including Oak, Ash, Sycamore and Field Maple and other vegetation. These bunds wrap around the

buildings so that in the medium to long-term, the buildings would be heavily screened from view. It is acknowledged that the western fire-damaged building is very conspicuous within the landscape at present. However, once the bunds have been planted and given time to mature, the impact on the landscape would be reduced. I consider that the proposed change to the height of the eastern building would be imperceptible from long and medium-range views given the large size of the buildings as originally approved. The other changes to the appearance of the buildings would be largely screened by the earth mounds and tree planting. I therefore consider that the minor changes to the design and height of the building would be acceptable.

Highways

- 9.07 The proposal would change the pattern of activity at the site from the use envisaged under the original application. This is because it is anticipated that the majority of the buildings would be used to store the grains, oilseed and pulses associated with the Glencore operation. Such an operation would require the buildings to be gradually filled, most likely outside of peak congestion time, over the course of a few months. The Transport Statement (TS) concludes that there would be 6 HGV movements per day (3 in/3out) for importing the grain to the site. During times of emptying/export, the frequency of HGVs visiting the site would significantly increase. This is in response to the need to fill a ship that docks at Sheerness over a 36 hour period. This would result in 14-15 HGVs visiting Wallend Farm (30 movements) per hour (1072 HGV movements over 36 hrs). The TS notes that it would be feasible for the buildings at Wallend Farm to be able to fill a ship 3-4 times per year [this is based on a worst case scenario and, as noted elsewhere in the report, this is likely to happen 2 to 3 times a year].
- 9.08 The TS is clear that the main impact on the highway network would be on the roads between Wallend Farm and Sheerness Port and assesses the capacity of the junctions along this route. Sheppey Way links directly to the A249, therefore avoiding congestion at Lower Road. HGVs associated with the Glencore export operation would use an existing access from the farm onto Sheppey Way during the hours of 0700 and 2300 with the use of the Lower Road access only permitted between 2300 and 0700 (this is to avoid passing close to Wallend Farmhouse as explained below). The use of the Lower Road access at night would avoid peak times, thereby not leading to an increase in congestion on this road. The TS considers that the Lower Road access already offers adequate visibility also.
- 9.09 The existing access onto Sheppey Way is already very wide and the TA considers that there are no safety concerns and that visibility would be adequate. As such, it is not necessary to make any improvements to the access where it meets Sheppey Way. The access track leading to Wallend Farm does need widening at two points to enhance existing passing places, one close to the junction with Sheppey Way and one about halfway along the track. The TA considers that this will be sufficient to cater for peak usage.
- 9.10 Kent Highways and Transportation accept the findings of the TS and do not consider that the impact on the highway network would be harmful. They also note the potential reduction in traffic impact to the south of the Sheppey Crossing as a consequence of Wallend Farm being used to store the grain. The alternative being that the grain is transported from another less well located storage facility or direct from the farms over the critical 36 hour period. Kent Highways and Transportation accept the access arrangements as proposed. I therefore consider that the impact of this proposal on the highway network would be acceptable causing no material harm to highway safety or amenity. I do not therefore consider that the request by the Parish

Council to prohibit all traffic from using the Lower Road access is necessary. Although Members will note that the use of this access would only be allowed at times of low impact - 2300 and 0700 hours.

- 9.11 I have recommended a condition to require the submission of details for vehicle parking and turning within the site. Whilst I acknowledge that the parking and turning arrangements were agreed under the terms of the original application, the use of the buildings by Glencore and the use of the access track onto Sheppey Way will be likely to require new parking and turning arrangements within the site.

Residential Amenity

- 9.12 Given the pattern of vehicle movements set out above, the proposal has the potential to create noise and disturbance to the residents at Wallend Farmhouse. This is particularly in respect of the high intensity exporting operation which would happen over a 36 hour period 2-3 times a year. The noise and general disturbance from HGV headlights, smells and reverse warning alarms could have a significant impact on the residential amenities of Wallend Farmhouse. The application has been amended to address these issues. Firstly, the access track heading towards Sheppey Way has been realigned so that it is further away from the farmhouse. It would now be 60m from this residential property. In addition, the small bund that currently separates the house from the track would be enlarged to create a more substantial buffer, 3m in height. Originally, the application would have seen all of the HGVs associated with the Glencore operation routed via the track onto Sheppey Way. However, the application has been amended so that at night, between the hours of 2300 and 0700, all traffic associated with Glencore would only be permitted to use the Lower Road Access. This would mean that HGVs do not pass the farmhouse in order to load and unload, thereby reducing the impact on the resident further. I have also recommended a condition to prevent the use of reverse warning alarms on vehicles during the night time hours of 2300 and 0700 to coincide with the access restrictions. The applicant's agent confirms that a banksman can be used instead of the alarms. I consider that these measures will ensure that the residents of Wallend Farmhouse would not be significantly harmed by the noise and activity associated with the proposed development. I also give some weight to the fact that the periods of most significant noise and disturbance would be limited to 2-3 times a year and it must be acknowledged that there are no current restrictions on the use of the access track leading to Sheppey Way in association with the farm activities.

Other Matters

- 9.13 I have re-applied conditions in respect of surface water drainage, landscaping, ecology, lighting, wheel-washing and hours of construction.

10.0 CONCLUSION

- 10.01 Having considered the proposal against local and national planning policies and the comments of the Parish Council and consultees, I am of the view that the proposal would be acceptable in principle. It would be of great benefit to the local economy, both rural and urban in respect of Sheerness Port. The proposal to make minor changes to the appearance of the buildings would have a very limited impact on the visual amenities of the area and the landscape character and appearance over and above the impact assessed under the original approval. In time, the planting to the earth bunds will help to screen the buildings. The impact on the local highway network has been assessed and, providing that the Sheppey Way access is used during the daytime, with the Lower Road access only used at night, there would be no

increase in congestion at the identified junctions as a consequence of the proposal. The design of the accesses onto Sheppey Way and Lower Road do not need to be altered and the changes to the access track would ensure that HGVs can safely pass each other. The proposal has been amended to address concerns about the impact of the proposal, specifically the impact from HGVs at peak times of export from the site, on the residents of Wallend Farmhouse. I am satisfied that there would be no material harm to these residents as a consequence of the proposal, subject to compliance with the conditions set out below.

10.02 I therefore ask that Members approve this proposal subject to the conditions set out below.

11.0 **RECOMMENDATION** – GRANT Subject to no objection being raised by Highways England and to the following conditions:

1. The external treatments of the buildings hereby approved shall be carried out in accordance with the details shown on the approved plans.

Reason: In the interests of visual amenity and landscape character and appearance.

2. Prior to the first use of the buildings hereby approved, a plan showing the arrangements for vehicle parking and turning within the site (both red and blue land) shall be submitted to the Local Planning Authority for approval in writing. The approved parking and turning arrangement shall be implemented prior to the first use of the buildings hereby approved and shall be retained for such use in perpetuity.

Reason: In the interests of highway amenity.

3. The landscape mounds hereby permitted shall be constructed and completed within 1 year of the date when the general purpose agricultural buildings are completed.

Reason: To minimise the impact of the development on the landscape.

4. Before first occupation/use of the development hereby approved, details of:
 a) Proposed tree screening along the north east boundary of Wallend Farm as shown on drawing no: 11.98.06 rev B;
 b) Hedgerows to replace those removed to enable sight line improvements to the site access onto Lower Road and;
 c) Details of a tussocky grass mix for the screening bunds

Shall be submitted to and approved by the Local Planning Authority. The approved schemes pursuant to (a) and (b) above shall be carried out within 12 months of the completion of the buildings hereby approved. Scheme (c) shall be carried out within 12 months of the completion of the landscaping mounds hereby approved. Any trees or shrubs or grasses removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced with trees, shrubs or grasses of such size and species as may be agreed in writing with the Local Planning Authority.

Reason: In the interests of the visual amenities of the area.

5. The details of surface water drainage submitted and approved under 14/503227/SUB must be implemented and fully operational before water from the development discharged into it.

Reason: To minimise flood risk and in the interests of water quality.

6. The details of wheelwashing facilities submitted and approved under 14/503227/SUB must be implemented for the entire period of construction of the development hereby approved.

Reason: In the interests of highway safety and amenity.

7. The habitat enhancements set out in paragraph 4.9 of the ecological scoping survey relating to the provision of bird/bat boxes and planting a grassland mix for the proposed bunds shall be carried out within 12 months of completion of the approved development.

Reason: In the interests of biodiversity.

8. No floodlighting, security lighting or other external lighting shall be installed or operated at the site, other than in accordance with details that have first been submitted to and agreed in writing by the Local Planning Authority. These details shall include:

- A statement of why lighting is required, the proposed frequency of the use and the hours of illumination.
- A site plan showing the area to be lit relative to the surrounding area, indicating parking or access arrangements where appropriate, and highlighting any significant existing or proposed landscape or boundary features.
- Details of the number, location and height of the lighting columns or other fixtures.
- The type, number, mounting height and alignment of the luminaries.
- The beam angles and upwards waste light ratio for each light.
- An isolux diagram showing the predicted illuminance levels at critical locations on the boundary of the site and where the site abuts residential properties.

Reason: In the interests of visual amenity.

9. The scheme of tree planting and landscaping shown on the submitted plans drawing no: 11.98.06 rev. B shall be carried out within 12 months of the completion of the landscaping mounds hereby approved. Any trees or shrubs or grasses removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced with trees, shrubs or grasses of such size and species as may be agreed in writing with the Local Planning Authority.

Reason: In the interests of the visual amenities of the area.

10. No construction work in connection with the development shall take place on any Sunday or Bank Holiday, nor on any other day except between the following times:- Monday to Friday 0730 – 1900 hours, Saturdays 0730 – 1300 hours unless in association with an emergency or with the prior written approval of the Local Planning Authority.

Reason: In the interests of residential amenity

11. The buildings hereby approved shall be used for purposes ancillary to the agricultural activities taking place at SW Attwood and Partners holdings on the Isle of Sheppey, with an area of no less than 570m² reserved for this specific use within each building.

And the remainder of each building shall be used for the storage of raw grains, oil seeds and pulses grown on farms in the South East region.

Reason: To retain control over the use of the buildings in the interests of amenity and highway safety.

12. The delivery and dispatch of grains, oil seeds and pulses at the permitted buildings (grown off the SW Attwood & Partners holdings) via the access track to Sheppey Way (within the blue land) shall not take place between 2300 hours and 0700 hours. Between these times deliveries or dispatches shall take place via the access track to Lower Road. At all other times, deliveries or dispatches to the permitted buildings of grains, oil seeds and pulses (grown off the SW Attwood & Partners holdings) shall not take place other than via the access track to Sheppey Way.

Reason: In the interests of highway safety and the residential amenities of Wallend Farmhouse.

13. The use of reverse alarms to vehicles associated with the delivery or dispatch of grains, oil seeds and pulses (grown off the SW Attwood & Partners holdings) to the buildings hereby approved shall be strictly prohibited between the hours of 2300 hours and 0700 hours.

Reason: In the interests of the residential amenities of Wallend Farmhouse.

14. The development hereby approved shall be carried out in accordance the following approved drawings: WM/44/BS/04; WM/44/BS/05; WM/44/BS/06

Reason: For the avoidance of doubt and in the interests of proper planning.

Informative:

1. The applicant is advised to consider the contents of the letter from Kent Highways and Transportation dated 31st October 2016.

The Council's approach to this application:

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework (NPPF), the Council takes a positive and proactive approach to development proposals focused on solutions. We work with applicants/agents in a positive and proactive manner by:

Offering pre-application advice.

Where possible, suggesting solutions to secure a successful outcome.

As appropriate, updating applicants/agents of any issues that may arise in the processing of their application.

In this instance: The applicant/agent was advised of minor changes required to the application and these were agreed.

- NB For full details of all papers submitted with this application please refer to the relevant Public Access pages on the council's website.
The conditions set out in the report may be subject to such reasonable change as is necessary to ensure accuracy and enforceability.