

PLANNING COMMITTEE – 25 APRIL 2019

PART 2

Report of the Head of Planning

PART 2

Applications for which **PERMISSION** is recommended

2.1 REFERENCE NO - 18/504627/FULL			
APPLICATION PROPOSAL			
Erection of 3no. two storey blocks comprising of 9no. small business units for B1, B2 and B8 Use with associated car parking, service access, landscaping and access roadway. Additional car parking to serve both the proposed new units and the existing units at neighbouring Jubilee Industrial Estate. New access to link the new development into the existing neighbouring development at Jubilee Way Industrial Estate via Sidings Close and retention of existing access leading to Station Road.			
ADDRESS Faversham Rail Yard Station Road Faversham Kent			
RECOMMENDATION Grant subject to conditions			
SUMMARY OF REASONS FOR RECOMMENDATION			
Following amendments, the proposal is in accordance with national and local planning policy. It would provide additional employment opportunities without detriment to the character and visual amenities of the area, highway safety or residential amenity.			
REASON FOR REFERRAL TO COMMITTEE			
Faversham Town Council			
WARD Abbey	PARISH/TOWN COUNCIL Faversham Town	APPLICANT George Wilson Developments Ltd AGENT Harrison Mutch	
DECISION DUE DATE 28/12/18	PUBLICITY EXPIRY DATE 04/02/19	OFFICER SITE VISIT DATE 28.09.2018	
RELEVANT PLANNING HISTORY (including appeals and relevant history on adjoining sites):			
App No	Proposal	Decision	Date
<i>Summarise Reasons</i>			

1.0 DESCRIPTION OF SITE

1.01 The application site is located within the built up area boundary of Faversham to the east of the grade II listed railway station. It comprises a funnel-shaped parcel of backland with an area of approximately 0.93 ha. The site is currently vacant and contains four single storey prefabricated buildings associated with a redundant Network Rail contractor's yard. It has vehicular access on to Station Road via a 230m long single width roadway.

- 1.02 Although the area is mixed in character, it is dominated by Faversham Recreation Ground which abuts the main body of the site to the north and by railway land to the south. The western-most section of the access roadway is, however, bounded by a row of two storey houses at Preston Malthouse and a two storey residential terrace at Beaumont Terrace to the north.
- 1.03 The main portion of the site is largely flat and hard surfaced whilst there is a slight east to west fall in land levels along the access roadway. The land to the north of the site which encompasses the Recreation Ground, Preston Malthouse and Beaumont Terrace is approximately 3m – 4m below the level of the application site.
- 1.04 The site lies within the Faversham Conservation Area. There is a grade ii listed Lodge within the Recreation Ground some 20m to the north-east of the site; a derelict engine shed (grade II listed) on overgrown railway land some 30m to the south; and, Faversham Railway Station (grade II listed) some 20m to the south of the site entrance.

2.0 PROPOSAL

- 2.01 Planning permission is sought for the erection of three, two storey buildings comprising nine business units within Class B1, B2 and B8 with associated car parking, access roadway and landscaping.
- 2.02 The proposed buildings would be arranged in linear form with two (i.e. Blocks A and B) to the north and one (i.e. Block C) to the south of a central access road.
- 2.03 Block A would be sited 3m from the northern boundary of the site. It would have a length of 26m, a width of 8.5, an eaves height of 6.5m and a ridge height of 8.2m. It would contain two units each with a gross internal floor area (GIA) of 190 sqm.
- 2.04 Block B would be located 3m from the northern site boundary. It would have a footprint measuring 40m x 15.5m, an eaves height of 6.5m and a ridge height of 9.5m. It would comprise four units each with a GIA of 190 sqm and one unit with a GIA of 380 sqm.
- 2.05 Block C would be located towards the south-eastern part of the site. It would have a 13.7m x 15.5m footprint; an eaves height of 6.5m and a ridge height of 9m. It would contain two units each with a GIA of 190 sqm.
- 2.06 The applicant has adopted a comparable design rationale and materials palette to that used on the adjoining Jubilee Industrial Estate. The elevations of the blocks would be finished in a mixture of grey horizontal composite panels, vertical grey profiled metal sheeting, yellow stock brickwork with decorative soldier and string courses, grey powder coated aluminium windows and blue black eternit slate roofs.
- 2.07 64 car parking spaces including 9 suitable for use by disabled persons would be provided together with 9 service vehicle spaces. The parking would generally be sited to the front of each unit and within six parking courts to the south of the access road adjacent to the railway. An existing car park to the north-west of the Jubilee Industrial Estate would be upgraded and extended to provide 21 additional spaces to serve both the proposed new units and the existing neighbouring units.
- 2.08 A total of 21 cycle parking spaces would be provided, 12 within a secure shelter and the remainder in racks within the proposed units.

- 2.09 A new access linking the proposed development to the Jubilee Industrial Estate is proposed and the existing access on to Station Road will be resurfaced and retained for use as an exit only. Security measures would be installed to prevent unauthorised through traffic entering the application site from the Jubilee Industrial Estate and exiting on Station Road.
- 2.10 The application has been amended during the course of its consideration. The salient modifications are as follows:-
- To uplift the appearance of Blocks A and B when viewed from the recreation ground the profiled metal sheeting originally proposed for the rear elevations has been replaced by yellow stock brick with decorative soldier and string courses.
 - A pedestrian access has been provided from the site into the Recreation Ground
- 2.11 Additional information has also been submitted including a Transport Statement and an Aboricultural Impact Assessment.
- 2.12 It is estimated that the development would support 75 full-time equivalent jobs.

3.0 PLANNING CONSTRAINTS

Conservation Area Faversham (-statutory duty to preserve or enhance the significance of heritage assets under the Planning (Listed Buildings & Conservation Areas) Act 1990).

Flood Zone 3

4.0 POLICY AND OTHER CONSIDERATIONS

The National Planning Policy Framework (NPPF)

- 4.01 Chapter 2 – Achieving sustainable development
 Chapter 6 – Building a strong, competitive economy
 Chapter 9 – Promoting sustainable transport
 Chapter 12 – Achieving well designed places
 Chapter 13 – Meeting the challenge of climate change, flooding and coastal change
 Chapter 16 – Conserving and enhancing the historic environment

Bearing fruits 2013: The Swale Borough Local Plan 2017

- 4.02 Policy ST1 – Delivering sustainable development
 Policy CP1 – Building a strong, competitive economy
 Policy CP 4 – Requiring good design
 Policy CP8 – Conserving and enhancing the historic environment
 Policy DM 6 – Managing transport demand and impact
 Policy DM 7 – Vehicle parking
 Policy DM 14 – General development criteria
 Policy DM 19 – Sustainable design and construction
 Policy DM 21 – Water, flooding and drainage
 Policy DM 29 – Woodlands, trees and hedges
 Policy DM 32 – Development and listed buildings
 Policy DM 33 – Development affecting a conservation area

5.0 LOCAL REPRESENTATIONS

5.01 Faversham Society- Has stated that *'The extension of the Jubilee Way Business Park into the railway land is welcomed and will assist in providing local employment opportunities...The height and scale of the buildings is acceptable in this location and will not harm the engine sheds, which are listed...However, the elevations of the buildings abutting the Recreation Ground should be constructed in brickwork in the same form as the end elevations, because the rear elevations will be highly visible across the recreation Ground.'*

5.02 10 responses have been received objecting to the proposal on some or all of the following grounds:-

- Inappropriate location for industrial units;
- Metal cladding out of keeping with conservation area;
- Adverse impact on wildlife;
- Loss of trees;
- Loss of privacy;
- Increase problems of security and antisocial behaviour;
- Detrimental impact on outlook;
- Increased use of access road would exacerbate existing pedestrian and highway safety problems at Station Road/ St. Marys Road junction;
- Road link/ through route from Jubilee industrial estate would be used as a short cut by general traffic;
- Residents in Preston Malt House and Beaumont Terrace would be adversely effected by diesel/ patrol fumes;
- Residents would be adversely effected by noise, vibration and light pollution from lorries and traffic using access road;
- More intensive use of access road would result in deterioration of embankment adjacent to Preston malt house and Beaumont Terrace; and,
- Adverse impact on property values.

5.03 Three responses have been received neither objecting to nor supporting the application making the following comments:-

- Appearance of grey cladding is poor;
- Inadequate planting/ landscaping;
- Station Road egress is hazardous and would be used as a through route;
- Excessive parking provision;
- Fly tipping would increase;
- Existing boundary trees are poorly maintained and block sunlight to Beaumont terrace;
- Application should include a link to the Recreation ground to enable more convenient deliveries to the Lodge; and,
- Access road should be made a public right of way to provide a direct route to the station.

6.0 CONSULTATIONS

6.01 Faversham Town Council has no objections to the proposal. It has, however, made the following comments:-

- The erection of B1, B2 and B8 units are an appropriate use of the land;
- The access road could be used as a rat-run exacerbating existing highway safety problems at the Station Road junction;
- The bedrooms windows in the Malthouse are at the rear and the access road runs directly behind them at a higher level. Additional traffic would result in increased air, noise and light pollution and a loss of privacy;
- To improve the view from the Recreation Ground, the rear elevation of Block B would be improved by the use of brickwork rather than metal cladding; and,
- The access onto Station Road should be for emergency access only and should have a locked gate.

6.02 KCC Flood and Water Management- No objections in principle subject to a condition requiring the submission and approval of a detailed sustainable surface water drainage scheme and a verification report following its implementation.

6.03 Natural England- The application is not likely to result in any significant impacts on statutory designated conservation sites or landscapes.

6.04 KCC Highways and Transportation- The potential impact on the highway network warrants further investigation and therefore the following information is required:-

- A Transport Statement comparing anticipated vehicle movements with the previous use of the site; the potential increase in vehicle movements at the Whitstable Road/ Jubilee Way Junction and the new egress on to Station Road; and, details of the accident records.
- A Stage 1 Road Safety Audit for the proposed changes to the public highway especially with regard to the realignment of the junctions at Station Road with the site exit.
- Measures to prevent HGV's using the site egress as a thorough route.
- Details of how the exit-only arrangement onto Station Road is to be signed/ enforced.
- A total of 10 electric car spaces with charging points should be provided.

6.05 Environment Agency- No objections subject to conditions requiring the submission of a ground contamination remediation strategy and verification report demonstrating its implementation.

6.06 KCC Public Rights of Way & Access Service- No objection. The proposed development will not affect the footpath which crosses the railway over the lattice bridge.

6.07 Southern Water- No objections subject to standard informative regarding connection to the public sewerage system.

6.08 The Environmental Protection Team Leader- The single track road exit to Station Road is located immediately adjacent to residential properties in Preston Malthouse and additional traffic could potentially have a significant noise impact on the occupiers. An acoustic report is therefore required before the application can be assessed.

- 6.09 Network Rail- Requested informatives to be attached to ensure the safe operation of the railway and the protection of network rail's adjoining land.
- 6.10 Historic England- No comment response received.
- 6.11 Kent Police- The submission does not demonstrate that Crime Prevention Through Environmental Design (CPTED) has been taken into account. A meeting with the applicant/ agent is requested.

7.0 RE-CONSULTATIONS

- 7.01 Following the submission of amended plans and additional information a further consultation exercise was carried out.

Local Representations

- 7.02 Nine representations have been received raising objects to the proposal on comparable grounds to those referred to above as well as the following:
- At 4.8m the proposed barrier is too high and would allow HGV's to enter the site from the Jubilee Industrial Estate enter the site and egress via Station Road; and,
 - The access road is not wide enough to accommodate vehicles and a pedestrian footpath.

One letter has been received neither objecting to or in support of the application and one letter has been received in support

7.03 Consultations

- 7.04 KCC Public Rights of Way and Access Service, KCC Flood Water Management, Historic England and Southern Water have reiterated their previous comments.

- 7.05 Faversham Town Council- Has now objected to the proposal on the following grounds:-

- The proposed buildings are of poor design and inappropriate materials for a Conservation Area;
- The access causes loss of amenity;
- Prefer the proposed bank to be built with bricks because of maintenance and access issues with the existing soil bank;
- The flow of traffic should be from Station Road to Jubilee Way;
- Access from Station Road should be barrier controlled and for emergency purposes only.

They have also stated that it supports more employment in the town but not to the detriment of local residents; and, that a vehicle access should be provided from the site into the Recreation Ground in order to service the Lodge.

- 7.06 KCC Highways and Transportation- Has no objections to the proposal following the submission of amendments subject to conditions in respect of car parking, cycle parking and servicing arrangements.

- 7.07 The Environmental Protection Team Leader- Has agreed with the findings of the Acoustic Assessment prepared by Ned Johnson Acoustic Consultants Ltd and considers that the predicted impact to nearby residents from vehicle movements will be insignificant and that the traffic calming measures will satisfactorily mitigate any potential noise disturbance to the residents of Preston Malthouse.

The Combined Geotechnical and Ground Contamination Risk Assessment prepared by Ashdown Site Investigation Ltd has identified the need for further sampling and soil testing and the Environmental Protection Team Leader has advised that conditions be imposed requiring the submission and approval of a further site investigation, remediation method statement and verification report.

- 7.08 Kent Police- Have met the applicant on site and advised on CPTED.

8.0 BACKGROUND PAPERS AND PLANS

- 8.01 The submitted documents include a Design and Access statement, Transport Statement, Road Safety Audit, Heritage Asset Statement, Acoustic Assessment, Tree Survey, Flood Risk Assessment and Combined Geotechnical and Ground Contamination Risk Assessment.

- 8.02 The submitted drawings include existing and proposed site plans; proposed floor plans and elevations; and, cross sections.

9.0 APPRAISAL

Principle of Development

- 9.01 Given that the application site has an established use as a contractor's yard and adjoins railway land and an existing industrial estate, there are no policy objections in principle to its redevelopment for Class B1, B2 and B8 purposes subject to the considerations outlined below.

Impact on the Setting of the Listed Buildings and the Character and Appearance of the Conservation Area

- 9.02 In accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990, Policies DM32 and DM33 of the Local Plan seek to ensure that development proposals preserve or enhance the setting and character of listed buildings and conservation areas.
- 9.03 The application site is located at the eastern end of the Faversham Conservation Area the context of which is dominated by the Recreation Ground, the railway and its associated buildings and structures and the Jubilee Industrial Estate.
- 9.04 Currently the application site contains a number of poor quality prefabricated buildings which fail to make a positive contribution to the character and appearance of the Conservation Area and as such, there are no objections to their removal.
- 9.05 The application is supported by a Heritage Statement which has been fully considered by officers and no objection is made to the layout, scale, design and external appearance of the scheme in relation to the preservation or enhancement of the Faversham Conservation Area.

- 9.06 In terms of their design and materials palette, the proposed buildings have followed the precedent set by the adjoining Jubilee Industrial Estate and would fit comfortably within the surrounding built context. It is acknowledged that at two storeys in height Blocks A and B would be more prominent than the existing single storey buildings, particularly when viewed from the Recreation Ground to the north. However, in response to officers' initial concerns and comments from Faversham Town Council and the Faversham Society, the north-facing elevations of Blocks A and B have been significantly improved through the use of yellow stock brickwork with decorative red brick detailing rather than grey composite cladding as originally proposed. The bulk and massing of the buildings would also be off-set by the screening effect of the existing trees within the Recreation Ground, some of which run along the perimeter of the application site.
- 9.07 The proposed development would have no adverse effects on the setting of the nearby grade II listed buildings. Faversham Station is located some 280m to the east of the nearest of the proposed industrial buildings and as such would have no discernible impact on its setting. Furthermore, the overall design rationale of the proposed buildings, with their relatively steep pitched roofs, yellow stock brick gable ends, red brick band courses and corner quoins is in keeping with the established Victorian railway vernacular and would enhance the setting the former engine shed (grade II listed) which is, unfortunately, in a derelict condition and lies within an overgrown fork in the railway line some 30m to the south-east. It is considered that the proposed development would have a neutral impact on the grade II listed lodge which lies at a lower level screened by trees and vegetation some 50m to the north-east of the site.
- 9.08 In terms of its design and appearance, it is considered that the revised scheme is in keeping with the established character of the area and would have a neutral impact on the visual amenities of the Conservation Area and the setting of the neighbouring listed buildings. Notwithstanding this, a condition is included below requiring the submission and approval of the external facing materials.

Residential Amenity

- 9.09 Policy DM 14 of the Local Plan seeks to ensure that new development does not cause significant harm to the amenities of the occupiers of neighbouring properties.
- 9.10 The nearest residential properties (i.e. Preston Malthouse) are located in excess of 150m away from the proposed buildings and as such, these structures would have no detrimental impact on the light, outlook or privacy of the occupiers.
- 9.11 Faversham Town Council and a number of respondents have expressed concerns regarding the potential harmful impact of traffic generated by the proposed development on the amenities of neighbouring residential occupiers and in particular those at Preston Malthouse which back onto the site and have ground floor bedroom windows and first floor level roof terraces which face the existing vehicular access way at a distance of some 5m, and Members will note the 'Site Cross Sections' drawing showing this relationship.
- 9.12 Although the site is currently vacant, it has an established use as a contractor's yard with both vehicular access and egress via Station Road. Using the TRICS database, the submitted Transport Statement indicates that the existing on site buildings and use would generate a potential level of traffic generation of 37 two-way trips per day. In the current submission access to the site would be provided from Whitstable Road (A2040) via the existing industrial estate. The use of this route would be controlled by

an entry phone system and lifting arm barrier with height restriction (i.e. 4.2m) limiting traffic to users of the application site only and precluding unauthorised through traffic from Whitstable Road and the Jubilee Industrial Estate. The Transport Statement (using the TRICS database) estimates that there would be 57 daily vehicle movements leaving the site via Station Road, a potential increase of twenty. Furthermore, due to the limited size of each of the proposed units the majority of these vehicles are likely to be cars and small commercial vehicles rather than large HGV's. Traffic calming measures have also been proposed for the one-way road link to Station Road to reduce vehicle speeds.

- 9.13 The applicant has submitted an acoustic report and the Environmental Protection Team Leader is satisfied that the impact of any lorry movements will be low and noise will not exceed existing ambient levels or adversely effect the amenities of the occupiers of Preston Malthouse.
- 9.14 It is acknowledged that the proposed development would result in an increase in vehicular traffic using the single-track road link to Station Road. However, in view of Environmental Protection Team Leader's comments and the fact that the track would be one-way and include mitigating traffic calming measures, it is not considered that levels of noise and disturbance would be so significant as to unduly compromise the amenities of neighbouring residential occupiers.
- 9.15 It is noted that concerns have been expressed regarding potential overlooking and security to the properties at Preston Malthouse. However, it is considered that the proposed boundary treatment comprising a 1.8m high steel mesh fence supplemented by screen planting would be sufficient to preclude overlooking from passing pedestrians and vehicles and maintain the security of the occupiers.
- 9.16 On balance, it is considered that the level of traffic generation and the provision of the one-way egress route would not result in unacceptable levels of noise and disturbance, loss of privacy or security to the occupants of the neighbouring dwellings and as such, the proposal complies with the aims and objectives of Policy DM14 of the Local Plan.

Highways and Car Parking

- 9.17 Objections have been raised by Faversham Town Council and neighbours on the grounds of potential safety issues posed by the development, particularly in relation to the level of traffic generation and the vehicular egress on to Station Road.
- 9.18 However, KCC Highways and Transportation are satisfied with the proposal in respect to the impact on the highway network, access and parking.
- 9.19 Vehicular access to the site would be from Sidings Close via the Jubilee Industrial Estate and the existing site access would become one-way providing an exit only route on to Station Road. An entry phone controlled barrier would be provided to the east of the site at Sidings Close to prevent unauthorised through traffic from the Whitstable Road and the Jubilee Industrial Estate exiting onto Station Road.
- 9.20 Following the submission of a Stage 1 Road Safety Audit and amendments to the Station Road Junction including stop and no entry signs; and, a new section of footpath, pedestrian crossing and ramp linking the railway footbridge to St. Marys Road; KCC Highways has no objections to the proposal on the grounds of highway safety.

- 9.21 A total of 65 car parking spaces (including 10 wheelchair spaces and 10 with electric car charging facilities) and 21 cycle spaces (i.e. 12 within a cycle shelter and 1 rack within each unit) would be provided in accordance with KCC Parking Standards. A further 21 car spaces would be provided on the north-east corner of the application site to supplement the existing car parking on the Jubilee Industrial Estate.
- 9.22 The concerns of Faversham Town Council and neighbouring occupiers have been noted, however given that KCC Highways and Transportation are now satisfied with the proposal with respect to the impact on the highway network, access arrangements and parking, there are no officer objections to the application on highways ground

Landscaping and Trees

- 9.23 Areas of soft landscaping comprising ground cover planting and specimen tree planting would be provided around the proposed buildings and parking areas together with new native hedge planting along the northern boundary of the access road. It is considered that this would provide a satisfactory setting for the development and provide a more attractive and robust screen along the access road. Notwithstanding this, it is recommended that a condition be imposed requiring the submission and approval of a detailed landscaping scheme prior to the commencement of the development.
- 9.24 There is a dense stand of poor quality young sycamore trees on the proposed site of Block B together with a row of trees adjoining the north-western boundary of the site within the Recreation Ground. An Arboricultural Impact Assessment has been submitted indicating that the sycamores are of little amenity value and will be removed and that standard tree protection measures will be adopted to ensure that the perimeter trees are protected during construction and will not be affected by the proposed works. The proposals are acceptable from an arboricultural point of view subject to a condition to ensure that the recommended tree protection measures are implemented.

Flood Risk/ Drainage

- 9.25 The Environment Agency's Flood Map for Planning indicates that a small section of the existing access road amounting to approximately 1% of the site area lies within Flood Zones 2 and 3. The remainder of the site, including the proposed building and associated parking and servicing areas is designated as Flood Zone 1 and as such is at very low risk of flooding.
- 9.26 At this stage only limited information has been submitted in respect of site drainage. Notwithstanding this, KCC Drainage raise no objection to the proposal subject to the imposition of conditions relating to the submission of a detailed surface water drainage scheme, submission of a Verification report relating to the surface water drainage system and infiltration used to manage surface water from the development.

Land Contamination

- 9.27 The submitted land contamination report did not identify any significantly elevated concentrations of heavy metals or PAH compounds within the soils tested but concludes that *'There remains the potential for other contaminants to be present in the underlying soils as well as a risk from ground gases from historical quarries and pits in the vicinity of the site. Further works will be required to assess the remaining potential risks identified.'*

- 9.28 The Environmental Protection Team Leader has reviewed the report and has agreed with its findings and has no objections to the proposal subject to the imposition of conditions relating to the submission of a further site investigation, a remediation method statement and a verification report.

Other Matters

- 9.29 The concerns raised by Faversham Town Council and neighbouring occupiers with regard to the design and appearance of the proposed buildings, traffic generation, highway safety and residential amenity have been addressed above. The impact of the development on property values is not however, a material planning consideration.
- 9.30 The Town Council’s request that a vehicular access be provided from the application site to the Recreation Ground in order to service the Lodge has been noted and put to the applicant. In response, the applicant has indicated that due to the marked change in levels between the site and the Recreation Ground such an arrangement would be impractical. As an alternative, the scheme has been amended to include a pedestrian footpath linking the site to the Recreation Ground and the pedestrian footbridge crossing the railway.

10.0 CONCLUSION

- 10.01 National policy states that sustainable development should be approved when it is in accordance with the development plan, unless there are adverse impacts that outweigh any benefits, or are restricted by the NPPF.
- 10.02 The proposed development would accord with the aims and objectives of the Local Plan and the NPPF and would provide additional employment opportunities in the Borough. No significant impact would be caused to the amenities of neighbouring occupiers or highway safety. I further consider that the development would relate well to the existing built environment and preserve the character and appearance of the Faversham Conservation Area and the setting of the nearby listed buildings.
- 10.03 It is acknowledged that there has been local opposition to the proposal. However, following consideration of national and local plan policy along with the amendments to the scheme and the input of consultees, it is considered that the scheme is acceptable. It is therefore recommended that planning permission be granted subject to the conditions as set out below.

11.0 RECOMMENDATION – GRANT Subject to the following conditions:-

CONDITIONS

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission is granted.

Reason: In pursuance of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby approved shall be carried out in accordance with the following approved plans and documents:

Location plan 1202.01E

Existing site plans 1202.10B & 1202.11A
 Existing elevations 1202.24
 Proposed site plan (Flood Risk Zones) 1202.23C
 Site plan ground floor 1202.20G
 Proposed site plan (western half) 1202.12C
 Proposed site plan (eastern half) 1202.13E
 Proposed site plan (first floor) 1202.21E
 Floor plans Block A 1202.14C
 Elevations Block A 1202.15C
 Floor plans Block B 1202.16C
 Elevations Block B 1202.17F
 Floor plans Block C 1202.18A
 Elevations Block C 1202.19B
 Site cross sections 1202.25A
 Typical fencing detail 1202.22
 Limited topographical survey 18/00/278
 Tree survey and constraints 2561/19/A/1
 Lifting arm barrier details 1202.26A
 Design and Access Statement
 Transport Statement (November 2018)
 Road Safety Audit Stage 1 (2nd December 2018)
 Heritage Asset Statement
 Assessment of Flood Risk
 Tree Survey by laDellWood (February 2019)
 Acoustic Assessment by Ned Johnson Acoustic Consultants Ltd (10/112018)

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

3. No development beyond the construction of foundations shall take place until details of the external finishing materials to be used on the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority, and works shall be implemented in accordance with the approved details.

Reason: In the interest of visual amenity.

4. Development shall not begin until a detailed sustainable surface water drainage scheme for the site has been submitted to (and approved in writing by) the Local Planning Authority. The detailed drainage scheme shall demonstrate that the surface water generated by this development (for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm) can be accommodated and disposed of within the curtilage of the site without increase to flood risk on or off-site. The drainage scheme shall also demonstrate that silt and pollutants resulting from the site use and construction can be adequately managed to ensure there is no pollution risk to receiving waters. The drainage scheme shall be implemented in accordance with the approved details prior to the first occupation of the development (or within an agreed implementation schedule).

Reason: To ensure the development is served by satisfactory arrangements for the disposal of surface water and to ensure that the development does not exacerbate the risk of on/off site flooding. These details and accompanying calculations are required prior to the commencement of the development as they form an intrinsic part of the proposal, the approval of which cannot be disaggregated from the carrying out of the rest of the development.

5. Where infiltration is to be used to manage surface water from the development hereby permitted, it will only be allowed within those parts of the site where information is submitted to demonstrate to the Local Planning Authority's satisfaction that there is no resultant unacceptable risk to controlled waters and/ or ground stability. The development shall only then be carried out in accordance with the approved details.

Reason: To protect vulnerable groundwater resources and ensure compliance with the National Planning Policy Framework.

6. No building on any phase (or within an agreed implementation schedule) of the development hereby permitted shall be occupied until a Verification report pertaining to the surface water drainage system, carried out by a suitably qualified professional, has been submitted to the Local Planning Authority which demonstrates the suitable modelled operation of the drainage system such that flood risk is appropriately managed, as approved by the lead Local Flood Authority. The report shall contain information and evidence (including photographs) of earthworks; details of materials utilised in construction including subsoil, topsoil, aggregate and membrane liners; full as built drawings; topographical survey of 'as constructed' features; and an operation and maintenance manual for the sustainable drainage scheme as constructed.

Reason: To ensure that flood risks from the development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of paragraph 165 of the National Planning Policy Framework (July 2018).

7. No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:
 1. A preliminary risk assessment which has identified (a) all previous uses; (b) potential contaminants associated with those uses; (c) a conceptual model of the site indicating sources, pathways and receptors; and (d) potentially unacceptable risks arising from contamination at the site.
 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation measures required and how they are to be undertaken.
 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.Any changes to these components require the written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.

8. Prior to any part of the development being occupied a verification report demonstrating the completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to human health or water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework.

9. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 170 of the National Planning Policy Framework.

10. Piling or any other designs using penetrative methods shall not be permitted other than with the express consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect controlled waters, including ground water and to comply with the National Planning Policy Framework.

Piling or any other foundation designs using penetrative methods can result in risks to potable supplies from, for example, pollution, turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater.

11. No development beyond the construction of foundations shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include existing trees, shrubs and other features, planting schedules of plants, noting species (which shall be native species and of a type that will encourage wildlife and biodiversity), plant sizes and numbers where appropriate, means of enclosure, hard surfacing materials, and an implementation programme.

Reason: In the interests of the visual amenities of the area and encouraging wildlife and biodiversity.

12. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any

part of the development or in accordance with the programme agreed in writing with the Local Planning Authority.

Reason: In the interests of the visual amenities of the area and encouraging wildlife and biodiversity.

13. Upon completion of the approved landscaping scheme, any trees or shrubs that are removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced with trees or shrubs of such size and species as may be agreed in writing with the Local Planning Authority, and within whatever planting season is agreed.

Reason: In the interests of the visual amenities of the area and encouraging wildlife and biodiversity.

14. Unless otherwise agreed in writing by the Local Planning Authority, No development shall commence until the tree protection measures recommended in the Tree Survey Report Issue1 dated February 2019 by LaDellWood are implemented.

Reason: In order to protect existing trees which are considered worthy of retention.

15. The area shown on the submitted plan as loading, off-loading and parking space (namely drawing 1202.20G, Site Plan – Ground Floor) shall be used for or be available for such use at all times when the premises are in use and no development, whether permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking or re-enacting that Order) or not, shall be carried out on that area of land or in such a position as to preclude vehicular access to this reserved area; such land and access thereto shall be provided prior to the commencement of the use hereby permitted.

Reason: Development without adequate provision for the parking, loading or off-loading of vehicles is likely to lead to parking inconvenient to other road users.

16. No building shall be occupied until space has been laid out and the cycle shelter as referred to on drawing 1202.20G has been provided within the site in accordance with the details shown on the approved plans for bicycles to be parked.

Reason: To ensure the provision and retention of adequate off-street parking facilities for cycles in the interests of sustainable development and promoting cycle visits.

17. No development shall take place, including any works of demolition, until a construction method statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- i. the parking of vehicles of site operatives and visitors
 - ii. loading and unloading of plant and materials
 - iii. storage of plant and materials used in constructing the development

- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- v. wheel washing facilities
- vi. measures to control the emission of dust and dirt during construction
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: In the interest of the amenities of the area and highway safety

18. 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.

19. The buildings hereby approved shall be constructed to BREEAM ‘Good’ Standard or an equivalent standard and prior to the use of the buildings the relevant certification shall be submitted to the Local Planning Authority confirming that the required standard has been achieved.

Reason: In the interests of promoting energy efficiency and sustainable development.

20. No building shall be occupied until 10 car parking spaces with access to electrical charging ports have been provided in accordance with details to be submitted to and approved in writing by, the Local Planning Authority.

Reason: In the interests of sustainable development.

21. No impact pile driving in connection with the construction of the development shall take place on the site on any Saturday, Sunday or Bank Holiday, nor any other day except between the following times:- Monday to Friday 0900 – 1700 hours unless in association with an emergency or with the written approval of the Local Planning Authority.

Reason: in the interests of residential amenity

INFORMATIVES

1. A formal application for connection to the public sewerage system is required in order to service the development, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.
2. Network Rail recommends the developer contacts AssetProtectionsKent@networkrail.co.uk prior to any works commencing on site, and also to agree an Asset protection Agreement with us to enable approval of detailed works. More information can also be obtained on our website at www.networkrail.co.uk/asp/1538.aspx.

3. Kent County Council Public Rights of Way and Access service have advised that:

- No furniture may be erected on or across Public Rights of Way without the express consent of the Highway Authority.
- There must be no disturbance of the surface of the right of way, or obstruction of its use, either during or following any approved development.
- In order to ensure public safety during development, the temporary closure of the route might be necessary. The temporary closure would be processed by Kent County Council on the basis that:
 - i) The closure is paid for by the developer
 - ii) The duration of the closure is kept to a minimum
 - iii) Alternative routes will be provided for the duration of the closure
 - iv) Six weeks' notice of the requirement of a closure is given by the developer.

Council's Approach to this Application

In accordance with paragraph 38 of the National Planning Policy Framework (NPPF), July 2018 the Council takes a positive and proactive approach to development proposals focused on solutions. We work with applicants/agents in a positive and creative way by offering a pre-application advice service, where possible, suggesting solutions to secure a successful outcome and as appropriate, updating applicants/ agents of any issues that may arise in the processing of their application.

In this instance;

Amendments and additional information was submitted by the applicant at the request of the case officer; and the application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the Committee and promote the application.

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.

