

APPENDIX 2**TABLED UPDATE FOR ITEM 2.11 - 16/507689/OUT - Land between Frogmal Lane and Orchard View, Lower Road, Teynham**

This update is further to the report at pages 237 to 284 of the agenda.

1. The Economic Development Team advise (further to paragraph 7.19 on page 263) that “a local labour plan relating to the housing construction (with 300 units the build-out time would provide scope to secure apprenticeship outcomes and work placements as well as local labour targets). The commercial units bring employment benefits *per se* and rather than place a requirement upon new businesses, we would seek to encourage employers to look at apprenticeships as a route to employing new people, as they take occupation.

We would want to agree a local employment plan with developer(s), prior to commencement, within which we would agree outcome targets and monitoring arrangements.”

2. The Environmental Protection Team Leader advise (further to paragraph 7.13 on Page 255 and paragraph 9.43 on page 270), that “...*there are sufficient funds being put in place via the environmental damage costs which are allied to the mitigation measures to minimise the potential adverse impact of air quality from this proposal...we are [already] well enough covered by diffusion tubes in Teynham...*”

He also requests the imposition of two planning conditions to ensure appropriate mitigation of air quality and noise impacts.

3. KCC Highways and Transportation (further to paragraph 7.17 on pages 257 to 262) no objection is raised subject to the amendment of condition (44) to add reference to drawing SK-012D (which shows changes to London Road through Teynham) and to appropriate arrangements for the delivery of the off-site highway works [(i) to the A2 Swanstree Avenue traffic signals, (ii) the A2 Murston Road traffic signals and (iii) the A2 / A251 junction] either in the form of negotiated financial contributions or by the developer actually implementing the improvements.

Delegated authority is sought to negotiate appropriate wording to form part of the Section 106 Agreement.

4. Highways England (further to paragraph 7.12 on page 255) raise no objection subject to a developer contribution of £79, 925 (towards improvements to Junction 7 of the M2) and a financial contribution (to be agreed but likely to be in the region of £200, 000) towards the proposed upgrade of the A2 / A251 junction in Faversham. The trigger for these payments would, in both instances, be before the occupation of the 100th dwelling. Authority is sought to deal with these matters as part of the Section 106 Agreement.
5. No further comments have been received from the KCC Public Rights of Way Team.

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6. Further to paragraph 2.04 (on page 238), the mix of dwellings is also likely to include some apartments, though this is a matter to be dealt with at the reserved matters stage.
7. With regard to Formal Sports, further to Paragraph 2.11 (on page 239), the suggested financial contribution is not actually required, and Members will note the Greenspaces Manager's comments at paragraph 7.14 (on page 256) and the corresponding paragraph in respect of the Section 106 Agreement (on page 270).
8. With regard to conditions (further to pages 271 to 280), delegated authority is sought to add an 'approved plans' condition, to add a condition requiring air quality mitigation measures and a condition dealing with noise mitigation measures; to amend condition (2) to refer to FIVE years; to amend condition (44) to refer to other off-site highways as shown on –SK-012D; and to further amend condition wording as may reasonably be required.
9. In conclusion, delegated authority is sought to approve the application subject to the signing of a suitably-worded Section 106 Agreement and to conditions as set out in the report and with additions and amendments as described above. Authority is also sought to make such amendments to the S106 Agreement and the wording of conditions as may reasonably be required following consultation with the applicant.

JRW – 21 June 2017