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| REFERENCE NO - 20/502037/REM | | |
| APPLICATION PROPOSAL Reserved Matters of appearance, landscaping, layout and scale of temporary car park pursuant to outline application 16/507292/OUT as varied by 18/506609/OUT (Application to vary conditions 3, 4, and 5 of planning permission 16/507292/OUT (outline application with access sought for development of medical campus) to allow for the relocation of the Nature Reserve). | | |
| ADDRESS Kent Medical Campus Newnham Way Maidstone Kent | | |
| RECOMMENDATION Application Permitted | | |
| SUMMARY OF REASONS FOR RECOMMENDATION The proposed temporary parking is intended to provide the emerging Innovation Centre with additional parking capacity to reflect both general higher parking demands for that type of use and with the need to cater for Events and Conferences. Whilst the location of the proposed car park is not fully consistent with the indicative Masterplan and would not be considered to be acceptable as a permanent feature, the additional provision seeks to support the viability and marketability of the Innovation Centre project during its critical early years. A condition is also suggested to tie the development with the occupation of the Maidstone Innovation Centre. The agent has put forward a case that justifies this form of development but only for a temporary period pending a longer term permanent solution being progressed. A condition is suggested that the temporary car park only be in place until the end of July 2025 and this is considered to be reasonable. Subject to being a temporary permission it does not prejudice the long term continued development of the Campus site in the manner proposed in strategic Policy RMX1 (1) and does not breach maximum parking standards on the overall site. There are no ecological impacts and subject to being a temporary facility, the visual impacts of the parking and associated access and lighting can be managed through conditions and new landscape planting. | | |
| REASON FOR REFERRAL TO COMMITTEE The Planning Committee Resolution for the outline application 16/507292/OUT requested that all reserved matters be reported to Planning Committee. In addition, the temporary car park is intended to be leased to Maidstone Borough Council in connection with its operation of the Maidstone Innovation Centre. | | |
| WARD Boxley | PARISH/TOWN COUNCIL Boxley | APPLICANT Kent Medical Campus Ltd AGENT DHA Planning |
| TARGET DECISION DATE 03/09/20 | | PUBLICITY EXPIRY DATE 08/07/20 |

Relevant Planning History

The planning history of this locality is complicated. The details are below grouped under the 3 main chapters in the planning history: KIMS; Kent Medical Campus; Popes Field Schools.

The first development at KIMS was the main hospital approved by an amended full application in 2009. An extension to its car parking on land to the west (near the Garden Centre) was approved in 2018.

The outline consents for Medical Campus do not include the main KIMS and its extra car parking. The first outline consent for KMC was approved in 2014 under ref 13/1163 which has now expired. It required that all Reserved Matters had to be submitted before 23 April

2017. It allowed up to 98,000 sqm of additional floorspace. It has 2 Reserved Matters submitted pursuant to it: Cygnet Private Hospital and Invicta Court Care Home.

The other main outline consent which is extant is 16/507292/OUT (though it has been amended by a s73 application). This covered a slightly different location due to being submitted after the roundabout enlargement at the Junction of New Cut Road/Bearsted Road and it also excludes Cygnet Hospital which was already being built under the earlier outline consent. It allows a lot longer time period for the Reserved Matters to be submitted - until 16 June 2027. It allows up to 92,379 m² (ie excluding the Cygnet Hospital floorspace).

One new building has had Reserved Matters submitted pursuant to 16/507292/OUT, being the Innovation Centre which is to be operated by Maidstone Borough Council.

The Outline consent 18/506609/OUT was approved in June 2019 as a variation relocating the nature reserve to facilitate the proposed access to the new schools at Popes Field which, one month earlier, had separately been granted a full planning permission under ref 18/506656/FULL. The schools buildings needed a full application in their own right as they fell outside the land uses approved in the outline consent for KMC.

KIMS (Kent Institute of Medicine and Surgery)

09/0973

Application for amendments to MA/07/0382 (Tertiary Medical Centre comprising a complex of eight buildings ranging from two to four storeys, car parking, landscaping, access road and associated highways improvements) being changes to building names, minor increase in building footprints, changes to building functional requirements, changes to approach and parking, changes to energy plant and oxygen plant, improvements to the environment and development of elevation materials etc

Approved Decision date: 15.10.2009

13/1953

Application for the removal of condition 2 of MA/09/0973 (Application for amendments to MA/07/0382 (Tertiary Medical Centre comprising a complex of eight buildings ranging from two to four storeys, car parking, landscaping, access road and associated highways improvements) re Timing of Highway improvements

Approved Decision date: 08.01.2014

18/503459/FULL

Extension to the existing car park to provide an additional 87 No. parking spaces with landscaping.

Approved Decision Date: 03.09.2018

Kent Medical Campus

Outline Consents

13/1163

Outline application for the development of a medical campus comprising up to 98,000sqm of additional floor space (including additional hospital facilities, clinics, consultation rooms and a rehabilitation centre (classes C2/D1); education and training facilities with residential accommodation (class C2/D1); key worker accommodation for nurses and doctors (class C3); pathology laboratories (class B1); business uses (class B1); ancillary retail services (class A1, A2, A3); and up to 116 class C2 neuro-rehabilitation accommodation units; internal roads and car parks, including car park for residents of Gidds Pond Cottages; hard and soft landscaping including creation of new woodland area with access for consideration and all other matters reserved for future consideration.

Approved Decision Date: 23.04.2014

15/510037/FULL

Removal of condition 20 of MA/13/1163 - relating to air (air quality mitigation measures)
Approved Decision Date: 02.08.2016

16/507292/OUT

Outline Application with access matters sought for development of medical campus comprising up to 92,379 m² of additional floorspace (including additional hospital facilities, clinics, consultation rooms and a rehabilitation centre (classes C2/D1); education and training facilities with residential accommodation (class C2/D1); keyworker accommodation for nurses and doctors (class C3); pathology laboratories (class B1); business uses (class B1); ancillary retail services (class A1, A2, A3); and up to 116 bed class C2 neuro-rehabilitation accommodation; internal roads and car parks, including car park for residents of Gidds Pond Cottages; hard and soft landscaping including creation of a nature reserve (to renew existing consent 13/1163).
Approved Decision Date: 16.06.2017

18/506609/OUT

Application to vary conditions 3, 4, and 5 of planning permission 16/507292/OUT (outline application with access sought for development of medical campus) to allow for the relocation of the Nature Reserve.
Approved Decision Date: 19.06.2019

Cygnets Private Hospital

16/500360/REM

Approval of Reserved Matters following outline planning permission MA/13/1163 for the erection of a 65-bed hospital, with associated parking and landscaping at Zone 10, Kent Medical Campus, Maidstone (appearance, landscaping, layout and scale being sought).
Approved Decision Date: 29.04.2016

Invicta Court Care Home

17/501723/REM

Approval of reserved matters (siting, design, external appearance and landscaping) pursuant to outline permission MA/13/1163 for the development of a 4222 sqm GEA class C2 care facility comprising a mixture of step-down residential, nursing, dementia, rehabilitation and respite care at Zone 5, Kent Medical Campus, Maidstone
Approved Decision Date: 13.07.2017

Innovation Centre

18/506658/REM

Reserved Matters of appearance, landscaping, layout and scale pursuant to outline application 16/507292/OUT (outline application with access sought for development of medical campus) for construction of proposed four storey Innovation Centre office building (Class B1) and associated external works.
Approved Decision Date: 17.04.2019

New Schools at Popes Field (known as Bearsted And Snowfields Academies)

18/506656/FULL

Erection of a new two-storey primary school and special educational needs secondary school with vehicular and pedestrian access via Kent Medical Campus, together with associated car parking and drop off area, pedestrian access, drainage, areas for formal and informal outdoor play and landscaping works.
Approved Decision date: 03.05.2019

MAIN REPORT

1. DESCRIPTION OF SITE

- 1.01 The proposed temporary car park is located within the Kent Medical Campus (KMC), within a sunken corner plot to the south of Gidds Pond Way and east of Newnham Court Way. Access is from Newnham Court Way being a ramped access track down an embankment, currently secured with metal 5 bar gate and a post and rail fenced boundary to the 2 roads.
- 1.02 The predominantly flat site has an area of 0.40 ha. The site is sunken at an average level of 57.4m OD and Newnham Court Way is 60.87m OD, ie. a drop below road level of 3.47m on average.
- 1.03 To the south are undeveloped parcels of land within the wider area of Kent Medical Campus. To the east are a fenced surface water swale and a belt of poplar trees.
- 1.04 The main KIMS Private Hospital is to the NW, close to the M20 and the proposed Maidstone Innovation Centre is under construction on the northern side of Gidds Pond Way, immediately opposite the application site. Immediately to the east of the Innovation Centre is the Invicta Court Care Home (C2 use). Further to the east, Gidds Pond Way also gives access to Cygnet 65 bed Private hospital and the under construction Bearsted And Snowfields Academies (primary school and special educational needs secondary school).
- 1.05 The Kent Medical Campus also forms part of the North Kent Enterprise Zone.

2. PROPOSAL

- 2.01 The outline planning permission allows, inter alia, the provision of parking facilities to serve the overall development.
- 2.02 This temporary 42 space car park is indicated to be surfaced in tarmac. The ramp down to the car park is shown to have gradient of 1:12
- 2.03 The landscape details initially submitted indicated a mix of 6 Small-leaved Lime trees (*Tilia cordata*) and 8 White Birch trees (*Betula pubescens*) planted on the 2 embankments along the boundaries to Newnham Court Way and Gidds Pond Way. Planting is now also proposed along the southern and eastern boundaries, albeit to take account of needing to be short term due to the temporary nature of the car park and is proposed as 4 *Betula pubescens*, 4 *Alnus glutinosa*. On the southern edge of the car park is proposed a native screen hedge of *Corylus avellana*; *Crategeous monogyna*, *Salix alba*; *Salix caprea*. It is submitted that the proposed use is a temporary one and the wider plot will be developed for other uses (likely to be office or similar uses) in accordance with the outline permission for the Campus and it would not be sensible to screen on boundaries that will not be permanent.
- 2.04 It is proposed in principle to install lighting columns around the car park perimeter, likely to be Kingfisher Viva Pro lighting columns (height unspecified) which are LED downlighting type with 4000k Colour temperature. It is expected that the external lighting will have a low lux level, consistent with that typically found on small car parks in rural areas. Details of the proposed lighting are intended to be formally submitted in due course as required by outline condition 19.
- 2.05 The proposal was submitted as a short-term temporary measure to provide overflow parking capacity to serve the Kent Medical Campus site, accessed via Newnham Court Way. The agent has since confirmed that the current proposal is intended specifically for the Maidstone Innovation Centre over a period where it is likely that there will be additional parking demand. It will supplement the 78 on plot spaces to give a total of 120 spaces. The car park will be managed by Maidstone Borough Council with the parking only being available to staff and visitors of the

Innovation Centre. The applicant has also subsequently confirmed that a temporary permission for 5 years is acceptable to them.

- 2.06 In the longer term, it is stated in the application that a multi-level car park will be provided as a centralised facility to serve existing and future proposed development across the wider campus although there is no timescale given for delivery.
- 2.07 In justification for the temporary car park, the Transport Statement clarifies that parking for existing uses at KMC has been provided below KCC's maximum parking standards, leading to a cumulative deficit of 89 spaces compared with the maximum standards. Hence part of this deficit is reduced by the proposal.
- Cygnet Hospital has 64 parking spaces which was an under provision of 39 (based on a Hospital with 65 bedspaces and 120 staff)
 - Invicta Court Care Home has 39 parking spaces which is an under provision of 12 spaces (based on 75 non resident staff and 75 bedspaces)
 - The Innovation Centre has 78 spaces which is an under provision of 38 (based on 3482 sqm of B1 office space)
- 2.08 The application is accompanied by a plot Travel Plan which details walking and cycling links and infrastructure and public transport. It has targets with actions and initiatives that will be reviewed and monitored. Overarching objectives of this Travel Plan comprise to establish measures for a reduction in single occupancy car travel to be achieved and to encourage greater use of sustainable travel modes, and to promote awareness of the opportunities for sustainable travel to all staff and visitors. Targets are:
- A minimum **10%** reduction in staff single occupancy car travel within the first three years of occupation (each individual element on site), with corresponding increases in sustainable transport modes including car sharing and public transport
 - An overall reduction in vehicle trips generated over a 12 hour period (0700-1900) by the site as a whole by a minimum of **5%**.
- 2.09 These match with 2 objectives of the Campus wide Travel Plan which was approved pursuant to the s106 agreement.
- 2.10 In response to KCC (H&T) queries, the agent confirmed:
- The car park will be managed by Maidstone Borough Council in connection with the Innovation Hub immediately to the north. The car park will be available only to staff and visitors of the Innovation Hub.
 - There is no conflict with the KCC application KCC/MA/0271/2019 which is construction of a new access road etc into the east side of Newnham Court Shopping Village from the southern part of Newnham Court Way.
- 2.11 A submitted Landscape and Visual Appraisal concludes the anticipated effects are found to be no worse than those set out in the 2016 Environmental Statement, which assumed the presence of a new building together with associated access and car parking on the site. The applicant is submitting that no additional effects were identified by their LVIA for the current proposal of a temporary surface level car park; not least by the fact that it is set below the levels of the 2 roads it abuts.

3. POLICY AND OTHER CONSIDERATIONS

Maidstone Borough Local Plan 2017 RMX1(1) DM1 DM23
Neighbourhood Plans n/a
Kent Minerals and Waste Local Plan 2016 n/a
Supplementary Planning Documents n/a

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)

4. LOCAL REPRESENTATIONS

Local Residents:

- n/a

5. CONSULTATIONS

(Please note that summaries of consultation responses are set out below with the response discussed in more detail in the main report where considered necessary)

Boxley PC

5.01 No material planning reasons to object to this application.

KCC (Highways and Transportation)

5.02 Gradient of the access to be no steeper than 1 in 10 for the first 1.5 metres from the highway boundary and no steeper than 1 in 8 thereafter.

5.03 Following additional information from Agent: raise no objection.

6. APPRAISAL

Main Issues

6.01 The key issues for consideration relate to:

- Principle
- Site Allocation Policy
- Compliance with Outline Illustrative Masterplan "The Vision"
- Compliance with Other Outline Planning Conditions

Principle

6.02 In terms of the principle of the development, the site lies within the designated urban area of Maidstone which is the preferred location for growth in environmental sustainability terms. Policies SS1 and SP1 apply: the urban area is a focus for new development and this location in particular near Junction 7 of the M20 was allocated as a strategic location for new business provision in association with a new medial campus.

6.03 The parking is proposed within this strategic site to serve development that is under construction adjacent and thus there is a logical functional link. The outline permission indicates that parking would be provided across the campus. Therefore the principle is acceptable – even if this is a temporary transitional arrangement until such time as a central facility is provided.

Site Allocation Policy

6.04 Policy RMX1(1) allocates the wider site for use as a medical campus and associated development, including car parking subject to various criteria.

6.05 Criterion 5 sets out requirements for landscaping and design in order to minimise the impact of the wider development on the Kent Downs AONB. The siting of the

temporary car park, its juxtaposition with taller development and the sunken nature of the site means that there is no impact on the AONB. A specific Landscape and Visual Impact Assessment has been submitted which takes into account the development already undertaken on the KMC site, the permitted Innovation Centre development, the proposed layout of the temporary car park. The anticipated effects were found to be within (i.e. at a lower level) than those set out in the 2016 Environmental Statement, which assumed the presence of a new building together with associated access and car parking on the site. I am satisfied that the conclusion of the LVIA are correct in this regard.

- 6.06 The size and location of the application site and the temporary nature of this proposal do not make it appropriate for areas of structural tree planting extending into the neighbouring development plots. Landscaping as revised including tree planting is intended to screen the car parking. It is primarily aimed at screening the 2 road frontages with a mix of Small-leaved Lime trees (*Tilia cordata*) and White Birch trees (*Betula pubescens*). However, the scheme has been amended to introduce screening to the other 2 sides in the form of fast growing trees and a native hedgerow.
- 6.07 Criterion 5(v) requires the use of low-level lighting. As mentioned above, lighting details are not included in this application but it is envisaged that they will accord with this criterion.
- 6.08 Criterion 8 requires the provision of a minimum 15m wide landscaped buffer on each side of the stream running through the Kent Medical Campus site. This requirement is comfortably met, with the proposed drainage ditch for the car park being around 60m west of the stream.
- 6.09 This use would not prejudice the ongoing development of the surrounding land in accordance with Policy RMX1(1).

Compliance with Outline Illustrative Masterplan "The Vision"

- 6.10 There is no approved masterplan as such for the development of Kent Medical Campus. The application site is indicated in the outline planning permission "The Vision" drawing for an L-shaped building wrapping around the outer corner of the plot with associated car parking to the rear. The Illustrative Masterplan is not explicitly conditioned in the outline planning permission and there is no specified form of "car parking" in the Plan nor in description of the outline planning permission (ie surface, undercroft or multi-storey).
- 6.11 The outline planning permission 16/507292/OUT (and the s73 variation 18/506609/OUT) were subject to EIA and thus both accompanied by an Environmental Statement (and addendum for 18/506609) which assessed parking provision in a general manner. It stated that vehicle parking was to be provided by a combination of on-plot 'private' parking and a designated shared 'staff and visitor' parking area centrally located on the Campus site. The former would be detailed for individual plots when reserved matter applications are made. There was indicated to be a limited use of multi-level arrangements and undercrofts for the communal parking.
- 6.12 Rather than complying with the maximum standards prescribed in parking standards, it was stated that the level of parking provided would be calculated using the TRICS data. This was intended to ensure that parking levels would accord with forecast demand, reducing any likelihood of over provision which could lead to unsustainable trip patterns. An assessment of the "Vision Plan" confirmed that 1,200 spaces could be adequately accommodated on the site. The maximum parking using parking standards was said to be 1,426 spaces. Hence the Environmental Statement of the outline planning permission envisaged a parking provision approx. 85% of the maximum standards: car parking at the site was to be

provided in accordance with demand calculations and always less than the maximum parking standards.

- 6.13 The above conclusions were not enshrined in any planning condition or legal agreement: it is only Condition 6 of both outline planning permissions which refers to the minimisation of parking. However, on the basis that the under provision of parking compared to maximum parking standards was key in the Environmental Impact Assessment, it is essential that objective is carried through when Reserved Matters are considered.
- 6.14 Looking at the 3 parcels of land developed so far, there is provision of 181 spaces on plot parking spaces compared to theoretical maximum parking standards of 270. The addition of 42 spaces in the temporary car park would give a total of 223 which is 83% of the maximum parking standards. Whilst it is the case that both Cygnet Hospital and Invicta Court Care Home were not built pursuant to 16/507292/OUT but to an earlier outline planning permission, the overall objective set out in the EIA for parking levels serving the overall Campus is met.
- 6.15 A further argument in favour of more off plot parking to serve the Innovation Centre specifically is that assessing its parking standards as a single building in excess of 3000sqm in B1 office use gives a maximum parking standard of 1 space per 30sqm. However, the Innovation Centre will comprise of a range of flexible office spaces, meeting rooms and areas and hot-desk hubs, designed for use by start-up companies. Smaller offices have higher parking standards (an office up to 500 sqm needs 1 space per 20sqm). In my view, this distinction does assist in appreciating that this type of building typically needs around 100 – 120 spaces. It is also accepted that event/conferences in the building are more likely which will push overflow requirements to the upper end. I am satisfied that the divergence from the objective of the EIA for the particular use of the Innovation Centre building is justified and will not lead to an overall significant divergence when the rest of KMC gets developed. A condition is suggested limiting the use of the temporary overflow parking to be associated with the Innovation Centre only.
- 6.16 Whilst accepting the principle of the extra car parking, it is my view that the detail of the proposal would not be acceptable as a permanent feature in street scheme terms when assessed against Policy DM1 of the MBLP due to being an open tarmac surfaced car park in a visually prominent, albeit sunken, location. Therefore only a temporary planning permission would be appropriate in my view. I consider that the agent has put forward a case that justifies this form of development but only for a temporary period pending a more appropriate longer term solution being progressed, which could take up to 5 years.

Compliance with Other Outline Planning Conditions

- 6.17 The proposed development is over 150m from the nearest area of ancient woodland. The stream is 15m from the site boundary, ensuring that such a development-free buffer is maintained.
- 6.18 This site has no ecological value, will be the site of a building with associated car parking in the future, nevertheless, any ecological value associated with the structural tree planting on the boundaries will be secured. Due to the temporary nature of the current proposal, the LEMP has not been updated further, but all of the principles and maintenance arrangements set out in the previously agreed LEMP will apply equally to the planting proposed as part of this scheme.
- 6.19 Hibernacula, ponds and higher quality terrestrial habitat to benefit GCN have been created elsewhere at more appropriate locations on the Campus and so there is no necessity to achieve this within the application site plus there are also nesting boxes for birds and bats throughout the wider development site.

- 6.20 The details submitted incorporate measures to minimise the risk of crime: the layout has been designed with appropriate lighting for security and safety in mind. No lighting details are included at this stage but would need to factor in the need to minimise any ecological impacts.
- 6.21 Condition 21 requires the completion of off-site highway improvements prior to the occupation of 73,500 sqm of development. That threshold has not yet been reached and this proposal does not add any further floorspace.

Other Matters

- 6.22 Subject to a condition on the maximum gradient of the access ramp, KCC (H&T) raise no concerns with any breach of Policy DM23 of the MBLP. The agent subsequently confirmed a gradient of 1:12 which complies with the suggested condition so there are no highway safety concerns on this issue.
- 6.23 The approved drainage strategy for the wider site states that there will be a sustainable drainage system and use of an existing watercourse. However, the outline planning permission requires a detailed sustainable drainage scheme for each phase of the development pursuant to condition 10 and this requirement is still to be met. Condition 30 of the outline planning permission does not allow for infiltration unless already detailed in a scheme that has specifically been approved.
- 6.24 Other matters such as contamination, archaeology, Construction Management, hard surfacing; boundary treatments and electric vehicle charging points will be dealt with in subsequent discharges of planning conditions on the outline planning permission.

PUBLIC SECTOR EQUALITY DUTY

- 6.25 Due regard has been had to the Public Sector Equality Duty, as set out in Section 149 of the Equality Act 2010. It is considered that the application proposals would not undermine objectives of the Duty.

7. CONCLUSION

- 7.01 The proposed temporary parking is intended to provide the emerging Innovation Centre with additional parking capacity to reflect both general higher parking demands for that type of use with the need to cater for Events and Conferences.
- 7.02 Whilst the location of the proposed car park is not fully consistent with the indicative Masterplan and would not be considered to be acceptable as a permanent feature, the additional provision seeks to support the viability and marketability of the Innovation Centre project during its critical early years. A condition is also suggested to tie the development with the occupation of the Maidstone Innovation Centre.
- 7.03 The agent has put forward a case that justifies this form of development but only for a temporary period pending a longer term permanent solution being progressed. A condition is suggested that the temporary car park only be in place until the end of July 2025 and this is considered to be reasonable.
- 7.04 Subject to being a temporary permission it does not prejudice the long term continued development of the Campus site in the manner proposed in strategic Policy RMX1 (1) and does not breach maximum parking standards on the overall site.
- 7.05 There are no ecological impacts and subject to being a temporary facility, the visual impacts of the parking and associated access and lighting can be managed through conditions and new landscape planting.

8. RECOMMENDATION

APPROVE Reserved Matters subject to the following conditions:

- 1) The car park hereby permitted shall be removed and the land upon which it is sited shall either be restored to its former condition or developed in compliance with a subsequent planning permission/approval of Reserved Matters on or before 31 August 2025.
Reason: There is inadequate justification for the location, form and materials on a permanent basis.
- 2) The gradient of the access to the car park hereby approved shall be no steeper than 1 in 10 for the first 1.5 metres from the highway boundary and no steeper than 1 in 8 thereafter.
Reason: In the interests of highway safety.
- 3) Unless otherwise agreed in writing, the car park hereby approved shall be used only by staff and visitors in association with the occupation of the Maidstone Innovation Centre.
Reason: It is the specific use of the Innovation Centre which justifies a divergence from the parking strategy of the Environmental Impact Assessment of the outline planning permission.

INFORMATIVES

- 1) You are reminded that conditions of the outline planning permission will need to be discharged prior to commencement: 9 (contamination); 10 (surface water drainage); (14) Construction Management Plan and Code of Construction Practice; (15) Archaeology; (17) hard surfacing; (18) boundary treatments; (19) lighting; (20) electric vehicle charging points.

Case Officer: Marion Geary