

REFERENCE NO - 20/501428/FULL		
APPLICATION PROPOSAL Erection of 2no. two storey office buildings with associated car park, landscaping and fencing.		
ADDRESS The Site Of Previous Maple Leaf Garage, Ashford Road, Hollingbourne, Kent		
RECOMMENDATION Grant permission subject to conditions		
SUMMARY OF REASONS FOR RECOMMENDATION This previously developed site benefits from extant planning permission for a mixed office / warehousing/depot scheme. The proposal seeks to revise the design of the approved office scheme from a contemporary style to a more traditional rural typology and to replace the warehousing element with additional office accommodation. Whilst a countryside site, the land is PDL and benefits from an extant permission for a similar albeit smaller development. In addition, the site lies adjacent to the large Woodcut Farm employment allocation. It is not considered that the increased scale of accommodation from 700 sq.m to 1,100 sq.m would harm the character of the area and any increased massing of new building is mitigated by the improved design and enhanced landscaping. The small increase in office floorspace would not undermine the delivery of economic growth in a more sustainable location as defined under policy SS1. There are no adverse highway or other impacts arising.		
REASON FOR REFERRAL TO COMMITTEE Contrary to the views of the Parish Council		
WARD North Downs	PARISH/TOWN COUNCIL Hollingbourne	APPLICANT Genco Construction Services Ltd AGENT GDM Architects
TARGET DECISION DATE 30/11/20		PUBLICITY EXPIRY DATE 22/09/20

Relevant Planning History

17/506323/FULL - Demolition of existing stores, offices and WCs, and erection of new offices with dry store and associated parking. Approved 03.05.2018 –

Submission of details pursuant to conditions – approved 2018.

19/500811/FULL - Demolition of existing office building and erection of a two-storey office building, a storage building, car park, landscaping and fencing - approved 31.07.2019.

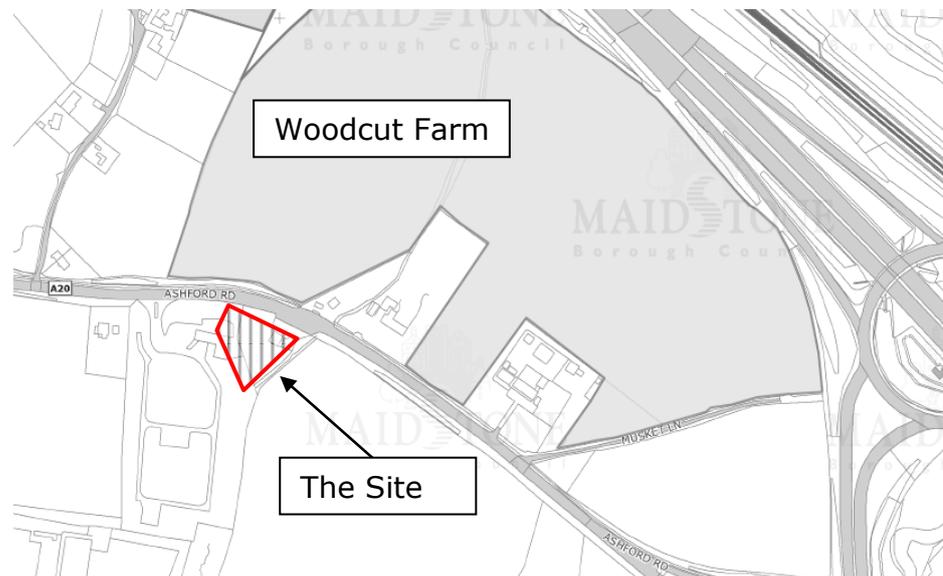
This image illustrates the office element of the July 2019 approved scheme (the storage depot was to the rear of the site).



MAIN REPORT

1. DESCRIPTION OF SITE

- 1.01 The site lies on the south side of Ashford Road, immediately to the east of the Bearsted Caravan Club site. It comprises a former commercial site that has most recently been used for car sales. The previous structures have been demolished, but the hardstanding, which covers the majority of the site, remains.
- 1.02 The site lies within the countryside, but represents previously developed land (PDL) and has an extant planning permission for substantial commercial development comprising offices and a storage depot for construction materials.
- 1.03 Immediately opposite the site is the Woodcut Farm employment land allocation, which has planning permission for circa 45,000 sq.m of commercial floorspace, with the M20 junction 8 a short distance to the east.



2. PROPOSAL

- 2.01 The planning application seeks permission for the erection of two office buildings of 509 sq.m and 609 sq.m respectively, together with access, staff/visitor car parking landscaping and biodiversity enhancements. Both buildings reference traditional rural barn typology, with brick plinth, weatherboard cladding and clay tile roof (with solar PV to both).
- 2.02 The two buildings are broadly sited where the 2019 permission located buildings, although, as detailed below, the rear building is materially larger in size.
- 2.03 The scheme reutilises the position of the existing site access, with open areas of parking set between the two buildings.
- 2.04 Land along the western boundary is set aside to provide a landscaped, ecological margin, as is the edge of the stream which runs to the east. New tree planting is proposed within the car parking area and along the site frontage.

- 2.05 The two buildings have been designed to represent a modern interpretation of a traditional rural barn typology, with the design brief seeking to promote a character of development that is more appropriate to the site's rural setting than the 2019 permission.



- 2.06 The proposals are submitted on behalf of a Maidstone based construction services company who will occupy as their HQ, with any surplus space let to third parties. However the permission sought would not be personal to any occupier.

3. POLICY AND OTHER CONSIDERATIONS

Maidstone Borough Local Plan 2017:
SS1, SP17, SP21, DM1, DM3, DM5, DM8, DM21/23, DM30.

Kent Minerals and Waste Local Plan 2016 – Minerals safeguarding area

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

4. LOCAL REPRESENTATIONS

Local Residents:

- 4.01 No representations received from local residents or neighbouring commercial / leisure sites.

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)

Hollingbourne Parish Council

- 5.01 The Parish Council request refusal of the application citing the following grounds:
- Overdevelopment of the site
 - Hazardous site access

KCC Highways Authority

- 5.02 At the request of the HA, the applicant has prepared a Transport Statement that assesses the impact of the scheme against the existing and extant permission baselines. In summary KCC's response is:
- The trip generation methodology is acceptable and the forecasts are robust.
 - The increase in peak hour movements over the approved scheme would be circa 15 vehicles each, am and pm.
 - The proposals would not represent a significant impact to the detriment of highway capacity, particularly in the context of the existing permission and the existing traffic flows on this section of the A20.
 - The scheme would use the previously approved access arrangements, to which KCC raised no objection. However, KCC has requested further information on visibility splay and / or safety audit. Any update will be reported to Members.
 - The scheme should increase disabled parking from 2 to 4 spaces (see condition).
 - Acceptable cycle parking is provided, but this should be sheltered (see conditions).
 - 3 motorcycle bays are recommended.
 - Note the provision of 4 active EVC bays and recommend the provision of 4 passive bays.

Mid Kent Environmental Protection

- 5.03 No objection subject conditions requiring, for example, an air quality assessment and ground conditions report prior to commencement.

KCC Ecology

- 5.04 Satisfied with the conclusions of the ecological report which state that none of the buildings present on site offered potential for roosting bats and thus no further survey work is recommended with regard to bats and buildings. Request that tree T5 is not felled or is subject to further survey (no existing trees are to be felled).
- Recommend condition to secure proposed ecological enhancements
 - Informative recommended regarding breeding birds

Southern Water

- 5.05 No public sewers cross the site. Any connection to the existing network will require consent. Recommend that any SUDS scheme is accompanied by a management plan.

Kent Police

- 5.06 Recommend further engagement with the DOCO team to address a number of security points raised

KCC Drainage

- 5.07 Request further information with regard to elements of the drainage strategy (Officer Note – a drainage strategy has been discharged under conditions pursuant to a previous permission, therefore a similar condition approach is considered acceptable).

Environment Agency

- 5.08 No objection subject to conditions relating to ground conditions.

KCC Minerals and Waste

- 5.09 *"...it is clear that development is of a relatively minor nature in terms of the area of land affected and the potential for sterilisation of any mineral is correspondingly minor. Therefore, the development may be regarded as exempt from land-won minerals safeguarding by exemption criterion (1) or (2) of Policy DM 7. Any submission of a Minerals Assessment would be a purely academic exercise in this instance. The County Council does not object to the proposal on minerals and waste safeguarding grounds."*

6. APPRAISAL

Main Issues

- 6.01 The key issues for consideration relate to:

- Principle of development
- Visual impact / Character and appearance
- Access and highways
- Ecology
- Other Matters

The Principle of Development

- 6.02 The site lies in the open countryside, beyond any settlement boundary, midway between the Bearsted edge of the Maidstone urban area and Hollingbourne. It does not form part of any site allocation.
- 6.03 The NPPF places significant weight upon supporting economic growth (80) and to meeting the needs of local businesses. It encourages business expansion in rural areas through the provision of well designed building (83) and where this may take place outside of settlement boundaries, that it should utilise previously developed land where possible and be sensitive to its surrounding (84). The site is indeed PDL and the revised design approach is considered to be appropriate to its rural setting.
- 6.04 MBLP Policy SS1 sets out the economic needs of the Borough in a spatial strategy that focusses upon the hierarchy of the town centre, urban area, growth locations, the RSC's and larger villages. It also defines employment allocations including Woodcut Farm opposite.
- 6.05 Policy SP17 states that development proposals in the countryside will not be permitted unless they accord with other policies in this plan and they will not result in harm to the character and appearance of the area. Policy SP21 states that proposals for the expansion of existing economic development premises in the countryside will be supported provided the scale and impact of the development is appropriate for its countryside location, in accordance with policy DM37.
- 6.06 Whilst the site lies within the open countryside, it has a history of commercial use and benefits from a recent permission for an office and depot building, to which significant weight must be attached.
- 6.07 Having regard to the extant permission, which establishes the principle of commercial development on the site, it is considered that whilst there is an increase in overall floorspace from circa 700 to 1,100 sq.m, this would not undermine sustainable economic development within the hierarchy identified in Policy SS1, nor the delivery of the large employment allocation (EMP1/4) opposite.

- 6.08 Whilst there will be an increase in trips in a location not currently well served by public transport, the net change is limited and the site will be well located to provide services linked to the main employment allocation opposite. The site is also well located for businesses which, for operational reasons, require easy access to the M20.
- 6.09 Subject to the considerations set out below, it is therefore considered that the principle of an increase in commercial floorspace compared to that approved would be acceptable in principle.

Visual Impact / Character and Appearance

- 6.10 Policies DM1 and DM30 of the adopted Maidstone Borough Local Plan provide relevant design guidance. Policy DM1 sets out general principles of good design whilst DM30 sets out design principles in the countryside and states that proposals will be permitted which meet certain criterion, namely:
- The type, siting, materials and design, mass and scale of development and the level of activity would maintain, or where possible, enhance local distinctiveness including landscape features
 - Impacts on the appearance and character of the landscape would be appropriately mitigated
 - Proposals would not result in unacceptable traffic levels
 - There are no existing buildings suitable for conversion
 - Any new buildings should, where practicable, be located adjacent to existing buildings or be unobtrusively located and screened by existing or proposed vegetation
- 6.11 In the context of these tests, KCC are satisfied that any increase in traffic levels will not be unacceptable. The office building located fronting the A20 has a similar footprint to the approved scheme and less floor area (509 v 592 sq.m). It is of a more traditional rural appearance and should appear less prominent than the approved scheme. The previously approved front boundary wall will be replaced with a softer boundary of fencing (details to be conditioned) and landscaping, providing a more naturalised frontage.
- 6.12 The main increase in floorspace and massing takes place to the rear of the site, which is not prominent from the road. The nearest PRow's terminate on the A20 350m to the east and 200m to the west. Whilst the former has views towards the site across open fields, the buildings will be partially screened by a low crest and any visible roof areas softened by retained and new planting.
- 6.13 As the site sits on the inside of a curve in the road, it will not be visible in longer distance views along the A20. Located adjacent to a cluster of existing buildings and in the future setting of Woodcut Farm, which will dominate the local landscape moving forward, it is not considered that the increase in development on the application site will have any adverse impact upon the character of, or views of the adjacent countryside.
- 6.14 Together with new frontage planting and the more traditional form and materials, it is considered that the proposal would have a less prominent impact when viewed from the A20 than the approved scheme and that it will have no adverse impacts upon the character and setting of the wider countryside.

Access and Highways

- 6.15 The application states that the previous site use accommodated 54 parking spaces, although if associated with car sales, movements would not have been as great as for a more traditional employment use. Whilst the proposal increases the approved level of parking from 36 to 45 spaces, KCC do not consider the associated trip generation to be harmful.
- 6.16 Whilst KCC have requested a further audit of the access sight lines, which will be reported in an update; I consider that; noting that the access is the same as for the approved scheme, that the primary office use has not changed, that commercial vehicle movements associated with the previous depot permission will no longer occur and as the net increase in movements is not harmful, it would be unreasonable to now object to the access point or design.
- 6.17 KCC have recommended some minor amendment to the allocation of parking and cycle spaces and this will be addressed in a condition.
- 6.18 On the basis of the above, it is considered that the proposals accord with policies DM21 and 23 of the Local Plan.

Ecology

- 6.19 The site is PDL and almost entirely covered in hard standing. As such, the main area of the site has little or no ecological potential and thus existing habitat is focused on the site's margins.
- 6.20 A landscape margin of 3m to 3.5m is to be provided on the western boundary with the Caravan Club site. The existing planting on this boundary will be retained and enhanced, such that a habitat corridor is created that connects the roadside verge to the open land behind the application site. A stream runs along the eastern boundary, which whilst in the applicant's ownership, is excluded from the application site.
- 6.21 The application is accompanied by the same 2019 Ecological Appraisal as the previous permission, which provided an update of an earlier Phase1 Habitat Survey. KCC consider this level of information acceptable to understand the site's potential.
- 6.22 The Phase 1 survey makes limited recommendations in terms of biodiversity enhancement, birds, bees, bats, so a condition is proposed requiring a scheme of more specific enhancements to the east and west corridors. In addition, the applicant has indicated their willingness to plant meadow along the wide front verge. However, this is in-part truncated by a layby and as it is highway land, the separate agreement of KCC would be required. As such, an informative rather than condition is suggested in order to encourage the applicant to pursue the closure of the layby and its re-planting.

Other Matters

- 6.23 The site lies adjacent to the Caravan Club, which includes site manager accommodation as well as tourist pitches. The proposed office use is not considered to be detrimental to this neighbour's amenity and is arguably an improvement over the depot use previously proposed adjacent to the boundary.
- 6.24 The site is not located within an area of flood risk. A SuDS strategy is proposed and shown on a drainage plan, albeit this is based upon the previous permission. The site currently discharges unrestricted into the adjacent stream and the SuDS measures proposed would reduce the level of run-off into the stream through the use of increased ground permeation. The overall area of the site covered in

hardstanding will be reduced by 15%. However, a condition is suggested requiring an updated drainage plan to reflect the current layout and the installation and maintenance of measures to ensure no of unacceptable surface water flow or contaminants reach the adjacent stream.

- 6.25 Ground conditions have been assessed and do not suggest any significant risks, however, in accordance with the Environment Agency's request, precautionary conditions are recommended.
- 6.26 Whilst the site lies within a wider minerals safeguarding area, KCC raise no objection.
- 6.27 The proposed development is CIL liable. The Council adopted a Community Infrastructure Levy on 25 October 2017 and began charging on all CIL liable applications approved on and from 1 October 2018. The actual amount of CIL can only be confirmed once all the relevant forms have been submitted and relevant details have been assessed and approved. Any relief claimed will be assessed at the time planning permission is granted or shortly after.

PUBLIC SECTOR EQUALITY DUTY

- 6.28 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 Whilst the proposals represent the intensification of previous permissions for this countryside site, with floorspace increasing from circa 700sq.m to 1,100 sq.m, the more prominent frontage building is reduced in floorspace, with the net increase confined to the less prominent rear of the site.
- 7.02 The impacts of an increase in the scale of development are mitigated by a more appropriate design approach and an enhanced landscaping scheme and it is considered that when compared with the extant permission, the latest proposals will not have an adverse impact on the character or appearance of the area; particularly in the context of the Woodcut Farm scheme opposite.
- 7.03 The scheme responds positively to design guidance in the Local Plan. There are no technical or environmental grounds to refuse permission and an enhanced scheme for biodiversity enhancement will be secured by condition.
- 7.04 On balance it is considered that the revised scheme accords with the relevant NPPF and development plan considerations.

8. RECOMMENDATION

GRANT planning permission subject to the following conditions:

- 1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission;

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2) The development hereby permitted shall be carried out in accordance with the following approved plans/drawings:
- 0-001 Rev C– Site Location Plan
 - 0-002 Rev B Existing Block Plan
 - 0-003 Rev. B – Proposed Block Plan
 - 0-004 Rev B – Proposed Site Plan
 - 0-005 Rev A – Existing Building Elevations
 - 0-006 – Boundary Treatment
 - 1-101 Rev A & 2-101 Rev A – Proposed Floor Plans
 - 1-201 Rev A & 2-2-1 Rev A – Proposed North and South Elevations
 - 1-202 Rev A 2-202 Rev A – Proposed East and West Elevations
 - 1-301 Rev A & 2-301 Rev A – Proposed Sections
 - 14528/01 Proposed Drainage Strategy
- Reason: To ensure the quality of the development is maintained
- 3) No development shall take place above the slab levels of the buildings hereby permitted until full details, including acceptable digital samples, of the external surfacing materials to be used on the respective buildings have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details;
- Reasons: In the interests of the appearance of the completed development and to ensure the proposed development is satisfactorily integrated with its immediate surroundings.
- 4) No development shall take place until such time as details of proposals for the retention and protection of the existing trees and hedgerows to the eastern and western boundaries of the site during the course of the works and how any excavation, construction and surfacing works are to be carried out and any underground service runs to and from the site accommodated without causing damage to the trees and hedgerows, including their root systems, has been submitted to and approved in writing by the Local Planning Authority. The approved tree and hedgerow protection measures shall be put in place prior to the commencement of any works on site and shall be retained in place throughout the construction phase of the development. The works shall be carried out in accordance with the details approved;
- Reason: The existing trees and hedgerows make a significant contribution to the character and visual amenities of the locality and provide screening for the development and warrant adequate protection during the development to prevent damage and ensure their long-term retention and good health.
- 5) No development shall take place above the slab levels of the buildings hereby permitted until there has been submitted to and approved in writing by the Local Planning Authority, a scheme of hard and soft landscaping for the site, including details of all hard surfacing, boundary treatments, walls, railings and fencing, using indigenous species and a programme for the approved scheme's implementation and long term management. The scheme shall include indications of all existing trees and hedgerows to the perimeters of the site and details of those to be retained, together with measures for their protection during the course of development. In conjunction with the details required under Condition 9, the scheme shall include integral measures for biodiversity enhancement for both the eastern and western boundaries, including the stream edge. The scheme shall include new tree planting to the site frontage. The scheme shall be designed using the principles established in the Council's adopted Landscape Character Assessment

and Landscape Guidelines. The development shall be carried out in accordance with the approved scheme of hard and soft landscaping, boundary treatments, walls, railings and fencing;

Reason: In the interests of visual amenity and to ensure a satisfactory setting and external appearance to the development is provided and maintained.

- 6) All planting, seeding and/or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the office building hereby permitted or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species;

Reason: In the interests of visual amenity and to ensure a satisfactory setting and external appearance to the development is provided and maintained.

- 7) Prior to any part of the permitted development being occupied, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the LPA. 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 the 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 NPPF.

- 8) If during the course of carrying out the works, evidence of potential contamination is encountered, the works shall cease and the site fully assessed to enable an appropriate remediation plan to be developed. Works shall not re-commence until an appropriate remediation scheme has been submitted to, and approved in writing by, the Local Planning Authority and the remediation has been completed.

Upon completion of the building works, this condition shall not be discharged until a closure report has been submitted to and approved in writing by the Local Planning Authority. The closure report shall include:

a) Details of any sampling and remediation works conducted and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology;

b) Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from the site;

c) If no contamination has been discovered during the works then evidence (e.g. photos or letters from the site manager) to show that no contamination was discovered should be included;

Reason: In the interests of the health and well-being of future occupiers and users of the approved development.

- 9) No development shall take place above the slab levels of the buildings hereby permitted until details of a scheme of ecological enhancements for the site including the installation of bird, bat and bee habitat as both an integrated part of the building fabric and bat boxes to the buildings and use of native plant species for the landscaping, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall also incorporate habitat for solitary bees. The scheme of ecological enhancements for the site shall be implemented in full in accordance

with the details approved prior to the first occupation of the two-storey office building and shall be retained and maintained thereafter;

Reason: In accordance with Government guidance in the NPPF.

- 10) The facilities shown on the approved plan (Drawing No. 1-101 & 2-101 RevA) for the storage of refuse shall be provided and be available for use prior to the first use of the two-storey office building hereby permitted and shall be retained and maintained for such use thereafter;

Reason: In the interests of residential amenity and local amenity generally.

- 11) Notwithstanding drawing numbers 0-003 Rev B and 0-004 Rev B prior to the development hereby approved commencing above slab level, details shall be submitted to show the provision of:

- An increase from 2 to 4 disable parking spaces
- Provision of shelters to the cycle parking is provided
- Provision of 3 motorcycle bays
- In addition to the provision of 4 active EVC bays, the provision of 4 passive EVC bays.

Reason: To ensure that the scheme provides an acceptable range of parking facilities to meet needs.

- 12) The parking spaces (including cycling) and service vehicle turning space shown on the approved plans (including those approved under Condition 11 above) shall be provided and be available for use prior to the first use of the two-storey office building hereby permitted and the parking spaces and service vehicle turning space shall be retained and maintained for such use thereafter (including the retention of the EVC and disabled spaces for such uses). No development, whether permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and/or re-enacting that Order, with or without modification) or not, shall be carried out on the areas shown as parking spaces or service vehicle turning space or in such a position as to preclude vehicular access to them;

Reason: Development without adequate parking/turning provision is likely to lead to parking/vehicle turning inconvenient to other road users and in the interests of road safety.

- 13) The office buildings hereby permitted shall be used for purposes within Class B1(a) of Class B to the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) only. No change of use of the building, whether permitted by Class O, Part 3 of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and/or re-enacting that Order, with or without modification – including Class E of the 2020 amendments), shall be carried out to the building without the prior written approval of the Local Planning Authority;

Reason: The current application only considers the impact of the use proposed in the current application and a separate assessment would be required for other uses that could otherwise be introduced as permitted development.

- 14) No open storage of plant, materials, products, goods for sale or hire or waste shall take place on the land outside of the storage areas shown on the approved plans, without the prior written approval of the Local Planning Authority;

Reason: To safeguard the character, appearance and visual amenity of the immediate surroundings.

- 15) No external lighting, other than that shown on the approved plans shall be installed to the buildings or within the site boundaries without the prior written approval of the Local Planning Authority;

Reason: In order to safeguard the ecological interests at the site, the night-time rural environment, road safety and visual amenity.

- 16) Notwithstanding Drawing number 14528/01 'Proposed Drainage Strategy' prior to the development commencing above slab level, an updated drainage strategy plan shall be submitted that shows the site layout hereby approved and which demonstrates that pollutant discharge into the adjacent stream will be prevented. The strategy shall also provide details of existing and proposed run off rates no including key assumptions regarding impermeable areas, existing rates, greenfield run off rates together with supporting calculations to demonstrate the drainage system's operation.

Reason: To ensure that the principles of sustainable drainage are incorporated into the development and prevent potential flooding in the area.

- 17) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written 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: The developer should be aware of the potential risks associated with the use of piling where contamination is an issue. Piling or other penetrative methods of foundation design on contaminated sites can potentially result in unacceptable risks to underlying groundwaters. The Environment Agency recommend that where soil contamination is present, a risk assessment is carried out in accordance with EA's guidance 'Piling into Contaminated Sites'. EA will not permit piling activities on parts of a site where an unacceptable risk is posed to Controlled Waters.

- 18) Notwithstanding the drawings hereby approved, prior to the development proceeding above slab level, a scheme for the front boundary treatment shall be submitted to and approved by the LPA. The scheme shall detail a type of boundary treatment that is appropriate to this rural setting and which integrates with the submitted landscaping scheme.

Reason: In order to protect the character and appearance of this sensitive countryside setting.

INFORMATIVES

- 1) CIL
- 2) The applicant is encouraged to pursue a scheme to remove the layby hardstanding and, together with the wider highway frontage, to explore options for its meadow planting. Kent Highways and Transportation advise that the modifications proposed to the existing access to Ashford Road (A20) and the removal of an area of hard standing to the site frontage (east of the access) and reinstatement of the highway verge will require the applicant to enter into a S278 agreement with Kent Highways and Transportation.
- 3) The grant of planning permission does not convey any approval for alterations to the existing vehicular access, or any other works within the highway for which a statutory licence must be obtained. Applicants should contact Kent County Council – Highways and Transportation (web: www.kent.gov.uk/roads_and_transport.aspx or telephone: 03000 418181) in order to obtain the necessary Application Pack.

Case Officer: Austin Mackie