
Platt Borough Green And Long Mill	561956 157554	23.03.2006	(A)TM/06/00966/OA (B) TM/06/00930/OA
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Proposal: (A) Outline Application: Erection of 6 no. warehouse units with ancillary office accommodation and vehicular parking spaces
(B) Outline Application: Erection of 2 no. warehouse units with ancillary office accommodation and vehicular parking spaces

Location: (A) Phase 3 Platt Industrial Estate Maidstone Road Platt
Sevenoaks Kent TN15 8JL
(B) Phase 4 Platt industrial Estate Maidstone Road Platt
Sevenoaks Kent TN15 8JL

Applicant: Prime Securities Limited

1. Description:

(A) TM/06/00966/OA:

1.1 Whilst this is an outline application, all matters other than external appearance and landscaping are to be dealt with at this stage. The application is the same as that which was granted planning permission under TM/98/00086/OA. The proposal is to erect one large building containing 6 warehouse units with ancillary office accommodation. The warehouse floor space would measure 4697 sq m and the office floor space measures 1215 sq m. The building would measure 113m long x 49m wide x 8.5m high to ridge. Parking provision for 26 lorries and 60 cars is proposed.

(B) TM/06/00930/OA:

As with application (A) this is also an outline application with all matters other than external appearance and landscaping to be dealt with at this stage. The application is the same as that which was granted planning permission under TM/98/00085/OA. The proposal is to erect one building containing 2 warehouse units with ancillary office accommodation. The warehouse floor space would measure 983 sq m and the office floor space measures 318 sq m. The building would measure 41m long x 30m wide x 7m high to ridge. Parking provision for 5 lorries and 23 cars is proposed.

2. The Site:

2.1 Phase 3 (Application A) lies at the western end of Platt industrial Estate and would face on to the existing access road serving Phase 1. Phase 4 lies on the western side of the main access road into the Platt Industrial Estate immediately to the north of the railway bridge.

- 2.2 Both phases of development are located within the Metropolitan Green Belt and the area of Platt industrial Estate to which local plan policy P6/17 (a) applies

3. Planning History (selected):

- 3.1 TM/98/00086/OA (Phase 3) Granted 03.11.1998
Erection of 6 warehouse units with ancillary office accommodation and vehicular parking spaces
- 3.2 TM/98/00085/OA (Phase 4) Granted 03.11.1998
Erection of 2 warehouse units with ancillary office accommodation and vehicular parking spaces.
- 3.3 TM/79/0916 (Phase 3) Granted 30.11.1979
Erection of 6 warehouse units with ancillary office accommodation and vehicular parking spaces.
- 3.4 TM/80/1268 (Phase 4) Granted 15.06.1981
Erection of 2 warehouse units with ancillary office accommodation and vehicular parking spaces.
- 3.5 MK/4/71/739 Granted 26.07.1972
Formation of road to serve future industrial and commercial development and change of use of site to industrial and warehousing.

4. Consultees:

(A) TM/06/00966/OA:

- 4.1 PC: We are strongly opposed to these proposals.

These two applications are identical to ones that were submitted in January 1998 and approved in November 1998 (TM/98/0085/OA and TM/98/0086/OA). The Tonbridge and Malling Local Plan that was adopted in December 1998 refers to Platt Industrial Estate under Policy P6/17(a) which states that '...further limited infilling directly related to the existing uses of the site will be permitted where such development does not, individually or cumulatively with other developments, result in a major increase in the developed proportion of the site, exceed the height of existing buildings, or lead to any greater impact on the Green Belt than existing development. The proposed developments are of comparable height and design to the existing buildings and may not lead to a significant increase in the impact on the Green Belt. The two proposals, however, would result in at least a doubling of the warehouse units within the overall site and this major increase would be contrary to this Policy. As Outline Applications, with no definable end users, the proposals cannot be said to be directly related to the existing uses and certainly cannot be considered as limited infilling which are therefore further contraventions of this Policy.

There will be a very high increase in the number of vehicle movements to the Industrial Estate, being predominantly cars during morning and afternoon peak times and HGVs throughout the whole day. The junction of the access road with the A25 already becomes congested creating queues of Westbound traffic on the A25 and the increased traffic movements would seriously aggravate this situation at all times of the day. The majority of HGV movements, and many of the car movements, to the Industrial Estate travel East along the A25 from the access road. Immediately to the East of the access on the North of the A25 there is a row of dwellings close to the road and Platt Primary School is currently located just over 100m away on the South side of the A25. Pedestrian and vehicular access to both the School and the dwellings will become even more dangerous than at present, with the traffic increases that would be generated by these proposals. Unless some alternative access route can be found to the Industrial Estate it is felt that the increase of traffic movements generated by any major development of the currently undeveloped areas of the overall site, would be unacceptable in terms of highway safety on this stretch of the A25 and the significant additional noise environment generated by vehicles stopping and starting at the end of the access road.

Fears have been expressed in the past with regard to the capacity of the railway bridge on the access road, particularly with the ever increasing weight of HGVs, and we are not aware of the present situation of the loading capacity of this bridge.

The existing uses of the Industrial Estate do not historically have any defined limitation of operating hours which causes much night-time noise disturbance to the residential properties on the A25. If, despite the above objections, the planning authority is minded to approve these applications we would therefore request that a limit be placed on the operating hours of any new facilities within the Industrial Estate in order to preserve the residential amenity of dwellings on the A25.

- 4.2 KCC (Highways): The floor areas are identical to those submitted in a previous outline application TM/98/00086/OA that was given approval. The proposal is therefore established as being acceptable.

Based on the submitted floor areas the warehouse element will require 42 car spaces and the office element 60 spaces. The applicant is only providing a total of 60 spaces. There is therefore a shortfall. However, as previously there is a significant lorry provision that is more than required and some of this area could be reallocated to car parking.

4.3 DHH:

(Noise): Due to the proximity of housing to the access road, I recommend that if possible, conditions be attached to control the hours of operation and vehicle movements on and off the site

(Land Contamination): There is a closed landfill site in close proximity. In addition, the application site is identified as a site of potential concern.

4.4 EA: (Potential Contamination)

Regardless of whether there is a current use on the proposed site, the Agency considers that the current/previous use of the surrounding area may have the potential to cause/have caused contamination of the proposed site for development.

(Groundwater protection)

The site lies on the head deposits which overlie the Folkstone Beds and is classified as a major aquifer in the Policy and Practice for the Protection of Groundwater. This site also lies in a source protection Zone III for the Borough Green public water supply abstraction, and therefore all precautions should be taken to prevent discharge and spillages to ground. Details of how foul and surface waters are to be disposed of should therefore be approved by the Local Planning Authority.

(Storage of fuels/chemicals)

Care should be taken during and after construction to ensure that any fuels, oils and any other potentially contaminating materials should be stored (for example in bunded areas secured from public access) so as to prevent accidental / unauthorised discharge to ground.

4.5 Kent County Council (PROW): Public footpath MR251 will be affected by this proposal.

The existence of the Right of Way is a material consideration. Should consent be granted, the development will impact upon the public use and amenity of the Right of Way. At present, pedestrians using the footpath walk on the carriageway. This development proposes 60 car and 26 lorry parking spaces, which suggests a significant increase in traffic on the Right of Way. I therefore feel that it is necessary at this stage to consider the possibility of the developers providing a dedicated pedestrian route, such as a raised pavement to reduce the safety risk to pedestrians.

4.6 Private Reps (including site and press notices: 17/0X/0S/1R. The reasons for objection are:

- Due to the size and bulk of the development it would appear as an incongruous feature within the Green Belt
- It would neither preserve nor enhance the character of the area.
- The increase in traffic arising from this development would cause detriment to highway and pedestrian safety.

(B) TM/06/00930/OA:

4.7 PC: The PC's comments regarding this application are identical to those relating to application (A).

4.8 KCC (Highways): This application follows the outline approval given under application TM/98/00085/OA. The proposed use has therefore been established as suitable.

Based on the submitted figures the proposal will require a total of 26 car parking spaces. The applicant is proposing to provide 23 that I find acceptable. Adequate lorry parking is also to be provided.

4.9 DHH: The comments are the same as those in respect of application (A)

4.10 Network Rail: Network Rail request that suitable conditions be used to safeguard their property from the proposed development.

4.11 Private Reps: 13/0S/0X/2R: The reasons for objecting are the same as those specified in relation to application (A).

5. Determining Issues:

5.1 The main determining issues are the principle of the development and its impact upon highway safety.

5.2 The site is located within the Metropolitan Green Belt where development is restricted. However the sites lie within the Platt Industrial Estate to which TMBLP policy P6/17 (a) applies. This policy allows for limited infilling directly related to the existing uses of the site, where such development would not individually or cumulatively result in major increase in the developed proportion of the site. Development proposals must also not exceed the height of existing buildings or lead to any greater impact upon the Green Belt than existing development. These two proposed developments, due to their size, cannot be described as being limited infilling and would not be directly related to the existing uses within the Platt

Industrial Estate. The proposals would also significantly increase the developed proportion of the site. As such, the development has to be considered as being inappropriate development within this Green Belt location.

- 5.3 Current Government advice contained within PPG 2 (Green Belts) states at paragraph 3.1 that inappropriate development should not be permitted except in very special circumstances. In this instance, the planning history of the applications needs to be taken into consideration. Planning permission ref, MK/71/739 for the change of use of land to industrial and warehousing included within it, the site of both these proposals. The approved access has been constructed as have Phases 1 and 2. Thus, planning permission MK/71/739 has been partially implemented and remains extant. This consequently brings with it a commitment for the development on these sites. This situation was the basis upon which the Borough Council found the principle of the development the subject of planning applications TM98/00085/OA and TM/98/00086/OA to be acceptable. As has been discussed in section 1 of this report, the development, the subject of the current applications, is the same as that which was granted permission under the 1998 permissions. Whilst the previous decisions were made before the current Borough Local Plan was adopted (1 month before), the applications were also considered against draft policy P6/15, which is the same as policy P6/17 within the adopted Borough Local Plan. As such, the same planning policy issues apply to the current applications and the developments that were granted permission in 1998. In light of the above, there can be no objection to the principle of the proposed development, as it has already been approved under the same policy considerations.
- 5.4 Similarly, the size, form and general design of the proposed buildings has also been found to be acceptable by the Borough Council under the same policy considerations as those which currently exist. The nature of the external appearance of the buildings can be controlled by condition.
- 5.5 With regard to highway safety issues, I note the strong objections from the PC, neighbouring properties and KCC (Public Rights of Way Office) regarding the increase in traffic movements arising from these developments. However, as with other issues concerning this development, full account must be taken of the previous planning permissions concerning this form of development. The commitment to the development of these sites brought about by the extant 1971 permission for warehousing coupled with the subsequent 1998 permissions for exactly the same type of development to that now proposed, indicates that no objection can be mounted on highways grounds to the current proposals. The Highways Authority has taken this into account in arriving at its comments concerning these applications. Whilst the car parking provision in respect of Application A is sub-standard, as there is an over supply of lorry parking spaces in connection with this development, some of this land could be used instead for car

parking. A suitably worded condition could be used to ensure the site has an adequate provision of car parking. The Highways Authority is satisfied with the parking arrangements regarding application B.

5.6 I note the comments of the PC and DHH regarding the matter of hours of operation. However, none of the previously approved schemes for this site was subject to conditions controlling this matter. As such, it cannot now be justified to control the hours of operation relating to the proposed development.

5.7 The matters raised by the DHH and EA regarding site contamination can be dealt with by the use of conditions.

6. Recommendation:

(A) TM/06/00966/OA:

6.1 **Grant Planning Permission** as detailed in letter dated 21.03.2006 and plan nos. 9794-01, 02, subject to:

- Referral to the Secretary of State as a departure from the development plan, and;
- The following the conditions:

1 Approval of details of the external appearance of the building(s) and landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority.

Reason: No such approval has been given.

2 Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

3 The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

4 No development shall take place until details and samples of materials to be used externally have been submitted to and approved by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not harm the character and appearance of the existing building or the visual amenity of the locality.

- 5 Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 or the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending, revoking and re-enacting that Order), the layout of the development shall not be varied by means of sub-division or amalgamation of any units, nor by the insertion of additional floors, without the prior permission in writing by the Local Planning Authority.

Reason: To enable the Local Planning Authority to assess the impact of such variation on parking and vehicle circulation in the interests of safe and free flow of traffic.

- 6 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending, revoking and re-enacting that Order) no development shall be carried out within Class B, of Part 3 of Schedule 2 of that Order unless planning permission has been granted on an application relating thereto. (R001)

Reason: To enable the Local Planning Authority to retain control over the development of the site taking into account the likely impact of such a change of use in terms of traffic generation, parking and vehicle circulation in the interests of the safe and free flow of traffic.

- 7 The building hereby permitted shall be used for storage or distribution purposes only and shall not be used for retail sales or for the collection of goods by customers.

Reason: To avoid an overintensive use of the property in the interests of residential amenity and the safe and free flow of traffic.

- 8 The details submitted in pursuance of condition 1 shall be accompanied by a scheme of landscaping and boundary treatment which shall include a tree survey specifying the position, height, spread and species of all trees on the site, provision for the retention and protection of existing trees and shrubs and a date for completion of any new planting and boundary treatment. The scheme as approved by the Authority shall be implemented by the approved date or such other date as may be agreed in writing by the Authority. Any trees or plants which within 10 years of planting are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Authority gives written consent to any variation.

Reason: Pursuant to Section 197 of the Town and Country Planning Act 1990 and to protect and enhance the appearance and character of the site and locality.

- 9 The development hereby approved shall be carried out in such a manner as to avoid damage to the existing trees, including their root system, or other planting to be retained as part of the landscaping scheme by observing the following:
- (a) All trees to be preserved shall be marked on site and protected during any operation on site by a fence erected at 0.5 metres beyond the canopy spread (or as otherwise agreed in writing by the Local Planning Authority).
 - (b) No fires shall be lit within the spread of the branches of the trees.
 - (c) No materials or equipment shall be stored within the spread of the branches of the trees.
 - (d) Any damage to trees shall be made good with a coating of fungicidal sealant.
 - (e) No roots over 50mm diameter shall be cut and unless expressly authorised by this permission no buildings, roads or other engineering operations shall be constructed or carried out within the spread of the branches of the trees.
 - (f) Ground levels within the spread of the branches of the trees shall not be raised or lowered in relation to the existing ground level, except as may be otherwise agreed in writing by the Local Planning Authority.

Reason: Pursuant to Section 197 of the Town and Country Planning Act 1990 and to protect the appearance and character of the site and locality.

- 10 The existing trees and shrubs shown on the approved plan, other than any specifically shown to be removed, shall not be lopped, topped, felled, uprooted or wilfully destroyed without the prior written consent of the Local Planning Authority, and any planting removed with or without such consent shall be replaced within 12 months with suitable stock, adequately staked and tied and shall thereafter be maintained for a period of ten years.

Reason: Pursuant to Section 197 of the Town and Country Planning Act 1990 and to protect the appearance and character of the site and locality.

- 11 The details submitted in pursuant to Condition 1 shall show land, reserved for parking or garaging in accordance with the adopted County Parking Standards. None of the buildings shall be occupied until this area has been provided, surfaced and drained in accordance with the approved details. Thereafter no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending, revoking and re-enacting that Order) shall be carried out on the land so shown (other than the erection of a private garage or garages) or in such a position as to preclude vehicular access to reserved vehicle parking area. (P001)

Reason: Development without provision of adequate accommodation for the parking of vehicles is likely to lead to hazardous on-street parking.

12 No development shall be commenced until:

(a) a site investigation has been undertaken to determine the nature and extent of any contamination, and

(b) the results of the investigation, together with an assessment by a suitably qualified or otherwise responsible person, and details of a scheme to contain, treat or remove any contamination, as appropriate, have been submitted to and approved by the Local Planning Authority.

Prior to the first occupation of the development hereby permitted (or, where the approved scheme provides for remediation and development to be phased, the occupation of the relevant phase of the development):

(c) the approved remediation scheme shall be fully implemented (either in relation to the development as a whole or the relevant phase, as appropriate), and

(d) a Certificate shall be provided to the Local Planning Authority by a responsible person stating that remediation has been completed and the site is suitable for the permitted end use.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: In the interests of amenity and public safety.

13 Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound should be at least equivalent to the capacity of the largest tank or the combined capacity of interconnected tanks plus 10%. All filling points, vents, gauges and sight glasses shall be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.

Reason: In the interests of amenity and pollution prevention.

14 This permission shall be an alternative to the following permission(s) and shall not be exercised in addition thereto, or in combination therewith. (Permission(s) granted on 26.07.1972 and under reference(s) MK/4/71/739) insofar as that permission relates to the current application site).

Reason: The exercise of more than one permission would result in an overintensive use of the land.

- 15 No development shall commence until details of a scheme for the storage and screening of refuse has been submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented before the development is occupied and shall be retained at all times thereafter. (R004)

Reason: To facilitate the collection of refuse and preserve visual amenity.

- 16 No development shall take place until details of a scheme for the disposal of foul and surface waters have been submitted to and approved by the Local Planning Authority, and the work shall be carried out in strict accordance with those details.

Reason: To prevent pollution of the water environment.

(B) TM/06/00930/OA:

- 6.2 **Grant Planning Permission** as detailed in letter dated 21.03.2006 and plan nos. 9794-01, 03, subject to:

- Referral to the Secretary of State as a departure from the development plan, and;
- The following the conditions:

- 1 Approval of details of the external appearance of the building(s) and landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority.

Reason: No such approval has been given.

- 2 Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

- 3 The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: In pursuance of Section 92(2) of the Town and Country Planning Act 1990.

- 4 No development shall take place until details and samples of materials to be used externally have been submitted to and approved by the Local Planning Authority, and the development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not harm the character and appearance of the existing building or the visual amenity of the locality.

- 5 Notwithstanding the provisions of Section 55 of the Town and Country Planning Act 1990 or the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending, revoking and re-enacting that Order), the layout of the development shall not be varied by means of sub-division or amalgamation of any units, nor by the insertion of additional floors, without the prior permission in writing by the Local Planning Authority.

Reason: To enable the Local Planning Authority to assess the impact of such variation on parking and vehicle circulation in the interests of safe and free flow of traffic.

- 6 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending, revoking and re-enacting that Order) no development shall be carried out within Class B, of Part 3 of Schedule 2 of that Order unless planning permission has been granted on an application relating thereto. (R001)

Reason: To enable the Local Planning Authority to retain control over the development of the site taking into account the likely impact of such a change of use in terms of traffic generation, parking and vehicle circulation in the interests of the safe and free flow of traffic.

- 7 The building hereby permitted shall be used for storage or distribution purposes only and shall not be used for retail sales or for the collection of goods by customers.

Reason: To avoid an overintensive use of the property in the interests of residential amenity and the safe and free flow of traffic.

- 8 The details submitted in pursuance of condition 1 shall be accompanied by a scheme of landscaping and boundary treatment which shall include a tree survey specifying the position, height, spread and species of all trees on the site, provision for the retention and protection of existing trees and shrubs and a date for completion of any new planting and boundary treatment. The scheme as approved by the Authority shall be implemented by the approved date or such other date as may be agreed in writing by the Authority. Any trees or plants which within 10 years of planting are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Authority gives written consent to any variation.

Reason: Pursuant to Section 197 of the Town and Country Planning Act 1990 and to protect and enhance the appearance and character of the site and locality.

- 9 The development hereby approved shall be carried out in such a manner as to avoid damage to the existing trees, including their root system, or other planting to be retained as part of the landscaping scheme by observing the following:
- (a) All trees to be preserved shall be marked on site and protected during any operation on site by a fence erected at 0.5 metres beyond the canopy spread (or as otherwise agreed in writing by the Local Planning Authority).
 - (b) No fires shall be lit within the spread of the branches of the trees.
 - (c) No materials or equipment shall be stored within the spread of the branches of the trees.
 - (d) Any damage to trees shall be made good with a coating of fungicidal sealant.
 - (e) No roots over 50mm diameter shall be cut and unless expressly authorised by this permission no buildings, roads or other engineering operations shall be constructed or carried out within the spread of the branches of the trees.
 - (f) Ground levels within the spread of the branches of the trees shall not be raised or lowered in relation to the existing ground level, except as may be otherwise agreed in writing by the Local Planning Authority.

Reason: Pursuant to Section 197 of the Town and Country Planning Act 1990 and to protect the appearance and character of the site and locality.

- 10 The existing trees and shrubs shown on the approved plan, other than any specifically shown to be removed, shall not be lopped, topped, felled, uprooted or wilfully destroyed without the prior written consent of the Local Planning Authority, and any planting removed with or without such consent shall be replaced within 12 months with suitable stock, adequately staked and tied and shall thereafter be maintained for a period of ten years.

Reason: Pursuant to Section 197 of the Town and Country Planning Act 1990 and to protect the appearance and character of the site and locality.

- 11 The use shall not be commenced, nor the premises occupied, until the area shown on the submitted layout as vehicle parking space has been provided, surfaced and drained. Thereafter it shall be kept available for such use and no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any order amending, revoking and re-enacting that Order) shall be carried out on the land so shown or in such a

position as to preclude vehicular access to this reserved parking space. (P004)

Reason: Development without provision of adequate accommodation for the parking or garaging of vehicles is likely to lead to hazardous on-street parking.

12 No development shall be commenced until:

(a) a site investigation has been undertaken to determine the nature and extent of any contamination, and

(b) the results of the investigation, together with an assessment by a suitably qualified or otherwise responsible person, and details of a scheme to contain, treat or remove any contamination, as appropriate, have been submitted to and approved by the Local Planning Authority.

Prior to the first occupation of the development hereby permitted (or, where the approved scheme provides for remediation and development to be phased, the occupation of the relevant phase of the development):

(c) the approved remediation scheme shall be fully implemented (either in relation to the development as a whole or the relevant phase, as appropriate), and

(d) a Certificate shall be provided to the Local Planning Authority by a responsible person stating that remediation has been completed and the site is suitable for the permitted end use.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: In the interests of amenity and public safety.

13 Any facilities for the storage of oils, fuels or chemicals shall be sited on impervious bases surrounded by impervious bund walls. The volume of the bunded compound should be at least equivalent to the capacity of the tank plus 10%. If there is multiple tankage, the compound should be at least equivalent to the capacity of the largest tank or the combined capacity of interconnected tanks plus 10%. All filling points, vents, gauges and sight glasses shall be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.

Reason: In the interests of amenity and pollution prevention.

- 14 This permission shall be an alternative to the following permission(s) and shall not be exercised in addition thereto, or in combination therewith. (Permission(s) granted on 26.07.1972 and under reference(s) MK/4/71/739) insofar as that permission relates to the current application site).

Reason: The exercise of more than one permission would result in an overintensive use of the land.

- 15 No development shall commence until details of a scheme for the storage and screening of refuse has been submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented before the development is occupied and shall be retained at all times thereafter. (R004)

Reason: To facilitate the collection of refuse and preserve visual amenity.

- 16 No development shall take place until details of a scheme for the disposal of foul and surface waters have been submitted to and approved by the Local Planning Authority, and the work shall be carried out in strict accordance with those details.

Reason: To prevent pollution of the water environment.

Contact: Matthew Broome