

**Addington Downs**                      **566361 158786**    **6 December 2006**                      **TM/06/02828/FL**

Proposal:                      Demolition of existing buildings and structures and construction of a 3985 sq m self-storage building and external areas; upgrade of access road  
Location:                      Windsor Car Breakers London Road Addington West Malling Kent ME19 5AN  
Applicant:                      Tremain Construction Limited

---

**1. Description:**

- 1.1 This full planning application proposes the demolition of existing buildings and structures and construction of a 3985 sq m self-storage building with associated external areas, parking and the upgrade of the access road on the Windsor Car Breakers site, London Road, Addington.
- 1.2 It is noted that the original application was for the construction of a 4274 sq m building, however the applicant has subsequently reduced the building size and height, and amended the site layout plan. This amended information has been circulated and consulted on.
- 1.3 The proposed self-storage unit will be accommodated over two floors and provide fitted out internal space for various size storage cages or units for use by the public and small businesses. The internal layout of the building provides for customer entrance and loading area, reception and staff operational offices.
- 1.4 The completed building will be manned on a 24 hour, 365 day basis and open to patrons to use the hired space at all or any time.
- 1.5 Access to the site will be retained via the existing access road directly from the London Road A20 with the existing access to be widened to 6m over its full length and surfaced in tarmac. Use of the rented storage space is not directed at large business use and therefore it is anticipated that the site will attract cars and small van deliveries only. Minimum parking is proposed only to provide waiting space for users within the building and for staff.

**2. The Site:**

- 2.1 The application site is a rear site known as the Windsor Car Breakers site located off London Road A20, behind the existing Mitsubishi Garage and Scarbutts buildings. The site is located within the Metropolitan Green Belt (MGB), a Special Landscape Area (SLA) and is identified in policy P6/18(f) of the TMBLP 1998 as a site in the green belt suitable for redevelopment.

- 2.2 The current use of the site appears to be a transportation / truck storage yard. Adjoining the site to the south are existing business uses, Scarbutts and the Mitsubishi Garage, to the east and north is open green belt / rural land, and to the west are residential properties. A cluster of residential properties is also located on the south side of London Road, opposite the site access. Access to the site is gained off London Road A20, running between the Mitsubishi Garage / Scarbutts to the east and a residential property, 'Emlyn', to the west.
- 2.3 A stream, classified as an "ordinary watercourse" runs along the northern edge of the site. Environment Agency has stated that the watercourse would not be maintained by the Agency or by an Internal Drainage Board. In the absence of any express agreement to the contrary, maintenance is the responsibility of the riparian owners. The north, west and east boundaries are screened by large existing trees, however the east boundary is more open to the Green Belt than the others.
- 2.4 The bulk of the site slopes gently from south to north towards the watercourse, however the access is relatively steep, with London Road to the north being approximately 6 to 8 metres above the majority of the site.

### 3. Planning History:

TM/63/10703/OLD grant with conditions 4 March 1963  
(MK/4/63/17)  
Outline application for workshop for Messrs. Winsor garage (Maidstone) Ltd.

TM/75/11392/FUL Refuse 2 May 1975  
(TM/75/44)  
Workshop.

### 4. Consultees:

4.1 PC: Object for the following reasons:

- Site is within the Metropolitan Green Belt.
- Over-intensification of the site.
- The proposed building would have a visual impact on neighbouring properties and the surrounding countryside, particularly when viewed from the North Downs an Area of Outstanding Natural Beauty.
- Due to the previous use of the site a contamination report should be undertaken.

- Concern for what effects this would have on wildlife in the adjoining stream.
- All vehicles should be parked within the site so that parking does not occur on the busy A20 London Road.
- If permission was granted would like a restriction on working hours/ use of the site.

4.2 EA: No objections, several conditions recommended. The site is shown as lying partly within the floodplain of the adjacent watercourse. As stated in the FRA, we understand that a degree of flooding has occurred in this area in the more recent past but due to the designation of the watercourse, regrettably the Agency has very little data.

4.2.1 The Agency raises no dispute with the calculations used within the FRA to determine the peak flow and therefore the predicted '100 year' flood level for this site. It is noted that this level does not take into account an estimate for climate change, usually a 20% increase in flows over the next 50 years. We appreciate the content of Section 14 of the FRA, though it should be stressed for future reference that the conclusions from the reports mentioned here recommend a precautionary approach.

4.2.2 When considering the current layout of the buildings on the site, the Agency would agree that the existing buildings would constitute an obstruction to flood flows across the site. The Agency would therefore look towards any new development to result in an improvement to the existing condition.

4.2.3 The proposed building incorporates a void beneath the finished floor which would allow floodwaters to assume their natural course across the floodplain, we also note the comment regarding the placement of fencing following redevelopment and the use of mesh instead of close boarding. This void would ensure there is no loss of floodplain storage capacity on the site.

4.2.4 We also note that the finished floor level of the building would be set with a suitable level of freeboard above the predicted '100 year' level. The building would also be used for storage, although this could be considered a lower risk than residential use the floor levels should still be raised to the level as proposed in the FRA. The new building would also provide a route for dry access off the site under flood conditions. We would still advise registration with the Agency's flood warning service which aims to offer prior warning of possible flood conditions.

4.2.5 The watercourse on the boundary of the site is classified as an ordinary watercourse and would not be maintained by the Agency or by an Internal Drainage Board. In the absence of any express agreement to the contrary, maintenance is the responsibility of the riparian owners. Any culvert, diversion,

weir, dam, or like obstruction to flow requires the Consent of the Agency under the Land Drainage Act 1991. For nature conservation reasons, the Agency would not normally consent such works except for access.

4.2.6 With respect to surface water drainage from the site, it is essential to ensure that there would be no increase to the flood risk downstream should discharge be directed to the watercourse. If the volume of discharge were to increase, then it may be necessary to provide some attenuation.

4.2.7 The previous use of this site may have left contamination that could impact on the proposed development and the Agency therefore requests that a number of conditions be imposed on any planning permission granted.

4.2.8 With respect to the amended details as shown here, the Agency make the following comments: The overall net footprint of the building has decreased and the voided areas to allow for flood flows have been included within the amended design. With this in mind, the Agency raises no objection to this proposal and recommends a number of conditions relating to contamination and surface water be placed on any planning permission granted.

4.3 DHH: During the demolition and construction phase, the hours of working (including deliveries) shall be restricted to Monday to Friday 0800 hours to 1800 hours. On Saturday 0800 to 1300 hours, with no work on Sundays or Public Holidays.

4.3.1 The main environmental health issue here is the impact that the use, including use of the access road, will have on the amenity of "Emlyn". The access road, which is in poor condition, runs immediately at the side of "Emlyn". Its use, particularly on a 24/7 basis as proposed, is likely to result in significant noise disturbance. It is unclear to what extent there are already actual or permitted 24/7 traffic movements. The orientation of the building is such that vehicle manoeuvring, loading and unloading will occur on the elevation facing "Emlyn". Consideration should be given to re-orientating the building so that it forms a screen to noisy activities. If consent is granted, conditions should be imposed to: require the provision of an acoustic fence along the boundary with "Emlyn", require the surfacing of the access road, and control the use of artificial light.

4.3.2 Although it would not be possible at this stage under Environmental legislation to prohibit the disposal of waste by incineration, the use of bonfires could lead to justified complaints from local residents. The disposal of demolition waste by incineration is also contrary to Waste Management Legislation. Therefore, if it is possible to prohibit the use of bonfires by way of a planning condition, I would advise that a suitable condition be attached if planning permission is to be recommended.

- 4.3.3 The site is identified as a site of potential concern with regard to contamination. However, proposed development is for commercial/industrial uses. No objection subject to standard land contamination conditions. Owing to the likelihood of the existing buildings containing or being constructed of asbestos products, a condition should be included requiring that the applicant contact the Health and Safety Executive for advice and the submission of a suitable method statement. Any asbestos found on site must be removed in a controlled manner by an appropriately qualified operator.
- 4.4 KCC (Highways): No objection. The proposal will result in the loss of a number of industrial uses. The application site address description shows the site as car breakers, with further descriptions encompassing offices, scaffold business, builders yard and freight depot. The proposal will replace all of these uses with one single building containing self storage units intended for use by private individuals or small businesses. The inference from this is that the site is unlikely to attract large goods vehicles but more likely large transit type vehicles or private cars. Indeed the submitted site layout cannot accommodate large goods vehicles in terms of parking or on site turning.
- 4.4.1 The applicant has included a Transport Statement. It includes actual traffic counts, establishing an average daily existing use of the site along with an estimate of the likely traffic generated by the proposal using TRICS an established and extensively used data source. The analysis shows that the proposal is likely to result in a reduction in total traffic generation including a reduction in the number of large goods vehicles.
- 4.4.2 Improvements are to be carried out to the access drive that includes widening at the junction with the London Road. The applicant is to liaise with the Highway Manager regarding his requirements for all works affecting the public highway.
- 4.4.3 The office element attracts 5 parking spaces. The parking standards do not include for this type of self storage facility and therefore a judgement has to be made. A total of 13 car parking spaces are to be provided with 8 being available for use by customers using the storage facilities. This may be adequate depending on the number of individual users and the regularity of visits. However, I would ask that the applicant submit a plan identifying where informal overflow parking could be located if occasionally required. The parking bays are to be a minimum of 2.4m x 4.8m with end bays widened to 2.7m, disabled bays are to be a minimum of 3.6m wide x 5.5m long.
- 4.4.4 Within the Transport Statement it states that there will be 6 loading/unloading bays within the warehouse. The submitted plan number 2985f/p03 only identifies 1 bay. I would ask the applicant to clarify this matter. If only 1 bay is to be provided then there is likely to be a need for additional delivery vehicle parking bays to be provided where they can wait whilst one vehicle is being unloaded.

4.4.5 Comments on details: The applicant has now submitted supporting information (amended plans received 18<sup>th</sup> November 2006, letter dated 5<sup>th</sup> December 2006, received 6<sup>th</sup> December 2006 and circulated for consultation), based on his own experience of operating this type of proposal. Regarding the operation of the reduced scale of this development and I find it acceptable. I would confirm my support for the proposal.

4.5 Private Reps: 11/OX/1R/0S + Art 8. One letter of objection received raising the following issues:

- Site within Metropolitan Green Belt and Special Landscape Area.
- Although industrial use of the site long established, would prefer to see residential redevelopment of site, as continued industrial / commercial use is inappropriate in the green belt and in such close proximity to residential area.
- Over sized building, too high and the massing would detract from the openness of the green belt.
- Limited parking provision.
- Traffic generation unlikely to be less than existing. Unlikely that only cars and vans will visit the site, and no on-site turning facility for larger vehicles. Larger vehicles, for example refuse collectors, would have to reverse past the dog-leg on the access and out of the site onto the A20.
- Improved access will fail to provide adequate visibility in the westerly direction for traffic exiting the site. The standard referred to is for a 40mph road, whilst the A20 at this point has a speed limit of 50mph indicating that the inadequacy would be much greater than indicated in the report.

## 5. Determining Issues:

5.1 The site is located within the Metropolitan Green Belt and a Special Landscape Area and is identified in Policy P6/18(f) of the TMBLP 1998 as a site in the Green Belt suitable for redevelopment. Accordingly, in principle, redevelopment of the site is acceptable. Policy P6/18 identifies a number of sites in the Green Belt which give rise, or have the potential to give rise, to significant conflict with residential or rural amenity. Redevelopment of the sites will be permitted where an overall improvement in the environment is achieved. The application site is one of three existing sites identified in P6/18(f), with the other sites being the adjoining Scarbutts and Mitsubishi Garage sites. With regard to the site, P6/18(f) specifically states: *“proposals should achieve a rationalisation and improvement of access to the A20, a visual enhancement of the site, make appropriate measures to ameliorate road traffic noise, and investigate and provide for treatment of any land contamination.”*

- 5.2 The main issues are whether the proposal will result in an overall improvement in the environment, and the effects it would have on the openness and amenity of the Green Belt, flooding, site contamination, effects on amenity of residential neighbours, and traffic impacts.
- 5.3 The exact historical use of the site over the years is unclear. However, it appears that the site is currently used as a transportation / truck storage yard, and land use records show that it was previously a car wreckers yard. Several shed-like buildings exist on site, as well as outdoor storage piles of a variety of waste, mostly scrap metal and similar. Existing buildings are concentrated along the western and northern boundaries of the site.
- 5.4 The proposed building is of significant size being 3985sqm in area and 7.512 – 8.512 metres in height, including the raised, stilted foundation. The building footprint also takes up the majority of the usable area of the site. However, it is considered that the building has been designed to be compact in form given its two storey internal layout and low ridgeline. Several steps have also been incorporated into the building which serve to reduce the visual bulk of the building and maintain a margin to the site boundaries. Although the building is large, the siting of it does open up the western boundary, thus improving the spaciousness to the adjoining residential site “Emlyn”.
- 5.5 As discussed above, the site is situated approximately 6 to 8 metres below the level of the A20 London Road. As a result of this change in level the proposed building will largely be screened from the A20 by the slope of the land and the existing Scarbutts and Mitsubishi Garage buildings. In addition, the proposed building will be screened from the residential properties to the west and the rural land / MGB to the north by the existing trees which are to be retained. Although there is some landscape screening along the eastern boundary, it is not as dense as along other boundaries and the building will be visible from adjoining MGB sites. The site layout plan does provide for a 3m – 6.5m unbuilt margin along the eastern boundary which will provide ample opportunity for additional tree and landscape planting. There is also opportunity for further planting along the northern stream boundary and along the western boundary adjacent to the vehicle access, proposed parking and nearest adjoining residential property. A landscape plan to be implemented and maintained on the site can be secured by a condition of any planning permission granted. The provision of additional landscaping would help mitigate any adverse visual effects of the bulky building on the surrounding open green belt landscape. Given the existing cluster of industrial / commercial buildings and land uses on the site and adjoining sites, the proposal will result in a similar outlook from the surrounding environment as the existing.

- 5.6 Along the northern boundary of the site runs a stream which is classified by EA as an ordinary watercourse, and the site lies partly within the floodplain of the watercourse. It is acknowledged that a degree of flooding has occurred on the site in the recent past, although there is little data on this due to the classification of the stream.
- 5.7 The EA considers that the existing buildings constitute an obstruction to flood flows across the site and therefore, they would look to any new development to result in an improvement to the existing condition. As noted by EA, the proposed building incorporates a void beneath the finished floor which would allow the floodwaters to assume their natural course across the floodplain ensuring there is no loss of floodplain storage capacity on the site. The floor levels recommended in the Flood Risk Assessment provided with the application are considered appropriate.
- 5.8 Both EA and DHH conclude that the previous use of the site (car wreckers) is likely to have left contamination that could impact on the proposed development. The proposed use of the site for an industrial / commercial activity which covers the majority of potentially contaminated land in a sealed hard surface will minimise the risk of further contamination and any harm to human and environmental health. Standard decontamination conditions are recommended for any planning permission which may be granted. In addition, due to the age of the existing buildings DHH recommends a condition ensuring that any asbestos or asbestos products identified on the site be handled and removed in an approved manner.
- 5.9 The proposal is for 24 hour per day, 365 day per year access to the storage building which has the potential to adversely affect adjoining residential properties due to noise disturbance, particularly from traffic movements. Previous uses of the site have not had any restriction on the hours of operation and it is unclear to what extent 24 hour use has occurred. Given that historical uses have been without restriction, it would be difficult to impose such a condition now. However, mitigation measures can be taken to reduce the impact any noise may have on adjoining neighbours. DHH recommends conditions of consent requiring that an acoustic fence be constructed and maintained along the western site boundary adjoining "Emlyn" which will reduce any impact of traffic and loading noise on that property. Surfacing of the access in tarmac as proposed will also reduce traffic noise.
- 5.10 No lighting is proposed as part of the application, however given the proposed 24 hour use of the site there is the potential for artificial light to cause nuisance to adjoining neighbours. A condition of any planning permission is recommended which would require any exterior lighting to be approved by the Local Planning Authority.
- 5.11 The Highway Authority has assessed the proposal and raises no objections to the proposed parking levels or access upgrade. In the absence of a parking standard



for a self storage facility, the proposed parking levels are deemed to be acceptable, and the likelihood of an overall reduction in vehicle movements to the site is acknowledged, particularly with regard to large goods vehicles.

5.12 The upgrading of the access including widening at the junction with the A20 and resurfacing in tarmac will improve visibility and allow for two cars to use the access at one time, preventing queuing on the main road itself. Accordingly, traffic safety at the crossing point will be improved.

5.13 Policy SS2 of the Kent and Medway Structure Plan 2006 sets out that there is a general presumption against inappropriate development in the Green Belt, in accord with PPG2. Policy P2/16 of the TMBLP 1998 seeks long term protection of land within the Green Belt and states that development outside established built confines of rural settlements will not be permitted unless acceptable under the terms of other policies of this plan, or otherwise exceptionally justified. Policy P6/18 identifies sites within the Green Belt which are suitable for redevelopment, with development permitted “*where an overall improvement in the environment is achieved.*” P6/18(f) sets out some site specific caveats: “*proposals should achieve a rationalisation and improvement of access to the A20, a visual enhancement of the site, make appropriate measures to ameliorate road traffic noise, and investigate and provide for treatment of any land contamination*”. In addition, P6/18 sets out the following relevant criteria for redevelopment:

- *They have no greater, and where possible less, impact than the existing development on the openness of the green belt and purposes of including land in the green belt.*
- *They contribute to the achievement of the objectives for the use of land in the green belt.*
- *The proposed coverage of the site by buildings (i.e. the footprint) is no larger than, and the development does not exceed the height of, the original buildings unless occupying a larger footprint would achieve a reduction in height which would benefit visual amenity.*
- *The character and dispersal of the proposed development compared with the existing use (including the cumulative impact of outdoor domestic paraphernalia) has regard to the main features of the landscape, appropriately integrates new development with its surroundings and has no detrimental impact on the openness of the green belt.*
- *There is an improvement to visual amenity and adequate provision is made for the maintenance of landscape areas where appropriate.*
- *For those sites not well related to the primary or secondary road network, there is no increase in the overall level of traffic generated by the site, both peak and daily flows, and a significant reduction in heavy goods vehicle*

*movements unless it can be demonstrated that the level and nature of traffic generated can be satisfactorily accommodated without conflict with residential or rural amenity and will not prejudice highway safety.*

- 5.14 With regard to the above criteria, and based on the discussion above, it is considered that the proposal meets the requirements of P6/18(f) and will not have a greater impact on the openness of the Green Belt given previous uses of the site. The proposal will result in an improvement to visual amenity with all paraphernalia contained within the proposed building rather than lying out in the open as per previous uses. Furthermore, the opportunity for additional landscaping on the site will enhance the existing watercourse corridor and boundaries of the site as viewed from the surrounding environment. PPG2 sets out several land use objectives for the green belt, which include “*to improve damaged and derelict land*”. The site is potentially contaminated and unsuitable for alternative uses and the proposed development offers the opportunity to clean up, and cover up, the contaminated land. The proposal also improves access to the A20.
- 5.15 P3/6 of the TMBLP 1998 sets out that with SLAs priority will be given to conservation and enhancement of the natural beauty of the landscape over other planning considerations. Where development is permitted, particular regard will be paid to the design, location and landscaping of the proposal and its impact on the character of the landscape. Although the site is located within an SLA it is identified as being appropriate for development, with enhancement of the visual amenity of the site a key consideration. As discussed above, significant existing trees are to be retained and there is ample opportunity for enhancement of the site, and thus the Special Landscape Area and Metropolitan Green Belt, through the containment of activities within one building and the provision of additional landscaping.
- 5.16 In conclusion, I consider that the proposed development and use of the site would be acceptable in the context of the relevant policies of the TMBLP and given the specific characteristics of the site, including its existing / previous uses, its location amongst a cluster of industrial / commercial uses, and its potentially contaminated state. This is clearly acknowledged by policy P6/18(f) of the plan. It is considered that the proposal allows for visual enhancement of the site without impacting on the amenity of neighbours or the openness of the Green Belt. The proposal is also in accord with the objectives of PPG2 which include the improvement of damaged and derelict land.

## **6. Recommendation:**

### **6.1 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 pursuance of Section 91 of the Town and Country Planning Act 1990.

- 2 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.

- 3 No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of landscaping and boundary treatment. All planting, seeding and turfing comprised in the approved scheme of landscaping shall be implemented during the first planting season following occupation of the buildings or the completion of the development, whichever is the earlier. Any trees or shrubs removed, dying, being seriously damaged or diseased within 10 years of planting shall be replaced in the next planting season with trees or shrubs of similar size and species, unless the Authority gives written consent to any variation. Any boundary fences or walls or similar structures as may be approved shall be erected before first occupation of the building to which they relate.

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.

- 4 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.

- 5 No development approved by this permission shall be commenced until a scheme for the provision of surface water drainage works has been approved by the Local Planning Authority.

Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal.

- 6 Development approved by this planning permission shall not be commenced unless:

a) A desk top study has been carried out which shall include the identification of previous site uses, potential contaminants that might reasonably be expected given those uses and other relevant information. And using this information a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors has been produced.

b) A site investigation has been designed for the site using the information obtained from the desk top study and any diagrammatical representations (Conceptual Model). This should be submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on the site. The investigation must be comprehensive enough to enable:

- A risk assessment to be undertaken relating to the receptors associated with the proposed new use, those uses that will be retained (if any) and other receptors on and off the site that may be affected, and
- Refinement of the Conceptual Model, and
- The development of a Method Statement detailing the remediation requirements.

c) The site investigation has been undertaken in accordance with details approved by the Local Planning Authority and a risk assessment undertaken.

d) A Method Statement detailing the remediation requirements using the information obtained from the Site Investigation has been submitted to the Local Planning Authority. This should be approved in writing by the Local Planning Authority prior to that remediation being carried out on the site.

Reason: To ensure that the proposed site investigations and remediation will not cause pollution of the environment or harm to human health.

- 7 The development of the site should be carried out in accordance with the approved Method Statement.

Reason: To ensure that the development complies with approved details in the interests of protection of the environment and harm to human health.

- 8 If during development, contamination not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority, for an addendum to the Method Statement. This addendum to the Method Statement must detail how this unsuspected contamination shall be dealt with and from the date of approval the addendum(s) shall form part of the Method Statement.

Reason: To ensure that the development complies with approved details in the interests of protection of the environment and harm to human health.

- 9 Upon completion of the remediation detailed in the Method Statement a report shall be submitted to the Local Planning Authority that provides verification that the required works regarding contamination have been carried out in accordance with the approved Method Statement(s). Post remediation sampling and monitoring results shall be included in the report to demonstrate that the required remediation has been fully met. Future monitoring proposals and reporting shall also be detailed in the report.

Reason: To protect the environment and prevent harm to human health by ensuring that the remediated site has been reclaimed to an appropriate standard

- 10 Soakaways shall only be used in areas on site where they would not present a risk to groundwater. If permitted their location must be approved in writing by the Local Planning Authority.

Reason: To prevent pollution of controlled waters.

- 11 Development approved by this permission shall not be commenced unless the method for any piling foundations has been submitted to and approved in writing by the Local Planning Authority. The piling shall thereafter be undertaken only in accordance with the approved details.

Reason: The site is contaminated/potentially contaminated and piling could lead to the contamination of groundwater in the underlying aquifer.

- 12 No development shall be commenced until details for the construction of an acoustic fence to run the full length of the eastern site and access boundary with 'Emlyn' have been submitted to and approved by the Local Planning Authority.

The approved acoustic fence shall be installed prior to the commencement of construction works on the site, and maintained thereafter.

Reason: To protect the aural environment of nearby dwellings.

- 13 All plant, machinery and equipment (including ventilation, refrigeration and air conditioning systems) to be used pursuant to this permission shall be so installed, maintained and operated so as to prevent the transmission of noise and vibration into any neighbouring premises.

Reason: To protect the aural environment of nearby dwellings.

- 14 The building shall not be occupied until the access to it has been constructed and surfaced in accordance with the approved plans and the access shall be so retained and maintained thereafter.

Reason: To ensure the safe and free flow of traffic and to protect the aural environment of nearby dwellings.

- 15 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 or 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.

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

- 16 No building shall be occupied until the area shown on the submitted plan as turning area 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 turning area.

Reason: Development without provision of adequate turning facilities is likely to give rise to hazardous conditions in the public highway.

- 17 The premises shall be used for internal self storage for use by the public and small businesses and for no other purpose (including any other purpose in Class B1 or B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument amending, revoking and re-enacting that Order).

Reason: To protect the amenity of nearby dwellings and Metropolitan Green Belt.

- 18 No exterior lighting shall be installed or operated until details have been submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the amenities of nearby dwellings.

Informatives:

- 1 With regard to works within the limits of the highway, the applicant is asked to consult The Highways Manager, Kent Highways , Joynes House, New Road, Gravesend, Kent, DA11 0AT. Tel: 08458 247 800.
- 2 This permission does not purport to convey any legal right to undertake works or development on land outside the ownership of the applicant without the consent of the relevant landowners.

Contact: Kathryn Stapleton