

Aylesford
Aylesford South

6 January 2016

TM/16/00021/FL

Proposal: New cold store and ancillary office link to existing building
Location: Kent House Priory Park Ditton Court Quarry Mills Road Quarry
Wood Industrial Estate Aylesford Kent ME20 7PP

Applicant: Kent Frozen Foods

1. Description:

1.1 Members will recall that this application was deferred from the March meeting of the APC3 to enable officers to obtain further information in relation to the anticipated trip generation that would occur as a result of the proposed extension. The following additional information was sought:

- A clear breakdown of additional trips to be generated by the proposed development over the course of a day;
- A non-technical summary as to how the building would be used and the impact this will have on the day to day activity on site.

1.2 A copy of my previous report and supplementary report is annexed for ease of reference.

2. Consultees (since 17 March):

2.1 KCC (H+T): The application is expected to generate a maximum of 38, (two way), new vehicular trips per 24 hour period, the majority of which will be made outside of the highway peak hours. Approximately 4 additional vehicle trips are expected during the AM peak and 6 during the PM peak, (these being 8-9am and 5-6pm).

2.1.1 A recent traffic survey at the junction of Mills Road/A20/Hall Road recorded 2 way traffic flows of 1544 during the AM peak and 1868 during the PM peak on Mills Road. The additional traffic generated by this application does not present a significant increase in traffic and would have little impact on traffic conditions on Mills Road or the A20.

2.1.2 The NPPF para 32 states: 'developments should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.

2.1.3 I do not consider that this development would have a severe impact on traffic conditions and therefore I do not wish to raise objections.

2.1.4 Each application is considered on its own merits. Any application which would generate a significant number of additional traffic movements would be supported

by a Transport Statement or Transport Assessment. Where the impacts of the development cannot be mitigated and the residual impact is considered severe a recommendation of refusal would be issued. In the case of the current KFF application the minimal number of additional traffic movements are not considered to be significant at 0.25% increase in the AM peak and 0.32% increase in the PM peak.

2.2 Private Reps: 1 further representation received making comments regarding the financial circumstances of the applicant rather than the merits of the planning application itself.

3. Determining Issues:

3.1 The new information submitted in order to clarify the queries raised previously includes a Traffic Impact Summary Table, and a statement of 'Description of Operation'. The Summary Table shows a breakdown in the amount of additional traffic movements that would be generated over the course of one 24 hour period, and separates these traffic movement figures into the following categories:

- KFF Staff – 14 extra trips. (5 office staff + 9 warehouse/delivery staff);
- KFF Goods Vehicle Trips – 5 extra trips;
- 3rd Party Goods Vehicle Trips. – 0 extra trips

3.2 The table breaks these trips down further in the office, warehouse or delivery vehicles. It illustrates a total increase in traffic movements of:

- 19 inbound trips per 24 hour period;
- 19 outbound trips per 24 hour period;

= 38 additional trips to/from the site during a 24 hour period.

3.3 It is noted that the above figures are based on a worst case scenario of all staff driving to work on their own. It is also explained that the majority of these additional trips will also occur outside of the typical morning and afternoon peak periods.

3.4 KCC (H+T) has stated that the level of additional traffic movements generated by the proposed development will be within the normal daily variation of traffic flows to be expected in this area. These would not be likely to give rise to any highway safety or capacity issues (section 2.1 above).

3.5 The projected increase in traffic movements during peak hours has been considered by KCC. It is accepted that the proposal will result in additional traffic movements which will therefore add to the existing congestion within the area. However the amount of extra movements at peak hours are, as mentioned,

considered to fall within the accepted variations, and are not significant. They cannot therefore be considered to result in a severe impact upon the existing congestion, nor would they warrant a capacity assessment of the junction with the A20.

- 3.6 The proposed use was also assessed by KCC using TRICS data for a B8 use with ancillary B1 use. The proposal was again found to be within the accepted limits when looking at traffic generation.
- 3.7 On this basis KCC has stated that there are no justifiable grounds for refusal on severity grounds. The proposal has been considered on its individual merits, and in this case the increased traffic generation is considered to be minimal enough as to be viewed as acceptable.
- 3.8 Additionally, a 'Description of Operation' statement has been submitted which confirms how the site will be used following the proposed extensions. The reason for the proposal is to address the lack of storage facilities for ambient products. At the moment to overcome this, ambient products are 'double handled'. This means they are involved in double movements of either goods or vehicles between the site and another nearby warehouse, 6B. These additional movements will not be necessary when the proposed extra storage space is provided on site.
- 3.9 The new cold store building will be able to store both chill and ambient products, and the satellite warehouse 6B will in the future be used to store long term bulk ambient storage. The increased and updated storage facilities will allow for a wider product range and therefore the ability to compete with larger national retailers and foodservice companies.
- 3.10 The larger storage floorspace will also increase the amount of 'pick face' storage which will improve efficiency. (Pick face storage is that which is located on the lower shelves where pallets are arranged to allow for 'picking' orders, similar to a supermarket). At present due to the amount of space that has to be used for bulk pallet storage, (the larger unopened pallets stored at a higher level), only a limited space is left for 'pick face' storage. These then need to be re-stocked more regularly.
- 3.11 In summary the new storage facility will change the way the site operates by allowing a greater flexibility in the amount and range of goods stored, a reduced amount of activity associated with 'double handled' products, and improved efficiency by increasing the amount of 'pick face storage'. The proposal will also allow the growth and expansion of this local business. The increased traffic movements will mostly occur outside of peak hours, and therefore have a minimal impact on the surrounding highway network. I therefore recommend that planning permission be granted, subject to conditions.

4. Recommendation:

- 4.1 **Grant Planning Permission** in accordance with the following submitted details: Design and Access Statement dated 06.01.2016, Flood Risk Assessment dated 06.01.2016, Environmental Investigation dated 06.01.2016, Transport Statement dated 06.01.2016, Location Plan 4346-097 dated 06.01.2016, Existing Site Plan 4346-098 dated 06.01.2016, Existing Site Plan 4346-099 Units 3E/6B dated 06.01.2016, Site Plan 4346-100 Units 3E/6B dated 06.01.2016, Site Plan 4346-101 dated 06.01.2016, Site Plan 4346-102 dated 06.01.2016, Existing Elevations 4346-103 dated 06.01.2016, Proposed Elevations 4346-104 dated 06.01.2016, Section 4346-105 dated 06.01.2016, Existing Floor Plans 4346-106 dated 06.01.2016, Proposed Floor Plans 4346-107 dated 06.01.2016, Letter response to objections dated 22.02.2016, Email dated 22.02.2016, Road Safety Audit dated 22.02.2016, Email dated 10.05.2016, Email dated 10.05.2016, Other dated 06.05.2016, Statement Planning operations dated 06.05.2016, subject to the following conditions:

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, other than ground works and site preparation, shall take place until details and samples of materials to be used externally, to include details of acoustic materials, 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. The use shall not be commenced, nor the premises occupied, until the area shown on the approved plan as vehicle parking, loading and off-loading and turning 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 2015 (or any order amending, revoking or re-enacting that Order) shall be carried out on that area of land or in such a position as to preclude its use.

Reason: Development without provision of adequate accommodation for the parking, loading, off-loading and turning of vehicles is likely to lead to hazardous conditions in the public highway.
4. Prior to the occupation of the extensions hereby permitted, details shall be submitted to and approved in writing by the Local Planning Authority of provision

for cycle parking facilities. The approved scheme shall be implemented before the development is occupied and shall be retained at all times thereafter.

Reason: To promote cycling as part of a healthy active lifestyle choice in accordance with Policy SQ7 of the Tonbridge and Malling Borough Managing Development and the Environment Development Plan Document 2010.

5. Prior to the first occupation of the extensions hereby approved, details of a scheme for the storage and screening of refuse shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is occupied and shall be retained at all times thereafter.

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

6. Prior to the commencement of works on site, a construction management plan shall be submitted to and approved in writing by the Local Planning Authority to include details of:

- the provision for construction vehicle loading/unloading and turning facilities;
- intended hours of construction
- the parking of construction related vehicles on site;
- wheel washing to include adequate drainage arrangements to ensure no water drains over the public highway with regular checks of the public highway;

These approved details shall be adhered to for the duration of construction.

Reason: To ensure no adverse impact upon levels of highway safety.

7. 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.

8. No building shall be occupied until works for the disposal of foul and surface water drainage have been provided on the site, in accordance with a scheme approved by the Sewage Undertaker and Building Regulations, to serve the development hereby permitted.

Reason: In the interests of pollution prevention

- 9 Prior to being discharged into any watercourse, surface water, sewer or soakaway system, all surface water drainage from parking areas and hardstandings shall be passed through an oil interceptor designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor. Surface water shall not be allowed to discharge into contaminated land.

Reason: To prevent pollution of the water environment.

10. Prior to the commencement of works on site, the detailed report relating to the sampling, and groundwater and gas monitoring works carried out on site in January 2016, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of residential amenity.

11. 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, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

Reason: To ensure any unforeseen contamination is dealt with appropriately and to ensure there are no unacceptable risks to groundwater within the underlying principal aquifers from historic contamination in line with Paragraph 120 of the National Planning Policy Framework (2012).

- 12 Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking and re-enacting that Order), the layout of the development shall not be varied 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.

- 13 No materials, plant or other equipment of any description shall be kept or stored in the open other than in areas and to such heights as may be approved in writing beforehand by the Local Planning Authority.

Reason: To avoid obstruction of vehicle parking/manoeuvring areas and to ensure the character and appearance of the development and the locality is not significantly harmed.

- 14 No external lighting shall be installed on the hereby approved extension without the prior written approval of the Local Planning Authority. If any external lighting is proposed then details must include a layout plan with beam orientation and a schedule of equipment including luminaire type, mounting height, aiming angles and luminaire profiles.

Reason: In the interests of the residential amenity of nearby dwellings in accordance with Policy CP24 of the Tonbridge and Malling Core Strategy 2007.

- 15 No use shall take place on the site which would give rise to unacceptable impact on the amenity of nearby residential properties by virtue of dust, smell, vibration or other emissions.

Reason: In the interests of residential amenity.

- 16 No heavy goods vehicles shall enter or leave the site outside the hours of 06.00hrs to 22.00hrs other than as set out in Table 1 (page 11) of the Grub Taylor Report dated May 1992 (as reproduced as Appendix 4 of the Report Number 61/92 by Moir Hands Associates dated 13 May 1992), as approved by planning permission TM/96/00238/FL.

Reason: In the interests of residential amenity.

- 17 At no time shall noise attributable to the operation of fixed plant and machinery (LAr,T) exceed the measured background noise level (LA90,T) by more than 3 dB outside any noise sensitive premises. (The terms (LAr,T) and (LA90,T) have the meaning assigned to them by the British Standard BS4142:1990 "Method for Rating Industrial Noise Affecting Mixed Residential and Industrial Areas").

Reason: In order to ensure a satisfactory aural environment.

- 18 No tannoy shall operate outside any building on the site at any time.

Reason: In the interests of residential amenity.

- 19 Any fork lift truck operating at the site shall be electrically powered.

Reason: In the interests of residential amenity.

- 20 Prior to the occupation of the building(s) hereby permitted, details of sustainable transport practices as proposed in the Design and Access Statement dated 27 December 2015, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of sustainable travel.

Informatives:

1. During the demolition and construction phases, the hours of noisy working likely to affect nearby properties (including deliveries), should be restricted to Monday to Friday 7.30 hours - 18.30 hours; Saturday 08.00 - 13.00 hours; with no such work on Sundays or Public or Bank Holidays.
2. The Local Planning Authority supports the Kent Fire Brigade's wish to reduce the severity of property fires and the number of resulting injuries by the use of sprinkler systems in all new buildings.
3. It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.
4. The signage as shown on the elevations will need to be the subject of an advertisement consent application.
5. Further information on air quality and reducing air quality footprints is available at environmental.protection@tmbc.gov.uk
6. In seeking to discharge the condition(s) pertaining to contaminated land remediation, the applicant is advised that all studies and assessments submitted must be carried out by a competent person and conform to CLR11: Model Procedures for the Management of Land **Contamination** (DEFRA 2004.)
7. Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is normally required for any discharge of sewage or trade effluent into controlled waters, and may be required for any discharge of sewage or trade effluent from buildings and fixed plant into or onto ground or into ground waters. Such consent may be withheld. (Controlled waters include rivers, streams, underground waters, reservoirs, estuaries and coastal waters).

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