

Snodland
Snodland East And
Ham Hill

25 February 2019

TM/19/00449/FL

Proposal: Erection of 4 no. warehouse units (Use Classes B1c/B2/B8) and 2 no. Drive-Thru units (Use Classes A3 and/or A5), together with the provision of parking, landscaping and associated works

Location: Development Site North Of Vantage Point Holborough Road Snodland Kent

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1. Description:

- 1.1 Determination of this application was deferred ahead of the APC3 Planning Committee in July in order to consider a late representation made on behalf of an adjoining land owner concerning an extant, albeit historic, permission and potential cumulative highway impacts arising. A copy of the July report and associated supplementary report is appended to this report in full and the two should be read in conjunction.
- 1.2 Further assessment has now taken place in respect of potential cumulative highways impact in the form of a transport note prepared on behalf of the applicant and this has been the subject of consultation.
- 1.3 In addition to the above, the deferral has given the opportunity to further consider the matter of SUDS as there were some errors in the reproduction of the representations made by the LLFA. The latest representations received from this organisation are, therefore, also reported in this report.

2. Consultees (since 11 July 2019):

2.1 Highways England:

2.1.1 We can confirm that, on the basis that the documents relate to now concluded discussions between the applicant and Kent Highways regarding local network and site access matters, we have no comments and are content to rely on our original response of 'No Objection' dated 26 March 2019.

2.2 KCC: (H&T)

Introduction

2.2.1 This response is in addition to this authority's previous consultation responses dated 12th April and 16th May 2019 and should be read in conjunction with them. It is understood that the applicant has produced an additional Transport Note (TN) dated 31st July 2019 in response to objections from the neighbouring land owner,

namely Tarmac Cement Limited, who have requested that their extant (*lawful*) consent for a cement works (*Kent County Council Planning Reference: TM/98/785*) is included within the Transport Assessment for the Vantage Point site.

Traffic Generation and Distribution

2.2.2 Peak hour traffic generation data has been provided by Tarmac Cement Limited's transport consultant, who have suggested that the cement works is likely to generate 55 HGV movements in each peak hour period. In addition to the 55 HGV movements it is understood that Tarmac Cement Limited have also requested a 50% uplift in traffic flows be included to allow for hourly variations in traffic flows over the day. This equates to a total of 83 traffic movements in each peak hour period, inclusive of the 50% uplift requested. It is also understood that the 83 movements include all movements e.g. staff, delivery and other that could be generated from the site. In accordance with the terms of the sealed S106 agreement associated with the cement works 97% of all HGV movements from the cement works have been distributed to and from the A228 south. This approach is acceptable to this authority given the sealed status of the section 106 agreement.

Traffic Impact

Peter's Bridge and Holborough Lakes Roundabout

2.2.3 A revised junction capacity assessment, which includes the additional traffic from the cement works, has also been undertaken by the applicant for both the Peter's Bridge and Holborough Lakes roundabout junction. Whilst the revised capacity assessments confirm some minor worsening of both junctions performance in the AM and PM hour periods, as a consequence of the traffic from the cement works; importantly, all arms of the junction will continue to operate within capacity (*defined as an RFC of 0.85 or below*), without any excessive queuing or delays.

Summary

I can confirm on behalf of this authority that its position remains unchanged from that stated in the previous consultation response dated 16th May 2019, subject to the imposition of the same previously stated conditions and S278 works.

2.3 KCC (SUDS): Following discussion with the planning officer, we have come to the conclusion that our concerns stated in our previous response (25 March 2019) can be addressed by way of pre-commencement conditions. We recommend the following advisories to be considered at detailed design stage:

- We would require clarification of discharge rates, with set rates clearly set out for all critical events (1 year, 30 year and 100 year). We are aware that the 1 year event will be restricted to 43l/s however this should be displayed on the drainage strategy drawing.

- We would require that hydrobrakes are included in the drainage strategy drawing to identify the reduction in rate from the storage structures to final outfall at the stream.
- We have additional concern regarding the excess of surface water above ground for the 40% climate change allowance. There is a considerable large area of above ground storage in the southern section of the site which is within the car park and service yard. We would require more details, including the volume of surface water stored above ground and how it will be contained within this area.
- Also we would expect to see the drainage system modelled using FeH rainfall data in any appropriate modelling or simulation software. Where FeH data is not available, 26.25mm should be manually input for the M5-60 value, as per the requirements of our latest drainage and planning policy statement (June 2017).
- We would require evidence of the calculations used to provide the existing runoff rates i.e the Rational Method.
- At present, calculations are provided at source control. We would require to see a full interconnected network model at the detailed design stage.

2.3.2 If the applicant was not minded to agree to the pre-commencement conditions then we would recommend the application is refused as there is no certainty that surface water will be accommodated within the site and not create flood risk on-site or within the vicinity.

2.4 Private Reps – No further response have been received at the time of writing this response.

3. Determining Issues:

3.1 The assessment that follows relates solely to matters of cumulative highway impact, when taking into account an extant planning permission granted by KCC a number of years ago. The remaining assessment remains as set out in my July report and as such the two should be read in conjunction with each other.

Cumulative highway impact:

3.2 Policy SQ 8 of the MDE DPD states that development proposals will only be permitted where they would not significantly harm highway safety and where traffic generated by the development can adequately be served by the highway network. It goes on to state that development which involves either the construction of a new access or the increased use of an existing one onto the primary or secondary road network where a significantly increased risk of crashes or traffic delays would result will not be permitted.

- 3.3 Paragraph 109 of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 3.4 The late objection received that resulted in deferral of this application concerned the extant planning permission for the Holborough Cement works close to the site and specifically that a full assessment of the cumulative impacts of that development combined with those of the proposed development had not been considered at that time. Whilst the permission is extant (confirmed by KCC as the relevant Mineral Planning Authority), the site has not yet commenced cement production. The objection commented that the consented scheme would generate approximately 350 vehicle movements per day (two-way) and that the planning obligation relating to this extant permission required 97% of movements to be routed south along the A228 past the Peters Bridge and Holborough roundabouts to the M20 (i.e. past the application site).
- 3.5 In response to this specific objection, an additional Transport Note was produced on behalf of the applicant. This makes use of data supplied directly by Tarmac, which would operate the cement works. The data considers that the cement works would generate an average hourly trip rate of 55 HGV movements to and from the site. However, due to the nature of the use and factoring other sites operated by Tarmac, it applies a 50% uplift to its hourly HGV movements. i.e. 83 two-way movements each hour to and from the site would need to be considered as part of the cumulative impact of the proposed development.
- 3.6 The applicant has not challenged Tarmac's policy of uplifting traffic movements by 50% but instead factors in the larger number of movements to the assessment already undertaken. It concludes that the even when taking the additional movements associated with the cement works into account, the junctions at the Peters Bridge and Holborough roundabouts would still operate within their designed capacity were the proposed development to go ahead. It further reiterates the conclusion of the main Transport Assessment that the proposed development itself would have a minimal impact upon the highway network.
- 3.7 Both KCC as local highway authority and Highways England (HE) have been consulted in respect of this additional Transport Note and their responses are detailed earlier in this report. It is noted that HE has no further comments to add and relies instead upon its previous response that raised no objections to the proposed development.
- 3.8 The local highway authority considers that the methodology set out in the additional Transport Note is acceptable and the use of the 50% uplift in movements to and from the cement works accounts for all types of traffic movements (including staff and delivery movements). It concludes that there would be a minor worsening of the capacity at the Peter's Bridge and Holborough roundabouts in the AM and PM peak hours, due to the additional cement works

traffic. However, both would still operate within capacity without excessive queuing or delays. As a consequence of this, the local highway states that its position remains unchanged from that set out in its previous response (in May 2019); that being to raise no objection subject to certain conditions be adhered to.

- 3.9 Taking the above and the assessment contained in my July report into account, there is no technical evidence to suggest that the proposed development, even when taking the traffic movements associated with the extant permission for the adjacent cement works into account, would (cumulatively) cause a severe impact upon the road network. Therefore, in accordance with paragraph 109 of the NPPF, permission should not be refused on highways grounds.

Conclusions:

- 3.10 The proposed development would provide a comprehensive redevelopment of this designated employment site. It is acknowledged that the development would also include food and drink uses which would not normally be permitted on such sites. However, given the limited size of this element of the proposed development compared to the significant size of the proposed employment provision, the overall development would result in economic growth in the local area and make a significant contribution towards employment provision within the Borough.
- 3.11 The development would also markedly improve the character of the site and will include the installation of many new trees, hedges and shrubs, together with appropriate lighting within the site.
- 3.12 Both Highways England and the local highway authority consider the development to be acceptable in terms of impact upon the strategic and local road networks. Adequate car parking would be provided for the development as a whole and provision will also be made for cycle storage and charging electric and other low emission vehicles.
- 3.13 Due to the location of the site, the development would not cause demonstrable harm to the amenity of residents living in the local area.
- 3.14 For all of the above reasons, the development is considered to be acceptable, and as such, the following recommendation is put forward.

4. Recommendation:

- 4.1 **Grant planning permission** in accordance with the following submitted details:

Contaminated Land Assessment phase 1 received 04.09.2019, Plan 724300-MLM-ZZ-XX-DR-J-0007 received 03.07.2019, Planting Plan 6777.ASP.PP.1.2_REV C received 25.02.2019, Other Transport note received 31.07.2019, Proposed Plans 18-081-EX-002 PL3 received 25.02.2019, Planting Plan 6777.ASP.PP.1.0_REV A received 25.02.2019, Planting Plan

6777.ASP.PP.1.1_REV C received 25.02.2019, Planting Plan
6777.ASP.PP.1.3_REV C received 25.02.2019, Landscaping 6777.ASP3
received 25.02.2019, Site Plan S059_3002.PL4 received 25.02.2019, Floor Plan
S059_3025.PL1 received 25.02.2019, Floor Plan S059_3026.PL1 received
25.02.2019, Floor Plan S059_3027.PL1 received 25.02.2019, Roof Plan
S059_3028.PL1 received 25.02.2019, Floor Plan S059_3029.PL1 received
25.02.2019, Section S059_3035.PL1 received 25.02.2019, Elevations
S059_3036.PL1 received 25.02.2019, Elevations S059_3037.PL2 received
25.02.2019, Floor Plan S059_3050.PL2 received 25.02.2019, Floor Plan
S059_3051.PL1 received 25.02.2019, Floor Plan S059_3052.PL1 received
25.02.2019, Roof Plan S059_3053.PL1 received 25.02.2019, Floor Plan
S059_3054.PL1 received 25.02.2019, Sections S059_3060.PL1 received
25.02.2019, Elevations S059_3061.PL1 received 25.02.2019, Elevations
S059_3062.PL1 received 25.02.2019, Floor Plan S059_3075.PL1 received
25.02.2019, Floor Plan S059_3076.PL1 received 25.02.2019, Other screening
opinion received 15.03.2019, Floor Plan S059_3077.PL1 received 25.02.2019,
Floor Plan S059_3079.PL1 received 25.02.2019, Sections S059_3085.PL1
received 25.02.2019, Elevations S059_3086.PL1 received 25.02.2019,
Elevations S059_3106.PL1 received 25.02.2019, Elevations S059_3087.PL1
received 25.02.2019, Floor Plan S059_3105.PL1 received 25.02.2019, Floor
Plan S059_3110.PL2 received 25.02.2019, Elevations S059_3111.PL2 received
25.02.2019, Elevations S059_3112.PL2 received 25.02.2019, Roof Plan
S059_3115.PL2 received 25.02.2019, Location Plan S059_3000.PL2 received
25.02.2019, Letter cover letter received 25.02.2019, Other Aubrilam Brochure
received 25.02.2019, Design and Access Statement received 25.02.2019,
Energy Statement received 25.02.2019, Other canopy brochure received
25.02.2019, Planning Statement received 25.02.2019, Other play frame
received 25.02.2019, Schedule areas received 25.02.2019, Statement
ventilation received 25.02.2019, Air Quality Assessment received 25.02.2019,
Arboricultural Survey received 25.02.2019, Archaeological Assessment
received 25.02.2019, Ecological Assessment received 25.02.2019, Lighting
received 25.02.2019, Flood Risk Assessment received 25.02.2019, Noise
Assessment received 25.02.2019, Environmental Assessment
geoenvironmental assessment received 25.02.2019, Report site services
overview received 25.02.2019, Transport Statement received 25.02.2019,
Travel Plan received 25.02.2019, Site Plan S059/3100 pl3 received 09.05.2019,
Other Transport Note received 18.04.2019, Other Remediation Strategy &
Verification Plan received 26.04.2019, Email received 26.04.2019,

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 All materials used externally shall accord with the approved plans.

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

- 3 The use of Units A, B, C and D shall not be commenced, until the area shown on the submitted layout as vehicle parking space and loading/unloading areas for those units has been provided, surfaced and drained. Thereafter, those areas 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 the land so shown or in such a position as to preclude vehicular access to this reserved parking and loading/unloading space.

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

- 4 The use of the two A3/A5 units labelled "Drive Thru 1" and "Drive Thru 2" on plan no. S059/3002 pl4 shall not be commenced, until the area shown on drawing no S059/3100 pl 3 as vehicle parking space has been provided, surfaced and drained. Thereafter, those areas 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 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.

- 5 The access to the site shall be constructed in accordance with the approved plan (05 Rev A titled 'Potential Left-In/Left-Out Junction with Merge and Diverge Lanes). The access shall be implemented prior to first commencement of the use of any of the buildings hereby approved (with the exception of (Unit A shown on plan no. S059/3002 pl4) and shall be retained at all times thereafter.

Reason: In the interests of highway safety.

- 6 No building shall be occupied until that part of the service road which provides access to it has been constructed in accordance with the approved plans.

Reason: To ensure the safe and free flow of traffic.

- 7 The cycle storage facilities shall be installed in accordance with the plans hereby approved prior to the first occupation of the approved building they would serve.

Reason: To ensure that adequate cycle storage is provided.

- 8 The development shall be carried out in accordance with the submitted flood risk assessment (ref: 6600149-MLM-ZZ-XX-RP-C-0001-Rev01, MLM Consulting Engineers Limited, Date: 07/02/2019) and the following mitigation measures it details:

Finished floor levels shall be set at 6.4m above Ordnance Datum (AOD) for building Units A, B and C as shown in section 3.1 and Appendix E (drawing ref: 6600149-MLM-ZZ-XX-DR-C-0002) of the FRA.

Less flood resilient buildings to be located in flood zone 1 as stated in section 3.1 of the FRA.

Evacuation of the site will be managed by the site operators in response to the Environment Agency early flood warning system (See section 7 of FRA).

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

- 9 No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the National Planning Policy Framework.

- 10 Development shall not begin in any phase until a detailed sustainable surface water drainage scheme for the site has been submitted to (and approved in writing by) the local planning authority. The detailed drainage scheme shall be based upon the FRA, MLM Group, February 2019) and shall demonstrate that the surface water generated by this development (for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm) can be accommodated and disposed of without increase to flood risk on or off-site. The drainage scheme shall also demonstrate (with reference to published guidance):

- that silt and pollutants resulting from the site use can be adequately managed to ensure there is no pollution risk to receiving waters.
- appropriate operational, maintenance and access requirements for each drainage feature or SuDS component are adequately considered, including any proposed arrangements for future adoption by any public body or statutory

undertaker. The drainage scheme shall be implemented in accordance with the approved details.

Reason: To ensure the development is served by satisfactory arrangements for the disposal of surface water and to ensure that the development does not exacerbate the risk of on/off site flooding. These details and accompanying calculations are required prior to the commencement of the development as they form an intrinsic part of the proposal, the approval of which cannot be disaggregated from the carrying out of the rest of the development.

- 11 No building on any phase (or within an agreed implementation schedule) of the development hereby permitted shall be occupied until a Verification Report, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted to and approved by the Local Planning Authority. The Report shall demonstrate the suitable modelled operation of the drainage system where the system constructed is different to that approved. The Report shall contain information and evidence (including photographs) of details and locations of inlets, outlets and control structures; landscape plans; full as built drawings; information pertinent to the installation of those items identified on the critical drainage assets drawing; and, the submission of an operation and maintenance manual for the sustainable drainage scheme as constructed.

Reason: To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of paragraph 165 of the National Planning Policy Framework

- 12 No above ground development shall take place other than as required as part of any relevant approved site investigation works until the following have been submitted to and approved by the Local Planning Authority:

a) results of the site investigations, based on the recommendations made in the Phase 2 Geo-environmental Assessment (MLM Consulting Ltd, January 2019), (including any necessary intrusive investigations) and a risk assessment of the degree and nature of any contamination on site and the impact on human health, controlled waters and the wider environment. These results shall include a detailed remediation method statement informed by the site investigation results and associated risk assessment, which details how the site will be made suitable for its approved end use through removal or mitigation measures. The method statement must include details of all works to be undertaken, proposed remediation objectives, remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site cannot be determined as Contaminated Land as defined under Part 2A of the Environmental Protection Act 1990 (or as otherwise amended).

(a)

The submitted scheme shall include details of arrangements for responding to any discovery of unforeseen contamination during the undertaking hereby permitted. Such arrangements shall include a requirement to notify the Local

Planning Authority in writing of the presence of any such unforeseen contamination along with a timetable of works to be undertaken to make the site suitable for its approved end use.

(b) Prior to the commencement of the development the relevant approved remediation scheme shall be carried out as approved. The Local Planning Authority should be given a minimum of two weeks written notification of the commencement of the remediation scheme works.

Reason: In the interests of amenity, public safety and human health and in accordance with the National Planning Policy Framework.

- 13 Following completion of the approved remediation method strategy, and prior to the first occupation of the development, a relevant verification report that scientifically and technically demonstrates the effectiveness and completion of the remediation scheme at above and below ground level shall be submitted for the information of the Local Planning Authority.

The report shall be undertaken in accordance with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination, CLR 11. Where it is identified that further remediation works are necessary, details and a timetable of these works shall be submitted to the Local Planning Authority for written approval and shall be fully implemented as approved.

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

Reason: In the interests of amenity, public safety and human health and in accordance with the National Planning Policy Framework.

- 14 The scheme of landscaping and boundary treatment shown on the approved plans shall be carried out in the first planting season following occupation of the buildings or the completion of the development, whichever is the earlier. 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.

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.

- 15 Units A, B, C and D as identified on plan number S059/3002 pl4 shall not be occupied until the electric vehicle charging points shown on plan nos. S059/3025 pl1, 3050 pl2 and 3075 pl1 have been installed in accordance with details that have first been approved by the Local Planning Authority. The work shall be carried out in strict accordance with the approved details and shall be retained at all times thereafter.

Reason: In order to encourage the use of electric vehicles to help reduce vehicle emissions in the interests of air quality and in accordance with paragraph 110 of the NPPF.

- 16 The developer shall afford access at all reasonable times to any archaeologist nominated by the Local Planning Authority and shall allow him/her to observe the excavation and record items of interest and finds. The developer will inform the Local Planning Authority of the start date of construction works on site not less than two weeks before the commencement of such works.

Reason: In the interests of archaeological research.

- 17 The external lighting shall be installed in accordance with the details shown on plan no. 18-081-EX-002 PL3 and maintained/retained in accordance with those details in perpetuity.

Reason: In order to ensure that the lighting accords with the approved plans and does not cause unacceptable light pollution in the locality.

- 18 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking and re-enacting that Order) no development shall be carried out within Classes H and J, of Part 7 of Schedule 2 of that Order.

Reason: In order to enable the local Planning Authority to control further development of this site in the interests of amenity.

- 19 None of the buildings hereby approved shall be occupied until a shared footpath/cycle way has been provided along the east side of the A228 (next to the southbound carriageway) as set out the Transport Note dated 16 April 2019, that accords with a scheme that has first been agreed by the local highway authority.

Reason: in order to provide better pedestrian and cycle links to the site and to the wider footpath and cycle networks.

- 20 None of the buildings shall be occupied until such time as they have all been connected to the mains foul drainage system.

Reason: To ensure the development is served by satisfactory arrangements for the disposal of foul waste and to ensure that the development does not exacerbate the risk of polluting ground or surface waters.

- 21 The development hereby approved shall be undertaken in accordance with the following plans:

Proposed Plans 18-081-EX-002 PL3 dated 25.02.2019, Planting Plan
6777.ASP.PP.1.0_REV A dated 25.02.2019, Planting Plan
6777.ASP.PP.1.1_REV C dated 25.02.2019, Planting Plan
6777.ASP.PP.1.2_REV C dated 25.02.2019, Planting Plan
6777.ASP.PP.1.3_REV C dated 25.02.2019, Landscaping 6777.ASP3 dated
25.02.2019, Site Plan S059_3001.PL2 dated 25.02.2019, Site Plan
S059_3002.PL4 dated 25.02.2019, Floor Plan S059_3025.PL1 dated

25.02.2019, Floor Plan S059_3026.PL1 dated 25.02.2019, Floor Plan S059_3027.PL1 dated 25.02.2019, Roof Plan S059_3028.PL1 dated 25.02.2019, Floor Plan S059_3029.PL1 dated 25.02.2019, Section S059_3035.PL1 dated 25.02.2019, Elevations S059_3036.PL1 dated 25.02.2019, Elevations S059_3037.PL2 dated 25.02.2019, Floor Plan S059_3050.PL2 dated 25.02.2019, Floor Plan S059_3051.PL1 dated 25.02.2019, Floor Plan S059_3052.PL1 dated 25.02.2019, Roof Plan S059_3053.PL1 dated 25.02.2019, Floor Plan S059_3054.PL1 dated 25.02.2019, Sections S059_3060.PL1 dated 25.02.2019, Elevations S059_3061.PL1 dated 25.02.2019, Elevations S059_3062.PL1 dated 25.02.2019, Floor Plan S059_3075.PL1 dated 25.02.2019, Other screening opinion dated 15.03.2019, Floor Plan S059_3076.PL1 dated 25.02.2019, Floor Plan S059_3077.PL1 dated 25.02.2019, Floor Plan S059_3079.PL1 dated 25.02.2019, Sections S059_3085.PL1 dated 25.02.2019, Elevations S059_3086.PL1 dated 25.02.2019, Elevations S059_3087.PL1 dated 25.02.2019, , Floor Plan S059_3105.PL1 dated 25.02.2019, Elevations S059_3106.PL1 dated 25.02.2019, Floor Plan S059_3110.PL2 dated 25.02.2019, Elevations S059_3111.PL2 dated 25.02.2019, Elevations S059_3112.PL2 dated 25.02.2019, Roof Plan S059_3115.PL2 dated 25.02.2019, Location Plan S059_3000.PL2 dated 25.02.2019, Site Plan S059_3100.PL3 dated 09.05.2019

Reason: To ensure the development is undertaken in accordance with the plans hereby approved.

Informatives:

1. When designing the SUDS scheme for the development, please take the following advice from the Lead Local Flood Authority into account:
 - We would require clarification of discharge rates, with set rates clearly set out for all critical events (1 year, 30 year and 100 year). We are aware that the 1 year event will be restricted to 43l/s however this should be displayed on the drainage strategy drawing.
 - We would require that hydrobrakes are included in the drainage strategy drawing to identify the reduction in rate from the storage structures to final outfall at the stream.
 - 3. We have additional concern regarding the excess of surface water above ground for the 40% climate change allowance. There is a considerable large area of above ground storage in the southern section of the site which is within the car park and service yard. We would require more details, including the volume of surface water stored above ground and how it will be contained within this area.
 - We would expect to see the drainage system modelled using FeH rainfall data in any appropriate modelling or simulation software. Where FeH data is not available, 26.25mm should be manually input for the M5-60 value, as per the

requirements of our latest drainage and planning policy statement (June 2017).

- We would require evidence of the calculations used to provide the existing runoff rates i.e the Rational Method.
- The Borough Council will need to create new street name(s) for this development together with a new street numbering scheme. To discuss the arrangements for the allocation of new street names and numbers you are asked to write to Street Naming & Numbering, Tonbridge and Malling Borough Council, Gibson Building, Gibson Drive, Kings Hill, West Malling, Kent, ME19 4LZ or to e-mail to addresses@tmbc.gov.uk. To avoid difficulties, for first occupiers, you are advised to do this as soon as possible and, in any event, not less than one month before the new properties are ready for occupation.

Contact: Matthew Broome