

MC/19/2757

Date Received: 17 October 2019

Location: Plot 1B London Medway Commercial Park James Swallow Way
Hoo St Werburgh

Proposal: Development of Plot 1B incorporating the construction of a warehouse building including Class B1(c) light industrial/ B2 general industrial/ B8 storage and distribution uses, access, parking, drainage, landscaping and associated works including means of access

Applicant Goodman Logistics Development UK Ltd,

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Ward: Peninsula Ward

Case Officer: Tim Chapman

Contact Number: 01634 331700

Recommendation of Officers to the Planning Committee, to be considered and determined by the Planning Committee at a meeting to be held on 18th December 2019.

Recommendation - Approval

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

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Drawing numbers: SK700 PO1; SK701 PO1; SK702 PO1;SK703 PO1;SK704 PO1;SK705 PO1;SK706 PO1;SK707 PO1;SK708 PO1;SK709 PO1;SK710 PO1;SK711 PO1; SK712 PO1; Design and Access Statement, Drainage Design

Philosophy; Ecology Statement; Planning Statement; Transport Statement; Soft Landscape Works Maintenance and Management Proposals; 1843-18-03 Landscape Concept Plan; 1843-18-04 Landscape Concept Sections, received 17th October 2019, and Interim Umbrella Travel Plan dated 4/2/2016, received on 9th December 2019.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 No development above slab level shall take place until details and samples of all materials to be used externally have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policy BNE1 of the Medway Local Plan 2003.

- 4 No development shall take place until a Construction Environmental Management Plan (CEMP) that describes measures to control, amongst other matters, noise and vibration; working hours; dust minimisation; access point locations; wheel cleaning/chassis cleaning facilities; protection of surface and groundwater resources, including arrangements for the storage of oils, fuels or chemicals; waste disposal arrangements; pollution incident control; site illumination; and the location of construction compounds/laydown areas and offices, during the construction period for the proposed phase or sub-phase of the development has been submitted to and approved in writing by the Local Planning Authority. The development shall only be undertaken in accordance with the approved CEMP.

Reason: Required before commencement of development in order to minimise the impact of the construction period on the amenities of local residents, the countryside, wildlife and habitat and with regard to Policies BNE2, BNE37, BNE39 and T3 of the Medway Local Plan 2003.

- 5 No HGV traffic, plant, machinery or earth moving equipment associated with the construction of the development shall enter or leave the site other than between the hours of 0700 to 1900 Mondays to Fridays and 0700 to 1300 on Saturdays and not at any time on Sunday or public holidays

Reason: In the interests of safeguarding amenities of the area and compliance with Policy BNE2 of the local plan.

- 6 Unless otherwise agreed by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions 7 to 9 have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified in writing by the Local Planning Authority until condition 10 has been complied with in relation to that contamination.

Reasons: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 170 of the National Planning Policy Framework.

7 An intrusive site investigation, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, including risks to groundwater, whether or not it originates on the site. The scheme shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report shall be submitted to and approved by the Local Planning Authority prior to the commencement of development. The report of the findings must include:

- a) a survey of the extent, scale and nature of contamination;
- b) an assessment of the potential risks to:
 - human health
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes.
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archeological sites and ancient monuments;
- c) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reasons: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 170 of the National Planning Policy Framework.

8 A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and submitted to and approved in writing by the Local Planning Authority prior to commencement of the development. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental

Protection Act 1990 in relation to the intended use of the land after remediation.

Reasons: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 170 of the National Planning Policy Framework.

9 The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of any development (other than development required to

enable the remediation process to be implemented) unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given not less than two weeks written notification prior to the commencement of the remediation scheme works.

Following completion of the measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and submitted to and approved in writing by the Local Planning Authority prior to the bringing into use of the development.

Reasons: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 170 of the National Planning Policy Framework.

- 10 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 7, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 8, which is subject to the approval in writing of the Local Planning Authority.

Following completion of the measures identified in the approved remediation scheme a verification report providing details of the data that will be collected in order to demonstrate that the works set out in condition 8 are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 9.

Reasons: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 170 of the National Planning Policy Framework.

- 11 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated by a piling risk assessment that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

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

- 12 Before the development hereby permitted is first brought into use, a Delivery Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be operated in accordance with the approved delivery plan.

Reason: In the interests of amenity and highway safety and in compliance with policies BNE2 and T13 of the Local Plan.

- 13 No development above slab level of any part of the development hereby approved shall commence until details of the specification of bird and bat boxes on the building and within the landscaping area of the site and their precise locations shall have been submitted to and approved in writing by the Local Planning Authority. The approved bird and bath boxes shall be erected/installed before the building is occupied and the boxes shall be retained in perpetuity.

Reason: In order to compensate for the present potential wild life and birds nest sites in accordance with Policy 37 of the Local Plan.

- 14 The development hereby approved shall not be occupied until the vehicle parking spaces, loading and off-loading bays and associated on site turning area and bicycle storage facility shown in drawings SK702 PO1; SK709 PO1; have been provided, surfaced and drained in accordance with the approved drawings and made available prior to the occupation of the development. 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 vehicular access to the reserved vehicle parking area, loading and unloading bay and cycle storage areas.

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 and in accordance with Policies T1 and T13 of the Medway Local Plan 2003.

- 15 Prior to the installation of any external lighting on the site, details of such lighting shall be submitted to and approved in writing by the Local Planning Authority. Details shall include: height, position, external appearance, any shielding, light intensity, colour, spillage (such as light contour or lux level plans showing the existing and proposed levels) and hours of use together with a report to demonstrate its effect on: the landscaping of the site, bats (including reference to the recommendations of the Bat Conservation Trust) and of how this effect has been minimised. Any external lighting shall be implemented in accordance with the approved details.

Reason: In order to limit the impact of the lighting on the landscaping of the site, the surrounding landscape and wildlife and with regard to Policies BNE1, BNE5 and BNE39 of the Medway Local Plan 2003.

- 16 No development shall take place until a scheme showing details of the disposal of surface water, based on sustainable drainage principles, including details of the design, implementation, maintenance and management of the surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority.

Those details shall include (if applicable):

- i. a timetable for its implementation (including phased implementation where applicable).
- ii. appropriate operational, maintenance and access requirements for each sustainable drainage component are adequately considered.

- iii. proposed arrangements for future adoption by any public body, statutory undertaker or management company.

Reason: To manage surface water during and post construction and for the lifetime of the development as outlined at Paragraph 165 of NPPF.

- 17 Prior to occupation (or within an agreed implementation schedule) a signed verification report carried out by a qualified drainage engineer (or equivalent) must be submitted to and approved by the Local Planning Authority to confirm that the agreed surface water system has been constructed as per the agreed scheme and plans. The report shall include details and locations of critical drainage infrastructure (such as inlets, outlets and control structures) including as built drawings, and an operation and maintenance manual for the unadopted parts of the scheme as constructed.

Reason: This condition is sought in accordance with paragraph 165 of the NPPF to ensure that suitable surface water drainage scheme is designed and fully implemented so as to not increase flood risk onsite or elsewhere.

- 18 No building shall be occupied until a plan indicating the positions, design, materials and type of boundary treatment and gates to be erected has been submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be completed in accordance with the approved details before the building is occupied and shall thereafter be retained.

Reason: To ensure that the appearance of the development is satisfactory and without prejudice to conditions of visual amenity in the locality, in accordance with Policy BNE1 of the Medway Local Plan 2003.

- 19 Prior to the first occupation of the development herein approved, full details of both hard and soft landscape works and a timetable for implementation shall be submitted to and approved in writing by the Local Planning Authority. These details shall include existing and proposed finished ground levels; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; all paving and external hard surfacing; minor artefacts and structures (e.g. seating, refuse receptacles etc.). Soft landscape works shall include details of planting plans (noting a schedule of plant species, proposed densities/sizes/numbers). Specification of tree pits, supports and planting build-ups for establishment; written specifications (including cultivation and other operations associated with grass and plant establishment, aftercare and maintenance). The development shall be implemented in accordance with the approved details and any trees or plants which within 5 years of planting are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species.

Reason: To ensure a satisfactory external appearance and provision for landscaping in accordance with Policies BNE1 and BNE6 of the Medway Local Plan 2003.

- 20 Prior to the first occupation of the development herein approved, a landscape management plan, shall be submitted to and approved in writing by the Local Planning Authority. The Landscape Management Plan shall include long term design objectives, management responsibilities and maintenance schedules for all landscape areas (including hard and soft landscape treatments) for a minimum period

of five years and arrangements for implementation. The development shall thereafter be implemented in accordance with the approved details.

Reason: To ensure a satisfactory external appearance and provision for landscaping in accordance with Policies BNE1 and BNE6 of the Medway Local Plan 2003.

For the reasons for this recommendation for approval please see Planning Appraisal Section and Conclusions at the end of this report.

Proposal

This application is a revised proposal for the development of Plot 1B at London Commercial Park at Kingsnorth. The proposal comprises the construction of a warehouse building for Class B1(c) light industrial/ B2 general industrial/ B8 storage and distribution uses, access, parking, drainage, landscaping and associated works including means of access.

The proposal would provide 14,274sqm of employment floorspace, comprising a warehouse area and 3 floors of ancillary office accommodation.

Floorspace of 14,274 sqm comprising

- Warehouse floor area 12,296sqm
- Mezzanine undercroft 422sqm
- 2-storey Mezzanine office 930sqm
- Ground floor Core 51sqm
- Plant room 120sqm
- Storage area 353sqm
- Operations Office 102sqm
- Service yard with parking for 37no. HGVs
- Car park with parking for 161no. cars
- Fencing 2.4m high paladin fencing
- Cycle shelter (metal frame with 'glazed' shelter) for 40 cycles
- Two vehicular access points, one for HGVs and the other for cars
- Galvanised water tank (cylindrical 11m diam. x 10m H) and pump house (6.6m square x 4m H – grey finish)
- Bin Stores (compounds of 2.1m hit-and-miss fencing)
- Substation (3.1m w x 2.8m D x 2.4m H)

The proposed warehouse building would have a 'waved' roof form with a maximum height of 20.4m and about 19m to the eaves level.

The external palette of materials proposed are : metal wall cladding system of cladding panels (entrance feature – blue (Colorcoat Prisma); horizontally laid cladding – silver metallic, dark grey, metallic silver, dark grey; vertically laid cladding – metallic silver grey; curved roof – light grey; eaves/flushing – dark grey, white; windows/doors – powder coated aluminium dark grey.

Relevant Planning History

MC/19/1785 Construction of a HGV parking area for up to 30 HGVs together with the construction of an ancillary single storey amenity block, smoking shelter, 2.4m high paladin fencing, drainage and landscaping.

Decision: Approved
Decided: 9 September 2019

MC/18/1979 Application for approval of reserved matters being appearance, landscaping, layout and scale with regard to outline planning permission MC/13/1594 (Variation of condition 51 to allow a minor material amendment to outline planning permission MC/08/0370 to allow B1(c) not exceeding 40,000 Sq.m of floor space when measured as gross internal area; B2 not exceeding 115,120 Sq.m of floor space when measured as gross internal area; B8 not exceeding 200,000 Sq.m of floor space when measured as gross internal area and total floor space not exceeding 250,992 Sq.m of floor space when measured as gross internal area) together with details pursuant to conditions 1 (reserved matters), 4 (materials/enclosure), 21 (soft landscaping), 22 (soft landscape management plan), 26 (flexibility of use), 27 (future proofing), 31 (cycle parking) , 32 (changing/shower facilities), 36 (vehicle parking/turning) and 52 (SUDS and Management).

Decision: Approved
Decided: 10 October 2018

MC/18/1071 Application for approval of reserved matters being appearance, landscape, layout and scale with regards to outline planning permission MC/08/0370 which was varied by planning permission MC/13/1594 Variation of condition 51 to allow a minor material amendment to outline planning permission MC/08/0370 to allow B1(c) not exceeding 40,000 Sq.m of floor space when measured as gross internal area; B2 not exceeding 115,120 Sq.m of floor space when measured as gross internal area; B8 not exceeding 200,000 Sq.m of floor space when measured as gross internal area; and total floor space not exceeding 250,992 Sq.m of floor space when measured as gross internal area. (Approved 13 July 2018)

MC/17/3235 Approval of reserved matters being details of appearance, layout, scale and landscaping pursuant to condition 1 of MC/13/1594 (a variation of condition 51 of MC/08/0370 - outline application for the construction of a business park development for business, general industrial and storage and distribution uses B1C, B2 and B8 with associated landscaping, ecology, parking and servicing areas and access and improvements to Ropers Lane and Stoke Road (alternative illustrative layout to planning application MC/2007/2264)) for development of Plot 1 consisting of the construction of warehouse with associated facilities and works, together with details submitted pursuant to conditions 4, 21, 22, 26, 27, 31, 36, and 52 of MC/13/1594

Decision: Approved
Decided: 08/12/2017

MC/15/1658 Application for approval of reserved matters being appearance, landscaping, layout and scale with regard to outline planning permission MC/13/1594 (Variation of condition 51 to allow a minor material amendment to outline planning permission MC/08/0370 to allow B1(c) not exceeding 40,000 Sq.m of floor space when measured as gross internal area; B2 not exceeding 115,120 Sq.m of floor space when measured as gross internal area; B8 not exceeding 200,000 Sq.m of floor space when measured as gross internal area and total

floor space not exceeding 250,992 Sq.m of floor space when measured as gross internal area) together with details pursuant to conditions 1 (reserved matters), 4 (materials/enclosure), 21 (soft landscaping), 22 (soft landscape management plan), 26 (flexibility of use), 27 (future proofing), 31 (cycle parking) , 32 (changing/shower facilities), 36 (vehicle parking/turning) and 52 (SUDS and Management).

Decision: Approved

Decided: 9 July 2015

MC/13/1594 Variation of condition 51 to allow a minor material amendment to planning permission MC/08/0370 to allow B1(c) not exceeding 40,000 Sqm of floor space when measured as gross internal area; B2 not exceeding 115,120 Sqm of floor space when measured as gross internal area; B8 not exceeding 200,000 Sqm of floor space when measured as gross internal area; and total floor space not exceeding 250,992 Sqm of floor space when measured as gross internal area.

Decision: Approved With Conditions

Decided: 02 Oct 2013

MC/08/0370 Outline application for the construction of a business park development for business, general industrial and storage and distribution uses B1C, B2 and B8 with associated landscaping, ecology, parking and servicing areas and access and improvements to Ropers Lane and Stoke Road (alternative illustrative layout to planning application MC2007/2264)

Decision: Approval with Conditions

Decided: 26 Nov 2009

MC/07/0427 Town and Country Planning (EIA) Regulations 1999 for a screening opinion to determine the need for an environmental statement to accompany a planning application for the construction of approximately 260,000 square metres of B1/B2/B8 floors pace with associated landscaping, access and car parking

Decision Scoping Opinion (EIA) Required

Decided 03/04/2007

Representations:

The application has been advertised on site, in the press and by individual neighbour notification to the owners and occupiers of neighbouring properties.

Hoo St Werburgh Parish Council objects to this planning application on the following grounds:

- The number of vehicles this application will bring to the area is another staggering amount. Parking for 161 cars, 37 HGV parking spaces, plus loading bays. All this additional traffic through the already dangerous pollution levels at Four Elms Hill and onto Peninsula Way, which Medway Council admits is running at capacity.
- This 17+acre site close to SPA, SSSIs, and RAMSAR sites is also a major worry.

- Wildlife will once again be sacrificed due to the buildings, and regardless of this company's comments about little wildlife, it is home to Badgers, Lizards and Snakes, as well as a varied bird population.
- The nearest bus stop is in the Village, 2 miles away, and the nearest rail station 7 miles at Strood, which encourages private transport use. Site bus service 3 times a day is welcomed, however, not yet available to Villagers to use, which could be an added benefit for the residents of Hoo and on the Hoo Peninsula.
- Concerns over the amount of heavy transport on the Peninsula, parking on side roads and verges. The lack of welfare facilities whilst awaiting designated delivery spots remain a health problem to walkers, cyclists and horse riders.
- We are concerned that the constant building of large warehouses, which at present seem to offer little employment opportunity except on zero-hour contracts, and continuing busing in of agency workers, will do little, if anything for the local population.

Environment Agency has no objection subject to conditions

Natural England has no comment on the application

Lead Local Flood Authority has no objection subject to conditions.

Southern Gas make reference to a gas main on northern boundary of the site.

Development Plan

The Development Plan for the area comprises the Medway Local Plan 2003 (the Local Plan). The policies referred to within this document and used in the processing of this application have been assessed against the National Planning Policy Framework 2012 and are considered to conform.

Planning Appraisal

Background

Outline Planning Permission MC/08/0370 was granted in November 2009 for the construction of a business park development for business, general industrial and storage and distribution uses (B1C, B2 and B8) with associated landscaping, ecology, parking, servicing areas and access and improvements to Ropers Lane and Stoke Road.

A S73 application to vary condition 51 of the above permission was approved in October 2013 (MC/13/1594), to allow a more flexible mix between Class B1C, B2 and B8 uses. As such, permission MC/13/1594 effectively supersedes the previous outline permission. The Outline Permission includes built parameters for Plot 1 as set out on drawing number 14175/A1/125 Rev C, It was accompanied by an Illustrative Layout Plan which indicated a floor space of up to 109,438sqm.

Reserved matters consents have previously been approved for the construction of the overall estate road infrastructure and ground remodelling and this work has since been completed (ref MC/10/1342).

As the history section shows the previous reserved matters application for the development of Plot 1A under re MC/17/3235 was approved and constructed.

A reserved matters application was granted for the remainder of the Plot 1 (including plot 1B) site under MC/18/1071 for a single larger unit. This permission is still extant but has not been implemented.

A further reserved matters application was granted for the remainder of Plot 1, including Plot 1B, under MC/18/1979 for the construction of 2 buildings. This permission is still extant but has not been implemented.

The building the subject of the current application seeks to amend the scheme approved under MC/18/1979 in so far as it relates to the building approved on Plot 1B.

Additional works were undertaken to the landscape bunds following the previous reserved matters application (MC/15/1658), as detailed in the accompanying ecology report, and the current application is consistent with these previously approved details.

An Environmental Statement (ES) was submitted alongside the planning application for the outline planning permission and it is not considered that significant additional environmental analysis is required at this stage. The proposal does not depart from the previously assessed parameters.

The parameter Plan14175/A1/125 Rev C approved as part of the original outline application shows the maximum floor space to be created on Plot 1 to be 109,438sqm. The proposal together with the warehouse building approved on plot 1A and what was previously approved on Plot 1C would result in a floorspace below the maximum floorspace allowed for in the outline approval.

Principle

The principle of B1c, B2 and B8 use with ancillary office have been established in the substantive consents under ref MC/08/0370 and MC/13/1594. The extant reserved matters consents under applications ref MC/18/1071 and MC/18/1979 also serve to demonstrate that the principle has been established. Although the time period to submit reserved matters application(s) has now lapsed, nonetheless the proposal is in line with the parameters previously approved therefore there is no objection to the principle of the proposed use of the land and the proposal is in conformity with Policies S12, ED5, ED7 and ED8 of the Local Plan.

Employment

The proposed building has no end-user at present and as such there are no definitive details regarding the number of employment opportunities that this development would generate.

However, having regard to the Homes & Community Agency Employment Density Guide 2015, it is estimated that the following numbers of jobs could be created for different B uses within the Use Classes Order.

B1a office use ancillary to the main use 1 job per 13m² @930m² = 71 jobs

B8 Storage and distribution/ warehousing 1 job per 77m²@ 12296m² = 160 jobs

The above represents the potential number of jobs that could be generated in this development.

In view of the above estimates, it is concluded that the proposed development could potentially generate up to 231 employment opportunities. This accords with a letter of support received from potential occupiers Noatum Logistics who anticipate the creation of 200 local jobs, at a range of skill levels, including warehouse staff, drivers, administrative staff and managerial positions, as a consequence of the development.

Design and appearance

The layout and design of the proposed building is essentially a large steel frame structure with concrete floor; utilitarian in appearance and character and is considered to be appropriate for the site and use and very much in keeping with the overall scale and external design and appearance of the warehouse buildings constructed in the immediate area.

The overall height of Unit 1B, would be about 20.4m. This is about 2.4m taller than the 18m ridge height that was suggested at the outline application stage but is the same as the height of previously approved reserved matters permission on this plot (MC/18/1071) and similar to the other previously approved reserved matters permission (18m and 20.5m on application ref. MC/18/1979). It is considered that having regard to the scale of the other industrial buildings in the wider surrounding the proposed building would not appear unduly bulky or overbearing.

The development shows an ancillary office element on the north western side of the building. The main office parts would be three storey (two storey mezzanine) overlooking the car parking areas. A projecting operations office overlooks the HGV service yard, adjoined on either side by stepped access for staff and HGV drivers. A glazed wall wraps around the north western corner, which provides the main pedestrian entrance from the car park area. These various elements, together with the use of feature cladding, would enhance the utilitarian appearance of these large buildings and offer natural light inside the buildings. The use of wrap-around glazed walls for the entrance from the staff/visitors car parks would create a sense of arrival and reception point for staff and visitors alike.

The distinctive use of variously coloured cladding and banding (vertical and horizontal) add visual interest and break up the buildings' visual mass, help to break up the façade and provided visual interest. The elevational treatment would also break up the bulk of the buildings and allow the buildings to blend into the surrounding landscape and industrial buildings. The proposed metal cladding with different external finish colour and aluminium windows are considered appropriate for this industrial location.

The proposed fencing around the perimeter would be plastic coated paladin fencing of 2.4 m high. This is similar to what has been used nearby and as such would be in keeping and acceptable.

It is considered that the proposed development would be in conformity with Policy BNE1 of the local plan.

Amenity

Although the buildings would be taller than the height of the adjoining warehouse building on plot 1a, (the parapet height of the plot 1A is 15.6m high), the previous reserved matters approval allowed for buildings of 18m and 20.5m in height. The proposed height of 20.4m is therefore acceptable in terms of its visual impact from the surrounding industrial area and rural area and on the occupiers or operation of the unit 1a.

The application site is situated in the middle of the commercial park and well over a km away

from any residential property and as such the proposal would not adversely impact residential or visual amenities of residential properties in the locality.

However, to minimise the impact of the development on the local residents a condition is recommended to ensure that HGV movement traffic, plant, machinery or earth moving equipment associated with the construction of the development do not enter or leave the site other than between the hours of 0700 to 1900 on Monday to Friday and 0700 to 1300 on Saturday and not at all on Sundays or national holidays.

As such, the proposal would accord with Policy BNE2 of the Local Plan.

Highways

The application is supported by a Transport Assessment and a Travel Plan. The Travel Plan, previously approved for the whole Medway Commercial Park, promotes public transport, cycling and car-sharing as the main initiatives as part of a package of sustainable transport measures in connection with the wider London Medway Commercial Park.

The application makes provision for on-site cycle shelter parking, cars and lorry parking within the site.

A covered, glazed cycle store is propose for 40 cycles. This contributes to a sustainable transport scheme and will need to be provided prior to the first occupation/operation of the building, which can be required by planning condition.

It is noted that Medway's Parking Standards are a maximum in terms of commercial uses, however, consideration is taken whether the parking provision is likely to accommodate the number of vehicles generated from the development. The proposed use would require approximately 140 spaces to satisfy the car parking standards and at present 161 are shown in the site plan, which is under the applicant's control. In addition, 8 car parking spaces would be designated as accessible parking spaces and these would be located within close proximity to the building entrances. It is considered that the car parking spaces proposed together with the measures proposed as part of the travel plan is sufficient to accommodate the need arising from the development.

With regard to HGV parking, it is noted that the applicant proposes to provide 37 HGV parking spaces within the site in addition to the provision for 23 loading and unloading bays. It is considered that the proposed level of HGV parking provision would be satisfactory.

The proposed layout provides a clear definition between commercial traffic and that of general staff and visitors for the unit. This provides a safe working environment.

To ensure that delivery lorries arrive and leave the site in an orderly manner, it is recommended that a Delivery Service Plan is secured by condition.

Having regard to the above, it is considered that the proposed car parking and lorry parking provision and separation arrangement proposed would be acceptable.

Consequently, subject to condition(s), the proposal would be acceptable and in accordance with Policies T3 and T13 of the Local Plan.

Surface Water and Drainage Management

The application is supported by a drainage plan.

The plot is partially affected by flooding and the Lead Local Flood Authority have requested further details regarding this issue which would be secured by condition.

Ecology

The application is supported by an ecological report.

While comments are awaited from KCC Ecology given the proposal's impact on ecology is similar to that previously approved on the site, it is anticipated that the proposal will be acceptable in terms of ecology.

Natural England has not raise any objection to the proposal, however, it has previously suggested a condition be imposed seeking details of bats and birds boxes to be incorporated in the building and in the landscaping within the site. A condition in this regard is recommended.

Contamination

The issue of the contamination on the wider Commercial Park was dealt with at the outline stage. However, it is recommended that conditions be imposed to deal with any unexpected contaminations that may arise during the process of the development. It is considered that subject to conditions the proposal would accord with Policy BNE23 of the Local Plan.

Soft Landscaping

The landscape parameters for the wider London Medway Commercial Park include the retention of existing areas of landscaping associated with ecological mitigation measures and the structural landscaping areas. Planting of Native hedge species is proposed along with wild flora seeded areas and rough grass land planting, The on-plot landscaping for Plot 1B is consistent with landscaping across the London Medway Commercial Park and adheres to the outline planning permission principles. Appropriate conditions regarding provision and maintenance are recommended.

Subject to a suitably worded condition the landscaping accords with Policy BNE6 and is acceptable.

Local Finance Considerations

None.

Conclusions and Reasons for Approval

Overall the proposal is considered to accord with the provisions of Medway Local Plan 2003 in the context of material considerations and the extensive planning history for employment uses in the surrounding London Medway Commercial Park. The proposal represents a development of a major employment use with consequent social and economic benefits in line with the relevant policies in the Medway Local Plan 2003. Subject to conditions the details are considered acceptable and the proposal is recommended for approval.

The application would normally be determined under delegated powers but is being referred to Planning Committee for decision due to the comments received from the Parish Council.

Background Papers

The relevant background papers relating to the individual applications comprise: the applications and all supporting documentation submitted therewith; and items identified in any Relevant History and Representations section within the report.

Any information referred to is available for inspection in the Planning Offices of Medway Council at Gun Wharf, Dock Road, Chatham ME4 4TR and here <http://publicaccess1.medway.gov.uk/online-applications/>