
SUMMARY REPORT

Application Ref:	20211309
Site Address:	G And M Motors 85 Milton Road Gravesend Kent
Application Description:	Application for outline planning permission with all matters reserved and being for demolition of existing workshop and erection of a single storey building with valet booth, video/photographic studio and parts store together with the laying out of 6 car parking spaces.
Applicant:	Mr Ian Gay, G And M Motors
Agent:	Mr Les Herbert
Ward:	Riverside
Parish:	Non-Parish Area
Decision due date:	16 December 2021
Publicity expiry date:	26 November 2021
Decision Level:	Planning Committee
Reason for referral:	Councillor Call-In
Recommendation:	Permission

Summary of Reasons for Recommendations

The proposed development supports the existing commercial use of the showroom and preserves the character of the area. On this basis, the application is considered to be acceptable and is compliant with national and local planning policy.

MAIN REPORT

1. Site Description and Surroundings

- 1.1. The application site is located within the urban area of Gravesend where the character of the street scene is very mixed with residential to the west and northeast, St Peter and St Paul Church to the east, bowling green and residential to the south and railway line to the north. The majority of the surrounding properties are two storey terrace houses, with a limited number of three storey houses on Raphael Road. Due to the location of the proposed development within the Borough's urban area, the principle of development is acceptable providing it accords with the local and national Policies below.
- 1.2. The site is an existing car showroom consisting of the main building being a two-storey structure located to the west of the site, a single storey barn hip open aspect car port to the

east of the site, both fronting the main highway of Milton Road, and to the north is a single storey lean-to and rendered structure that is the subject of this current outline planning application. The site also consists of open air parking for vehicles on sale and vehicles being serviced/repaired. The site can be accessed by vehicles from Milton Road and Raphael Road.

Streetscene – view from Milton Road / Raphael Road junction



Application Building – view from Raphael Road



2. Planning History

Application. Ref. No.	Description	Status	Date
20201243	Application for outline planning permission with all matters reserved and being for demolition of existing workshop and erection of a two storey building with valet booth, video/photographic studio and parts store to ground floor floor and 4 x 1 bed self-contained flats to first floor with 10 associated parking spaces.	Refused	24.03.2021
20140052	Stationing of an Airstream caravan on the forecourt to serve as a	Refused Appeal Allowed	14.04.2014 23.04.2015

coffee bar.

20040672	Display of fascia sign with two sets of internally illuminated 'Honda' lettering and logos and a halo illuminated 'Dealer name' and a vertically wall mounted 'welcome' sign with internally illuminated lettering on the front elevation; three wall mounted signs at first floor level on the west side elevation, one with internally illuminated logo; three wall mounted signs at first floor level on the rear elevation, one with internally illuminated logo; a double sided free-standing sign with internally illuminated lettering at site entrance; a fascia sign on the used car sales building with internally illuminated logo; a single sided free-standing sign with internally illuminated lettering at the rear of the site behind the used car sales building and 3 non-illuminated 'parking' and 'MOT bay' signs mounted on the west side boundary wall.	Consent	15.09.2004
20040646	Application for determination as to the need for prior approval for the demolition of a dwelling house in its entirety.	Demolition Prior Approval Not Required	13.08.2004
19990796	Erection of external staircase and balcony to first floor level at front.	Refuse	13.01.2000
19950610	Outline application for the demolition of existing showroom/workshop and erection of a two storey building to form car showroom and workshop at ground floor level with two no. one bedroom flats and storerooms over and the laying out of 12 no. car parking spaces.	Permission	21.12.1995
19930353	Erection of two storey extension at the rear and alterations to the front elevation to provide an open car display area at ground floor level.	PER	11.10.1993
19950630	Display of illuminated fascia signs on north, south and west elevations of showroom; internally illuminated,	SPLIT	10.11.1995

	free-standing "welcome" sign outside showroom entrance; and part illuminated double sided directional sign at East Milton Road entrance. Permitted Display of internally illuminated double sided pylon sign at the Milton Road entrance. Refused		
19920261	Display of a 48 sheet non illuminated advertisement hoarding on the eastern elevation	Refused	23.06.1992
19900287	**AMENDED APPLICATION/REVISED DESCRIPTION** Demolition of existing buildings and erection of a replacement single storey building in connection with the use of the site for the sale and display of motor vehicles.	Permission	30.10.1990
19900013	Change of use of site to open air car sales, erection of single storey building as sales office and formation of vehicular access onto Raphael Rd.	Refused	16.03.1990
19881121	Display of an internally illuminated fascia sign on the south elevation and an internally illuminated sign at first floor level on the west elevation.	Consent	20.01.1989
19860180	Continued display of internally illuminated fascia sign on the south and of an internally illuminated sign on the west elevations and of two non-illuminated signs on north elevation	Consent	02.07.1986
19860030	Continued use of premises for motor vehicle repair workshop petrol sales car sales and ancillary office and stores	Permission	21.07.1986
19840929	Display of non-illuminated fascia signs	Consent	12.12.1984
19840547	Demolition of former school and erection of car showroom and workshop with associated car parking and access ramp	Permission	29.10.1984
19810707	Continued use of premises for	Permission	30.09.1981

motor vehicle repair workshop
petrol sales car sales and ancillary
offices stores and car hire booking
office

19810502 Continued use of part of garage as Permission 22.07.1981
a car hire booking office

3. Planning Policy, Development Plan and other Material Considerations

3.1. The Development Plan for Gravesham currently comprises:

- Gravesham Local Plan Core Strategy and Policies Map, September 2014;
- Saved policies in the Gravesham Local Plan First Review, November 1994;
- The Kent Minerals and Waste Local Plan 2013 - 2030 (July 2016, revised 2020)

3.2. The relevant policies for this proposal are as follows:

Gravesham Local Plan Core Strategy 2014

- CS01 – Sustainable Development
- CS02 – Scale and Distribution of Development
- CS07 – Economy, Employment and Skills
- CS11 – Transport
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Design and Development Principles

Saved Policies in the Gravesham Local Plan First Review 1994

- T1 – Impact of Development on the Highway Network
- P3 – Vehicle Parking Standards

3.3. Paragraph 33 of the NPPF 2021 sets out that those policies within adopted local plans should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary. Such reviews are also a legal requirement as set out in Regulation 10A of the Town and Country Planning (Local Planning) England Regulations 2012.

3.4. The Council undertook such a review in September 2019 and the review found that the adopted Local Plan Core Strategy is in need of a partial review in terms of Policy CS02, due to the increased need for housing since the Local Plan Core Strategy was adopted, and the need to ensure a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan First Review 1994 generally conform with the NPPF 2021, the Council will also seek to replace these saved policies via the emerging Local Plan.

Other Material Considerations

National Planning Policy Framework 2021

- Section 2 – Achieving sustainable development
- Section 8 – Promoting healthy and safe communities
- Section 9 – Promoting sustainable transport
- Section 11 – Making effective use of land
- Section 12 – Achieving well-designed places

Supplementary Planning Guidance (SPG)

- SPG4 – KCC Parking Standards (2006)

4. Consultations and Publicity Responses

- 4.1. The application has been advertised by displaying of a site notice and individual neighbour letters to 22 properties. The consultation period had an overall expiry date of 16th November 2021. No letters of representations were received.
- 4.2. Local Ward Councillors were also consulted with no comments received.
- 4.3. KCC Heritage, KCC Highways & Transportation, Natural England, National Grid and Network Rail were also consulted and their comments are below.

KCC - Heritage

The site is within an area of multi-period archaeological potential and the site of a former National School. However, I consider it unlikely that the proposed works will have a significant below-ground archaeological impact and have no further comments to make in this case.

KCC - Highways and Transportation

Having considered the development proposals and the effect on the highway network, raise no objection on behalf of the local highway authority.

Informative: It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Natural England

No objection subject to securing appropriate mitigation.

National Grid

No comments received.

Network Rail

Network Rail is the statutory undertaker for maintaining and operating railway infrastructure of England, Scotland and Wales. As statutory undertaker, NR is under license from the Department for Transport (DfT) and Transport Scotland (TS) and regulated by the Office of Rail and Road (ORR) to maintain and enhance the operational railway and its assets, ensuring the provision of a safe operational railway.

The proposal includes the demolition of a building that is adjacent to Network Rail's boundary and the erection of a building 1 meter from Network Rail's boundary, consequently there is a strong possibility that Network Rail land / air-space will need to be utilised in order to facilitate the works. The proximity of the new building may also adversely impact Network Rail's maintenance teams' ability to maintain our boundary fencing and boundary treatments. It should be noted that access to Network Rail's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant.

As a result, Network Rail requests the applicant / developer engages Network Rail's Asset Protection and Optimisation (ASPRO) team via AssetProtectionLondonSouthEast@networkrail.co.uk as soon as possible. The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works. More information can also be obtained from our website <https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>.

A full list of Asset Protection informatives to be added which are issued to all proposals within close proximity to the railway (compliance with the informatives does not remove the need to engage with our ASPRO team).

GBC – Commercial Team (Regulatory Services)

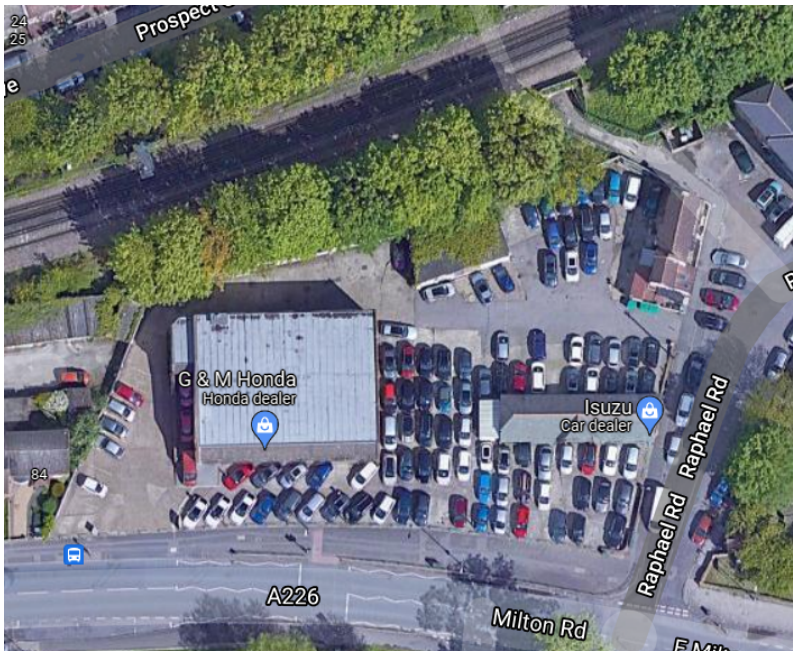
No objection in principle. Health and Safety Informative to be added.

GBC - Highways Officer

Limited information is provided with this application, as the proposed building removes existing car parking/vehicle storage to the possible detriment to the surrounding highway as vehicles could be parked on street. The applicant needs to clarify what will happen to the displaced vehicles, or demonstrate that there will be no displacement.



Google Street View April 2021



Google Satellite image

It is noted on the application form that the new buildings will be used by existing staff, so whilst new car parking may not be required and in fact cannot be provided. The question has to be what happens to the vehicles displaced by the development.

On the available evidence I can only recommend refusal until such time as the applicant can clearly demonstrate that there will be no overflow of vehicles onto the surrounding highway network to the possible detriment of local amenity and highway safety. (On street parking restricting visibility and reducing available road width).

GBC - Economic Development Manager

No comments received.

GBC - Environmental Protection Team (Regulatory Services)

Please add the following informatives:

- Smoke Control
- Watching Brief
- Code of Practice on Construction and Demolition
- Lighting
- Electrical Vehicle Charging Point(s)

GBC - Service Manager (Housing Operations)

No comments received.

GBC - Waste & Recycling Manager

No comments received.

5. Planning Analysis and Service Manager Planning Comments

Background

- 5.1. As can be seen from the relevant planning history above, in 1995 (Ref. 19950610) outline planning permission was given *for the demolition of existing showroom/workshop and erection of a two storey building to form car showroom and workshop at ground floor level with two no. one bedroom flats and storerooms over and the laying out of 12 no. car parking spaces*. Whilst it is acknowledged that this previous permission was for a mixed commercial and residential development in the same location on the site, this does not set a precedent for the success of any subsequent planning applications and it must be noted that this outline application was submitted and assessed some twenty-six years ago and since then planning policy and guidance has changed significantly, with the introduction of the National Planning Policy Framework (NPPF) (2021) and the Local Authority's current Local Plan, the Gravesham Local Plan Core Strategy (LPCS) (2014), of which the relevant section and policies have been quoted above.
- 5.2. Over time the site has evolved from a school and residential to commercial premises. The most recently planning history for the site shows that planning permission was sought in 2020 for *outline planning permission with all matters reserved and being for demolition of existing workshop and erection of a two storey building with valet booth, video/photographic studio and parts store to ground floor and 4 x 1 bed self-contained flats to first floor with 10 associated parking spaces* (Ref. 20201243). This application was refused in March 2021 for the following reason;
 1. *The proposed mixed use building of commercial on the ground floor and four flats above, by virtue of the type of development located within the existing commercial site, results in a form of development that is both out of context with the site and within a location that is characterised by two storey single-family dwellings. The proposals will result in a form of development that lacks a street frontage which would be at odds with the site itself and the surrounding street scene, contrary to Policies CS14, CS15 and CS19 (LPCS) and paragraph 127 of the NPPF (2019).*
 2. *The proposed flats would result in substandard living conditions and have a detrimental impact on the amenities of future occupiers and would therefore conflict with the objectives of Policy CS19 (LPCS) and paragraph 127f of the NPPF (2019).*
 3. *In the absence of information demonstrating that the development could be constructed in a manner not resulting in the harm to the health of, or loss to trees immediately adjoining the northern edge of the proposed buildings footprint, the development would be contrary to Policy CS12 (LPCS).*
 4. *The proposal fails to secure a contribution towards strategic mitigation measures within Special Protection Areas, and in the absence of this contribution or adequate information to inform an Appropriate Assessment, the development fails to comply with the requirements of the Habitat Regulations and Section 14 (specifically paragraphs 175 and 176) of the NPPF (2019) and Policy CS12 (LPCS).*
- 5.3. In response to the reasons for refusal, the current application was submitted, removing the upper storey containing the residential units, together with a reduction of 4 parking spaces.
- 5.4. This current outline application will be assessed on its own merits against the current Local Plan and NPPF (2021).

Proposal

- 5.5. The current application is for outline planning permission with all matters reserved and being for demolition of existing workshop and erection of a single storey building with valet booth, video/photographic studio and parts store together with the laying out of 6 car parking spaces.
- 5.6. The existing workshop has an approximate footprint of 68.6m² and is located in line with the existing rear boundary wall. The proposed building would measure 27.5m wide, 7.5m deep and have an approximate footprint of 174.13m² and would be set in from the rear boundary by approximately 1m.
- 5.7. As this is an outline application, detailed plans showing height, design and materials have not been submitted.
- 5.8. The building would comprise of valet booth, video/photographic studio and parts store to be ancillary to the existing showroom use. The 6no. parking spaces would be located to the front of the proposed building and to the rear of the existing single storey showroom covered car port.
- 5.9. As all matters are reserved none of the matters below can be considered at this stage and would be reserved for future consideration:
 - appearance - aspects of a building or place which affect the way it looks, including the exterior of the development
 - means of access - covers accessibility for all routes to and within the site, as well as the way they link up to other roads and pathways outside the site
 - landscaping - the improvement or protection of the amenities of the site and the area and the surrounding area, this could include planting trees or hedges as a screen
 - layout - includes buildings, routes and open spaces within the development and the way they are laid out in relations to buildings and spaces outside the development
 - scale - includes information on the size of the development, including the height, width and length of each proposed building

Character and Appearance

- 5.10. The submitted plans are indicative only as all matters are reserved. The proposed building would replace an existing single storey building that is currently used in connection with the existing commercial use of the car showroom. The proposed replacement building would be single storey and would provide facilities in connection with the operation of the car showroom. The current building is showing signs of wear and tear and does not add to the overall quality of the area. Looking at the barn hip roof open aspect car port located to the south, this structure is single storey and has been designed to a high standard with artificial slate tiles and brickwork detailing, to reflect its setting with St Peter and Paul Church to the east. The proposal would provide an opportunity to secure detailing under a future reserved matters application for a development of a higher quality and design, which would be more in keeping with the area.
- 5.11. The indicative plans show a single storey commercial building with facing brickwork and 4no. roller shutters and 3no. personal doors to the front, for a valet booth,

video/photographic studio and parts store and single doors on each side elevation. Due to position of the building being only 1m away from the rear boundary and with the railway line to the rear, there are no windows or doors proposed in the rear elevation. The proposal does indicate 6no. parking spaces located to the front of the proposed building.

- 5.12. Policy CS07 states that particular support will be given to schemes incorporating small and flexible industrial and/or office workspaces of high quality intended to support the start-up and expansion of small and medium sized enterprises. The Council will also support the refurbishment and upgrading of existing industrial and commercial premises and improvements in information and communications technology to facilitate more flexible working practices and the changing economic needs of the Borough. The proposed valet booth, photographic studio and storage space would be ancillary to the existing dealership and would result in additional 2no. full time employees. It is further acknowledged that within the current economic climate and with the covid restrictions that have been enforced since March 2020, there has been a significant increase in online sales, resulting in an impact on local business including car showrooms. Policy CS07 seeks to support local business and as such this proposal would therefore accord with this policy.
- 5.13. It is considered that the single storey replacement building of commercial use within an commercial site and in this location, would support the growth and existing running of the showroom and would result in a form of development that is in keeping with the site layout and would reinforce the character of the area. The proposal would therefore be in accordance with Policies CS07 and CS19 of the Gravesham Local Plan Core Strategy (LPCS) 2014 and paragraph 130 of the National Planning Policy Framework (NPPF) 2021.

Neighbouring Amenity

- 5.14. The nearest residential property is located to the east of the site, being Elm Cottage, which does not have any rear facing windows or garden. The indicative plans do show the proposed building being set fairly close to this property, but with the proposed building being single storey and with no windows on the side elevation, there is likely to be no impact on the privacy of the occupiers of Elm Cottage. Whilst the existing site consists of a commercial use and a certain amount of noise generated from the use would not be altered by the proposal, the replacement building would be located much closer to dwelling and therefore with the potential further intensification of the commercial use, could result in additional noise generation. However, due to the position of this house and lack of rear windows or garden, it is considered that there would not be any considerable detriment to the occupiers of this property.
- 5.15. Taking into consideration the above, it is considered that on balance the replacement building located in a similar area, within the same use as the existing and within this existing commercial site, would not have a significant detrimental impact on the amenities of the surrounding neighbours and would therefore accord with the objectives of Policy CS19 (LPCS) and paragraph 130(f) of the NPPF (2021).
- 5.16. It is also acknowledged that no neighbour objections were received.

Ecology and Biodiversity

- 5.17. To the rear of the existing building and along the northern boundary of the site as a whole is a railway line with extensive trees that run along the boundary which overhang the site. The canopies of these trees would also overhang the proposed

building's position. It is therefore likely that the root structures of these trees would be similar to the canopy spread and therefore the proposed building which would be larger and heavier could potentially harm the health of these trees and require their removal. The trees have a visual benefit in softening the surrounding built up character of the area and are likely to act as sound buffer from the noise created by the trains. Therefore, it would be necessary for any details and information to be submitted demonstrating that the development could be constructed in a manner not resulting in the harm to the health of, or loss to trees immediately adjoining the northern edge of the proposed building's footprint.

Parking and Highways

- 5.18. This application seeks outline permission with all matters reserved however the Design and Access Statement and indicative plans include 6no. parking spaces. Whilst a proposed parking plan has been submitted, it has not been demonstrated how these spaces would be used and how the displacement of the vehicles located to the east of the existing building would be addressed. As such, a condition would be imposed on any forthcoming decision for a detailed parking layout to be submitted within the reserved matters. Access to this new building is shown to be from the existing access from Raphael Road which is acceptable. Overall and on the basis of the above, subject to conditions, the proposal would accord with Policy CS11 (LPCS).

Other Material Planning Considerations

Maintenance Railway Line

- 5.19. The plot is constrained by the railway line to the rear (north) which has extensive trees along the outside of the site boundary wall. The proposal would be located within a similar position to the existing and the demolition of the existing building and replacement is likely to impact the trees along the boundary and their root protection area. As such and inline with Network Rail comments, it will be necessary for the applicant to engage with Network Rail prior to any commencement of works. this will be added as an informative to any forthcoming decision notice.

6. Conclusion

- 6.1. The proposed development supports the existing commercial use of the showroom and preserves the character of the area. On this basis, the application is acceptable and subject to conditions and informatives, would be in accordance with Policies CS07, CS11 and CS19 of the Gravesham Local Plan Core Strategy (LPCS) 2014, Policy T1 of the Gravesham Local Plan First Review (LPFR) 1994 and paragraph 130 of the National Planning Policy Framework (NPPF) 2021.

Recommendation

Approve with Conditions

Conditions

Reserved Matters

1. Details of the, access, appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the Local Planning

Authority before any development begins and the development shall be carried out as approved.

Reason The application was submitted for outline planning permission, without such details, and is granted to comply with the provisions of Section 92 (1) of the Town and Country Planning Act 1990 and Article 5 (1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Time Limit

2. Applications for approval of the reserved matters for the development hereby permitted must be made to the Local Planning Authority within 3 years beginning with the date of the grant of outline planning permission.

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

Implementation

3. The development to which this permission related must be begun not later than whichever is the later of the following dates:-
 - (a) the expiration of three years from the date of the grant of outline planning permission
 - (b) the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates the final approval of the last such matter to be approved.

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

Highways & Parking.

4. The reserved matters of the development to be submitted pursuant to condition 1 of this outline planning permission shall show adequate land to the satisfaction of the Local planning Authority reserved for parking, loading, off-loading and manoeuvring space, and upon approval of the layout no development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 2015 as amended (or any provision equivalent to that Order in any statutory instrument revoking and re-enacting that Order with or without modification) shall be carried out on the land so shown, or in such a position as to preclude the use of or vehicular access to this reserved vehicle parking, loading, off-loading and manoeuvring space.

Reason That the development without the provision of the vehicle parking area is likely to lead to inconvenience and danger to road users by virtue of vehicles parked on the public highway and in order to comply with Saved Policy P3 of Gravesham Local Plan First Review (1994).

Surface Finishes

- 5 The reserved matters of the development to be submitted pursuant to condition 1 of this outline planning permission shall include details of surface finishes for roads, footpaths, cycle-ways and car parking areas. The development shall thereafter only be carried out in accordance with the approved details

Reason To ensure a satisfactory standard of development upon completion and in accordance

with Policy CS19 of Gravesham Core Strategy (2014).

Prior to works commencing

Sustainable Surface Water Drainage

6. No development approved by this permission shall be commenced until details of a sustainable surface water drainage scheme for the site. The detailed drainage scheme shall demonstrate that both the rate and volume of run-off leaving the site post-development will be restricted to that of the existing site during any rainfall event (up to and including the climate change adjusted 100yr critical storm).
- (ii) The submitted details shall demonstrate that the existing on-site surface water flow-routes and accumulation points will not be altered in such a way that the development places property at risk from flooding during any rainfall event, up to and including the climate change adjusted critical 100yr storm.
- (iii) No building hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:
- a) a timetable for its implementation, and
 - b) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage system throughout its lifetime.

Reason To ensure that the principles of sustainable drainage are incorporated into this proposal and to ensure ongoing efficacy of the drainage provisions and in accordance with Policies CS18 and CS19 of Gravesham Local Plan Core Strategy (2014).

Code of Construction Practice

7. No development approved by this permission shall be commenced until a comprehensive Code of Construction Practice covering all environmental impacts of this development is provided by the applicant and submitted for approval to the Local Planning Authority. The approved scheme shall include details of hours of work during the construction period, delivery times for materials, parking of vehicles of site personnel and visitors, loading and unloading of plant and materials and storage of materials; the development hereby permitted shall be carried out in accordance with the approved Code of Construction Practice.

Reason In the interest of amenity and highway safety and in accordance with Policies CS11 and CS19 of Gravesham Local Plan Core Strategy (2014).

Soft Landscaping Scheme

8. The reserved matters of the development to be submitted pursuant to condition 1 of this outline planning permission shall show full details of soft landscape proposals shall be submitted to and approved in writing by the Local Planning Authority. The details should include where appropriate: Planting plans; Schedule of plants; Implementation timetable. The approved soft landscape scheme shall be implemented in full prior to occupation or use of the development commencing and permanently retained.

Reason To ensure that the proposed development includes a properly designed and suitably landscaped amenity area in the interests of visual amenity and to accord with Policy CS19 of Gravesham Local Plan Core Strategy (2014).

Prior to Occupation

External Lighting

9. Prior to the first occupation of the development hereby approved details of external lighting, including location, type and luminosity, for both the construction and operational phases. The approved lighting shall thereafter be fully installed on site prior to first occupation of any units of accommodation.

Reason In order that any proposals for external lighting may be subject to approval by the Local Planning Authority to ensure it is sympathetic to the area and is not detrimental to the amenity of the opposite residential properties (existing and proposed) or the integrity of the adjacent designated nature conservation areas and in accordance with Policy CS19 of Gravesham Local Plan Core Strategy (2014).

Refuse Details

10. Prior to the first occupation of the development hereby approved, details of refuse storage to serve the development shall be submitted to and approved, in writing, by the Local Planning Authority. The approved refuse details shall be provided prior to the development being brought into use, and thereafter be retained for such purposes at all times.

Reason In order to ensure the development is served by a suitable refuse storage area in the interest of amenity, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19.

Security Arrangements

11. Prior to the first occupation of the development hereby approved, details of security arrangements and means of access controls to the site and the buildings shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and, unless otherwise agreed in writing by the Local Planning Authority, the approved measures shall be retained during the lifetime of the development.

Reason In order to create a safe and secure environment by reducing opportunities for crime, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19 of Gravesham Core Strategy (2014).

Site Management Plan

12. Prior to the development hereby approved first coming into use, a written document demonstrating the measures to be taken to minimise noise from the use of the site (a yard management plan) shall be submitted to and approved, in writing, by the Local Planning Authority. The site shall thereafter be operated as per the agreed document.

Reason In order to protect the residential amenity of the nearby residents, in accordance with adopted Gravesham Local Plan Core Strategy Policy CS19 of Gravesham Core Strategy (2014).

Electric Charging Points

13. Prior to the first occupation of the development hereby approved details for provision of cabling to enable charging facilities to be installed for electric vehicles for the future occupants of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the first occupation of any of the residential units hereby approved to which the cabling applies. For the avoidance of doubt the Local Planning Authority would expect at least 20% of the development to have electric charging points.

Reason To encourage the use of sustainable and more environmentally acceptable modes of transport, and in accordance with Policy CS11, CS18 and CS19 of the Gravesham Local Plan: Core Strategy (September 2014).

Watching Brief

14. 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 a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason To protect the underlying groundwater from the risk of pollution and in accordance with the requirements of the National Planning Policy Framework (NPPF) and in accordance with Policy CS19 of Gravesham Core Strategy (2014).

On-going

Noise emission

- 15 Noise emission from the site after construction shall be restricted/attenuated so that at no time shall the Noise Rating level (Lar,T) exceed the background level (LA90,T) outside any noise sensitive premises including residential accommodation.

Reason In order to protect the amenity of the residential properties opposite the site and in accordance with Policy CS19 of Gravesham Local Plan Core Strategy (2014).

Use

16. The development shall be used only for purposes ancillary to the main car showroom use of the premises and not as a separate entity and no repairs or servicing of vehicles shall take place on the premises.

Reason In order that any alternative use of the buildings may be the subject of a separate planning application which the Local Planning Authority would wish to determine on its individual merits.

Hours of Operations

- 17 All operations authorised or requested under this permission shall be carried out in accordance with the hours set out below, unless with the prior written approval of the Local Planning Authority having first been obtained:

Monday to Friday - 0800 to 1800 hours;
Saturday - 0800 to 1800 hours;
Sunday or Public Holiday - no operations carried out.

Reason In the interest of safeguarding the residential amenity of the adjoining properties and in accordance with Policy CS19 of Gravesham Local Plan Core Strategy (2014).

Loud Speakers

18. Save for the case of emergencies, external loudspeakers shall not be used on the site without the prior written permission of the Local Planning Authority having first been obtained.

Reason In the interest of safeguarding the residential amenity of the adjoining properties and in accordance with Policy CS19 of Gravesham Local Plan Core Strategy (2014).

Self-closing doors

19. All doors to the buildings on this estate shall be fitted with self-closing devices and shall be kept closed at all times (except for the explicit purpose of access to and egress from the premises).

Reason In order to protect the residential amenity of the nearby residents, in accordance with Policy CS19 of Gravesham Local Plan Core Strategy (2014).

INFORMATIVES:-

- 1 STATEMENT OF POSITIVE AND PROACTIVE APPROACH TO DECISION-MAKING
- 2 DEVIATION FROM APPROVED PLANS
- 3 BUILDING REGULATIONS CONSENT
- 4 SMOKE CONTROL
- 5 KCC HIGHWAYS AND TRANSPORTATION
- 6 NATIONAL RAIL ASSET PROTECTION
- 7 REGULATORY SERVICES – COMMERCIAL HEALTH