

Delegated Report

Planning Application No: 20230135

Location: Site Of Former Police Station 133 Windmill Street Gravesend Kent

Description: Application for approval of conditions 3 attached to planning permission reference no. 20220432 relating to code of construction practice.

Applicant: Mr James Fitz-Costa

Submitted Documents/Plans

- Application form;
- Covering letter – dated 16th February 2023;
- Construction Environmental Management Plan Rev C;
- Appendix 1 – Site Set up;
- Appendix 2 - Preliminary Ecological Appraisal;
- Appendix 3 - Feedback Form and Procedure;
- Appendix 4 - Hording Design;
- Appendix 5 - Construction Vehicle Tracking; and
- Appendix 6 - Traffic Management Layout.

Relevant Planning History

20220432 - Demolition of existing structures on site and the erection of 75 Retirement Living apartments for older people (comprising 48 no. 1-bed and 27 no. 2-beds) including communal facilities, access, car parking and landscaping. **Permitted 15.02.2023**

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS19 - Development & Design Principles

Gravesham Local Plan: First Review (1994)

- P3 – Vehicle Parking Standards

Paragraph 33 of the NPPF (2021) sets out that 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.

The Council undertook such a review in September 2019 and 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 that a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan 1st Review (1994) generally conform with the NPPF (2021), the Council will also seek to replace these.

National Planning Policy Framework (2021)

- 2 – Achieving Sustainable Development

- 12 – Achieving sustainable development and well-designed places

Supplementary Planning Guidance

- SPG 4 - KCC Parking Standards (2006);

Consultations, Publicity and Representations

Consultees

Gravesham Highways Officer (22nd February 2023)

The latest submission appears to resolve all outstanding issues.

Gravesham Highways Officer (18^d February 2023)

Having taken a very careful look at the submitted document, there are still some issues that need to be addressed. The question is are they inside or outside the planning system.

There are various things that require traffic management, not least the safe use of the exit from the site compound, which I consider requires more than a banksman.

The closure of the footways I consider to be more a KCC matter, but their proposal could be significantly improved.

The thing of most concern is the hoarding in the northwest corner and the need to maintain forward visibility for drivers turning left from Woodville Place into Wrotham Road. It really needs a speed survey, but my one pass in my car on Saturday morning, had me entering the corner at 20mph and exiting at 15mph and the Honda Jazz is not the best car for road holding in corners. (details recorded by Sat. Nav not me), so others will no doubt be faster. Much depends on where the highway boundary is, not land ownership. But my suggested fall back position would be at this corner only there should be no solid hoarding or other structure over 1 metre in height within 2 metres of the public highway, the boards being replaced by an open see through wire mesh, but there is a drawing showing a preferred compromise, although it may not be ideal.

Kent Highways & Transportation Officer (22nd February 2023)

The latest revisions to the Site Setup drawing and CEMP cover the previous concerns and that I have no objection to the Condition being discharged.

Kent Highways & Transportation Officer (20th February 2023)

It would appear that the opening of the gates does not interfere with the adopted highway and therefore not something that can be controlled.

My biggest concern is that the CEMP document continuously refers to a “qualified banksman” rather than using the plural. As Les has pointed out, there will need to be a minimum of 2 qualified traffic marshals to operate stop / go boards to stop traffic at both the entrance and exits due to vehicles taking up the whole width of the road and other traffic would need to be stopped whilst such operations are undertaken. I would suggest that a third banksman would be needed to assist the driver and, more importantly to direct pedestrians. This should be made clear in the CEMP so that there is no misunderstanding with the use of the singular in the document.

I believe the closure of the footways and construction of temporary crossovers are issues dealt with by KCC's Streetworks Team under the licence that has been issued, including the temporary closure of the pelican crossing. However, I would like to see the Traffic Management drawing amended to show signs to indicate where exactly pedestrians should cross (rather than just saying “Use other footway”) and also for temporary dropped kerbs to be constructed at those crossing points for use by wheelchair users etc. These would need to possibly be reinstated after construction is complete.

Overall, not the best CEMP I have seen for a busy location but I guess from a planning point of view it is acceptable provided the above comments are addressed and the documents are amended to Les and my comments. The rest will be down to the Streetworks Team whom I am still awaiting a response from regarding the licence being issued.

Officer's Analysis

Condition 3

No works shall commence on site until a comprehensive Code of Construction Practice/Construction Management Plan covering all environmental impacts of this development has been submitted to and approved in writing by the Local Planning Authority.

The Code of Construction Practice/Construction Management Plan shall include details, where relevant, of the following, including any other measures deemed reasonably necessary:

- (a) Suitable mitigation measures to minimise noise pollution and vibration during the construction phase including the insulation of fixed plant and the silencing of vehicles and mobile machinery*
- (b) A Dust Management Plan to minimise emissions to air and to prevent nuisance from wind-blown dust including fencing and the dampening down with water of excavated construction and cover materials on site, and other areas traversed by plant vehicles and machinery*
- (c) A Construction Traffic Management Plan covering:*
 - Means of direct access to the site from the adjoining maintainable public highway*
 - Surface treatment of the access to avoid spill of migratory material on to the maintainable public highway*
 - Details of numbers and routeing of construction and delivery vehicles to / from site*
 - Timing of deliveries and waste movement*
 - Loading and unloading of plant and materials away from the maintainable public highway*
 - Parking and turning areas for construction and delivery vehicles and site personnel*
 - Type and location of wheel washing and chassis cleaning facilities*
 - Temporary traffic management / signage*
- (d) Details of the location of the proposed construction compound*
- (e) Details of security fencing and other site security measures*
- (f) Details of stockpile areas for building materials or for fill or removed topsoil*
- (g) A Construction Drainage Design Plan to identify the required devices to prevent construction run off from flowing into existing drainage*
- (h) Ecological mitigation measures*
- (i) Measures to be undertaken to protect any public sewers and water apparatus*
- (j) Details of vibration monitoring and mitigation during any necessary piling works*
- (k) Details of the location, form and visual appearance of any site hoardings along road frontages and footpaths including decorative displays and facilities for public viewing, where appropriate*
 - (l) Details of pest control*
 - (m) Details of temporary construction or security lighting; and*
 - (n) Monitoring and review provisions with the Local Planning Authority*

The construction of the development shall adhere at all times and be carried out in full accordance with the relevant approved document or any subsequent variations that may be approved in writing by the Local Planning Authority.

The following information has been submitted to discharge condition 3

- Application form;
- Covering letter – dated 16th February 2023;
- Construction Environmental Management Plan Rev C;
- Appendix 1 – Site Set up;

- Appendix 2 - Preliminary Ecological Appraisal
- Appendix 3 - Feedback Form and Procedure
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The submitted CEMP requires the applicant to cover specific points a-n and the applicant has provided a covering letter showing how each point is addressed.

Gravesham Environmental Protection Services have been consulted and state

I can confirm that the information contained in Rev A of the CEMP submitted on 17th February 2023 (and the clarified information in the email from Paul Underwood dated 16th Feb 2023 in relation to response times - Appendix 3 – complaints/feedback procedure) is acceptable in relation to matters relevant to Environmental Health. These include – pest control, noise and vibration, dust, lighting and complaints procedure.

No objection to Condition 3 being discharged

Turning to highway issues initially both KCC and GBC Highways officers raised concern with the site layout being the following.

- *I would like to see the Traffic Management drawing amended to show signs to indicate where exactly pedestrians should cross (rather than just saying “Use other footway”) and also for temporary dropped kerbs to be constructed at those crossing points for use by wheelchair users etc. These would need to possibly be reinstated after construction is complete.*
- *My biggest concern is that the CEMP document continuously refers to a “qualified banksman” rather than using the plural. As Les has pointed out, there will need to be a minimum of 2 qualified traffic marshals to operate stop / go boards to stop traffic at both the entrance and exits due to vehicles taking up the whole width of the road and other traffic would need to be stopped whilst such operations are undertaken. I would suggest that a third banksman would be needed to assist the driver and, more importantly to direct pedestrians. This should be made clear in the CEMP so that there is no misunderstanding with the use of the singular in the document.*
- *I would like to see the Traffic Management drawing amended to show signs to indicate where exactly pedestrians should cross (rather than just saying “Use other footway”) and also for temporary dropped kerbs to be constructed at those crossing points for use by wheelchair users etc. These would need to possibly be reinstated after construction is complete.*

These concerns were shared with the applicant who provided a revised CEMP on 22nd February 2023 which adequately addresses all of the above concerns raised by GBC and KCC Highways. To appreciate how the CEMP has evolved the site layout shown below provides the original and revised site layout.

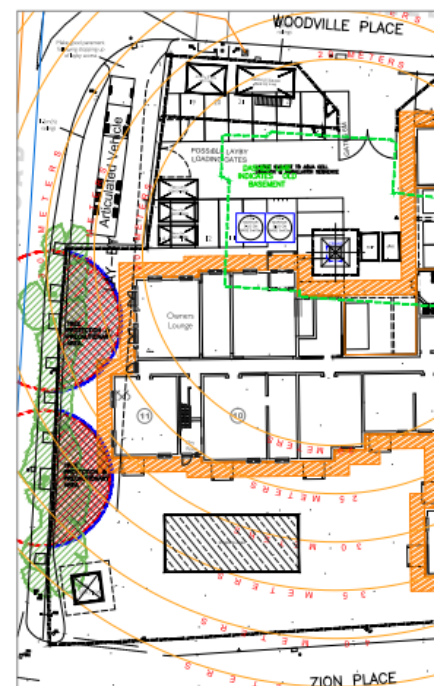
22nd February 2023 site layout



31st January 2023 site Layout



OPTION 1



OPTION 2
EXISTING LAYBY USED FOR OFF LOADING

FOR SITE SECTIONS SEE

Conclusion & Recommendation

The applicant has provided a CEMP that addresses the requirements of Condition 3, with the Council's Environmental Health officers and Highways Officer, together with Kent County Council's Highways & transportation Officer in agreement that the revised CEMP is fit for purpose. As such it is recommended

that sufficient information has been provided to discharge condition 3 and no further information or clarification is required.

(For detailed conditions / reasons for refusal and informatives, see draft Decision)

Case Officer:	Mr Richard Hart	Team Leader:	Mr Shazad Ghani
Signed:	<i>R Hart</i>	Signed:	<i>S.Ghani</i>
Dated:	22nd February 2023	Dated:	23 rd February 2023