

DEVELOPMENT CONTROL BOARD

10 September 2020

Reference: 20/00311/REM **Officer:** Steven Bell

Location: The Bridge Plots 32 & 33
Marsh Street North
Dartford
Kent

Proposal: Application for approval of Reserved matters relating to access, appearance, landscaping, layout and scale pursuant to condition 1 of outline planning permission DA/11/01207/OUT for the erection of commercial units with flexible use B1(c)/B2/B8 with associated office space and including diversion of existing footpath. Also, approval of details of Materials, Landscaping, Site Levels, Land Contamination, Tree Protection, Parking, Boundary Treatments and Refuse Storage pursuant to conditions 5, 6, 7, 9, 13, 17, 18 & 32, of outline consent reference 11/01207/OUT

Applicant: Railway Pension Nominees Ltd

Agent: Barton Willmore LLP/Lyndon Gill

Parish / Ward: Not Parished / Bridge

RECOMMENDATION:

Approval of Details

SITE DESCRIPTION

(1) The application site is located on the southern side of Rennie Drive and immediately to the east of Marsh Street North and to the south-east of the Rennie Drive/Binnie Road/Marsh Street North roundabout. The site is set slightly below road level and covers an area of approximately 2.04ha. Immediately to the south of the site are residential properties with further residential properties on the western side of Marsh Street North. To the east of the site, beyond the lake, is plot 34, which is the subject of application reference 20/00312/REM, also considered on this agenda.

(2) An informal footpath running east to west across the northern edge of the residential site to the south, separates the residential properties from the application site. This path forks part way along so that a footpath (not a public right of way) also runs northwards approximately through the centre of the application site linking to Rennie Drive. Vehicle accesses are already provided into the application site from Rennie Drive to the north and Marsh Street North, to the west.

(3) The vast majority of development to the south of the site is residential being the remainder of The Bridge development although some commercial units are included within this area and also a school and college. To the north of the site the surrounding area is generally either open space or industrial/commercial development.

(4) The site has sat vacant for a number of years, whilst the remainder of the Bridge development has been constructed, and for a number of years signs around the site have advertised, 'Commercial Development' on this site.

THE PROPOSAL

(5) The applicant seeks approval of reserved matters (pursuant to the main Bridge outline planning permission) for the provision of industrial units. Three units are proposed within plots 32-33 (called units A-C) with one larger units (Unit A) and two smaller Units (B & C), having floorspaces of 6,605, 1,137 & 1,570 sqm respectively. These three units have a total floorspace of 9,312 sqm. The site is arranged such that the rear of units A & C are on the southern elevations therefore creating blank solid facades facing towards the residential development within Jennings Close and Henry Walk. The third unit is located towards the front of the site and adjacent to Rennie Drive.

(6) Units A & C have their parking/service yards to the north of the blocks away from the residential properties and there are no openings in the rear of these buildings. These two blocks are separated from the residential properties to the south by a landscape strip which creates a gap of 24m.between the backs of the units and the residential buildings

(7) The finished floor level within the site will be slightly lower than the level of the existing pathway that is to the south of the site and pathway is in turn level with the adjoining properties with the finished floor level being at 3.5m AOD and the level of the pathway to the south being 4.43m at the western end and 3.66m at the eastern end.

(8) The proposal has 2 vehicular accesses with the main vehicle access being the existing access point to the north onto Rennie Drive. This will be the sole access route for HGV's and also the sole access point for units B & C. Unit A will also use an existing access that leads to the west off Marsh Street North and this will be used by cars/LGV's only.

(9) The application seeks a flexible permission being for Class B1(c) (light industrial), B2 (general industrial) and Class B8 (Storage and distribution). The application also seeks consent for 24 hour use of the premises.

(10) As noted above, an existing pathway leads through the centre of the site and the application proposes diversion of this to the east and around the edge of the application site. The new route would take the pathway along the edge of the lake, through a landscape area that separates this site from Plot 34.

(11) Existing landscaping alongside the lake is to be retained and the existing management arrangements for this area (which is managed by the Bridge Management Company) will remain un-altered. There is also a landscape buffer provided between blocks A & C and this is similar to the landscape buffer provided to the south of unit A.

RELEVANT HISTORY

(12) Outline planning permission was granted for the overall Bridge development under reference 02//00129/OUT. A masterplan for The Bridge Development, including plots 32 & 33 was approved under reference 04/01006/REM. This showed the intended use of plots 32 & 33 as being commercial development. The 2002 outline permission was renewed under reference 11/01207/OUT and subsequently numerous detailed applications were submitted for the various elements of The Bridge development. In 2014 an amendment to the masterplan was approved (14/01098/REM) which altered the use of the immediately adjacent plots to the south (plots 29 & 31) from commercial to residential. Detailed plans for the residential development of plots 29 & 31 were granted under reference 15/01287/REM and this has been built out and is now the residential development which is south of the application site.

(13) In 2017 an application for residential development of the site was submitted under reference 17/00979/OUT. This application resulted in significant objection from neighbouring residents; with lack of adequate school facilities being the main concern. Following discussions with KCC Education it was not possible to overcome the educational issue raised by the application and it was subsequently withdrawn.

(14) The Bridge development is now almost complete and comprises approximately 1500 dwellings, commercial units, a school and a college together with large areas of open space and other facilities.

COMMENTS FROM ORGANISATIONS

(15) KCC Highways: No objection is raised to the application. (Detailed comments from KCC are incorporated in the traffic/highway section below).

(16) Environmental Health: No objections (comments from Environmental Health are included in the noise/disturbance section below).

(17) KCC Ecology: No objection to the principle of the application but details need to be agreed with regard to the suitability of the receptor sites. The proposed lighting strategy is also considered acceptable with regard to bio-diversity impacts.

(18) Environment Agency: No objection but it is recommended that flood resistant and resilient design techniques be employed given the risk of flooding in the area and the proposed floor levels of the development. Also, as the proposed floor level of 3.5m AOD, which is below predicted flood levels, safe refuse should be provided above a level of 4.92m AOD. With regard to the land contamination they advise a verification report should be submitted prior to first occupation.

(19) Kent Fire Brigade: No objection

(20) KCC Heritage: Following an assessment of information submitted in support of the application and given that this site has previously been disturbed as part of the overall Bridge development no conditions are suggested with regard to archaeology.

(21) Highways England: Consider that the application will result in less traffic generation compared to that expected from the extant outline permission and are satisfied that the proposals will not affect the safety, reliability and/or operation of the Strategic Road Network.

(22) KCC SUDS: No objection

(23) National Grid Plant Protection: No response

(24) Ministry of Housing, Communities and Local Government (required as the application is accompanied by an Environmental Statement): No objection.

NEIGHBOUR NOTIFICATION

(25) Neighbouring occupiers were consulted when the application was originally submitted (April 2020) and at that time a significant number of site notices were also posted in the surrounding area. A summary of the responses received in the 70 objections is below.

- Keep it as it is and preserve the environment.
- Air and noise pollution would increase.
- Do not need more noise from a long drawn out build on a large area.
- Unsightly buildings will affect house prices [not a material planning consideration].
- The space is far too close to the current housing development.
- People use the estate as a cut through so will create even more congestion.
- Unit A is too big.
- Views from the houses on the estate will be impacted.
- Already woken up by Thames Water so object to this as well.
- Concerned about the light pollution.
- Ruining wildlife and the local habitat creating more traffic in Dartford borough.

- It is extremely close to current residential dwellings, many who have young children who would potentially be disturbed at late hours during the night. Perhaps restrictions could be placed on operational hours?
- Already too many HGV's passing through here.
- Development is not sustainable for the estate and the entrance needs to be maintained for residents only.
- Will be a total eyesore.
- Lots of young families on estate and 24/7 will disrupt them.
- Won't be able to use the garden due to sun loss and noise.
- Paying a high band of council tax and maintenance fees and is a residential area and should be kept as such.
- Thames Water agreed to change their operational hours and agreed to look at ways in which to reduce the noise (acknowledging it was an issue). Their operational hours now mean they have stopped lorries entering the site overnight. Therefore I do not see how this Warehouse would be any different if operating 24/7.
- Buses will get busier.
- Dartford is listed as the worst polluted area in Kent and this area is a large contributor to that statistic, there appears to be no regard to the health of locals including my children and I whom are asthma sufferers.
- Infrastructure - no plans to improve and it is already strained.
- Too close to homes - plus this area is our only escape to go for a walk or run as it has nice views of the lake etc.
- The width restrictions in place on Marsh Street North act as a useful way of limiting the road for industrial use as an alternative to Bob Dunn Way when there is congestion. Removing these restrictions to facilitate construction and then to facilitate access for vehicles using the site will create unacceptable levels of traffic using the development as a cut through.
- The Fastrack A bus that serves the estate is consistently poor with services being infrequent and late - this will make it worse.
- Will be an increase in CO2 emissions and effect especially kids breathing and struggling to breathe clean oxygen.
- Building over an environmentally diverse piece of land will have a negative effect on resident's health, the environment and the speed of traffic flow for the greater area.
- Our children need greenery & wildlife and deserve the opportunity to grow up not surrounded and overlooked by industrial buildings - the area around the lake is beautiful and I see no benefit to the people that live here in having another warehouse to spoil our views.
- This will affect my everyday life and I have not been formally consulted considering I live very close.
- Traffic impact on Rennie Drive will increase greatly - 107.6% stated in your report. This would be a major problem for the community.
- The noise would be detrimental to people's mental health.
- Absolutely unnecessary placement as there are plenty of plots situated in Dartford away from peoples properties.
- It would also mean we lose a nice little cut area to walk our dogs.
- Appreciate this land has always been assigned for commercial use, but the close proximity to people's homes should have been considered when houses were built on Henry Walk and Jennings Close, land that was previously also assigned for commercial use, but changed to residential.
- The proposal to build another warehouse is, in our opinion, complete contradiction to the original plans for the area as a whole.
- The proposed plans show a very high proportion of the plot to be made up of hardstanding and impermeable materials, in my opinion this is irresponsible given that the plot is on a floodplain which will increase the risk of flooding and issues with groundwater/drainage in the area.
- My family regularly use the footpath that surrounds the proposed plot, during which we cross the site's presently, obsolete, vehicular access and vision

splays. How will this be made safe to still do so whilst heavy goods vehicles are entering and exiting the site?

- The Bridge Development is currently well landscaped and a predominantly residential area. Adding large commercial units that are open long hours will have a large impact.
- I note that Policy DP3 of the Dartford Development Policies Plan on 'Transport Impacts of Development' states that: 'Development will not be permitted where the localised residual impacts from the development on its own, or in combination with other planned developments in the area, results in severe impacts on road traffic congestion and air quality.'

(26) Following revisions to the scheme, re-consultation was undertaken in August and no further responses have been received although I do not consider that the changes made to the scheme will have overcome the issues raised by objectors following initial consultation as the majority of issues raised relate to the principle of development.

(27) A letter of support has been received from Kent Invicta Chamber of Commerce. The letter advises that the application brings much needed class B1c, B2 & B8 industrial development into the area together with welcomed employment. They also comment that the application will account for fewer trips into the area than the existing planning permission with significant landscaping improvements between the development and local housing together with the relocation of existing walkways and cycle routes. The letter also points out that the sustainability measures within the scheme are a credit to the development.

RELEVANT POLICIES

(28) The Dartford Core Strategy 2011, the Dartford Development Policies Plan 2017 and the Kent Minerals and Waste Local Plan 2016 form the Dartford Development Plan and the application should be determined against this unless material considerations indicate otherwise.

(29) Adopted Dartford Core Strategy adopted 2011

CS1: Spatial Pattern of Development
CS6: Thames Waterfront
CS7: Employment Land and Jobs
CS8: Economic Change
CS9: Skills and Training
CS14: Green Space
CS15: Managing Transport Demand
CS16: Transport Investment
CS23: Minimising Carbon Emissions

(30) Adopted Dartford Development Policies Plan 2017

DP1: Presumption in favour of sustainable development
DP2: Good Design
DP3: Transport Impacts of Development
DP4: Transport Access and Design
DP5: Environment and Amenity Protection
DP11: Sustainable Technology and Construction
DP12: Historic Environment Strategy
DP20: Employment Sites
DP25 Nature Conservation and Enhancement

(31) Adopted Dartford Parking Standards Supplementary Planning Document 2012

(32) The National Planning Policy Framework is also a material consideration and paragraphs 8, 48, 80, 109, 118, 149, 170, 178 & 180 are particularly relevant.

(33) Regard has also been had to the Council's emerging Local Plan to replace the adopted Dartford Local Plans.

COMMENTS

Key Issues

(34) The main issues in this case relate to the principle of development, appearance/design, impact on adjoining occupiers (including noise/disturbance), traffic/parking/highway issues, ecology, diversion of the pathway, air quality, energy/BREEAM, Environmental Statement Mitigation and Construction Management.

Principle of Development

(35) This application seeks approval of Reserved Matters following the previous outline consent which as noted above was originally consented in 2002 and subsequently renewed under the 2011 consent. As noted above, the majority of the Bridge development that was granted under these consents has been completed and these are some of the last few remaining plots within the Bridge development to be completed. The 2011 application (11/01207/OUT) imposed a time limit for the submission of reserved matters and this required that reserved matters be submitted by 3rd April 2020. This application was validated on 5th March and therefore complied with this requirement.

(36) The second issue to be considered is compliance with the outline permission in terms of the content of the submission and the application. As noted above, the outline permission included a masterplan and this identified these plots as being 'allocated' for commercial development. The outline permission nor the masterplan did not limit the type of commercial development and therefore whilst the proposed commercial use is in principle in accordance with the masterplan, the acceptance of any particular commercial proposal is subject to the detailed consideration of the proposal and its impacts. Additionally, this site is within an Employment Area as set out in the adopted Development Plan and Policy DP20 advises that identified Employment Areas are important for providing storage, industrial and distribution services, and other business uses.

(37) The original outline application and the 2011 renewal were subject to an Environmental Impact Assessment. Given the change to conditions/circumstances due to the length of time that has elapsed, the applicant has submitted an updated Environmental Statement (ES) that deals with the specific issue of this proposal. It should also be noted that whilst an ES has been submitted with this application for the reasons set out above, had this proposal been submitted as a fresh planning application rather than a reserved matters submitted it is not likely to have required the submission of an Environmental Impact Assessment in its own right.

(38) Given that the application has been submitted within the required timescale, that a commercial use is in accordance with both the outline permission and the masterplan 'as amended', that the site falls within an identified Employment Area and that the application has been accompanied by an Environmental Statement that considers the details aspects of the application, I consider that this is both a valid submission and the principle of commercial development on this site is acceptable. Detailed matters therefore need to be considered and these are set out below.

(39) With regard to the proposed uses listed in the description of the application. Members will be aware that the Use Classes Order has recently been amended. Prior to the 1st September the proposed Light Industrial Use fell within Class B1(c), however, the change to the Town Country Planning (Use Classes) Order means that this use will now fall within a new Class 'E'. However, the Town and Country Planning (use Classes)(Amendment) (England) Regulations 2020 states that applications submitted before the 1st September 2020 must be determined in accordance with the use classes that existing on 31 August 2020, i.e. in this case Use Class B1(c).

Appearance/Design/Landscaping

(40) The application site is in a prominent location being at the junction of three roads and also due to its visibility across adjoining open space. The application proposes the provision of industrial units and the design/appearance of these is similar to other units within the Bridge development, in particular the recently completed developments at Plots 4 & 36. Unit A being the largest of the three units is slightly higher than the other two units having a maximum height of 15.3m with an eaves height of 13.1m. Units B & C have a maximum height of 13m and an eaves height is 10.9m. This means that the development will be lower than the recently completed unit at plot 36 which is approximately 18m high.

(41) As noted above, the proposed units vary in size but their general design/appearance is similar with metal clad walls and gently curving roofs. The details submitted show that the metal cladding to the walls of the building will include a mixture of colours which seek to visually break up the apparent bulk of the building. In addition to this, glazed corner entrances to the buildings are proposed and these extend nearly to the full height of the building. Different colouring is also proposed around the area of the loading bays/dock levellers and also to the side of unit A.

(42) In addition to the specific design of the building, the landscaping to this development is also an important consideration. As noted above, the scheme includes a significant landscape area to the rear of plots 32 & 33 and additional landscaping is proposed around the site. Within this area an existing swale runs along what is the southern boundary of the application site and from south towards the north in the approximate centre of the site. The proposal includes tree planting to this area. The application also includes a landscape strip along the western boundary where the site abuts Marsh Street and also to the site frontage onto Rennie Drive. Further planting is also proposed between units A & C (the route of the existing pathway) and to the rear of unit C.

(43) I consider that the landscaping that is proposed within the scheme is an important element in the consideration of the proposal. I also consider that the similarity between this unit and other recently approved/constructed units is an important consideration as the proposed development is in character with other commercial development within the Bridge. The landscaping on the eastern boundary of the site provides a visual break between the application site and the adjacent lake. This landscaping also provides a setting to the lake and the new footpath route will provide a new and pleasant recreational walk adjacent to the lake. These open landscaped areas within the Bridge development are managed by the Bridge Management Company and this will continue to be the case for all landscaping outside the boundary fences of the proposed units.

Impact on neighbouring occupiers.

(44) The consideration of impact on neighbouring occupiers relates to various different considerations such as direct impact from the location of the building including shadowing, overlooking, loss of outlook/overbearing impact and noise/disturbance.

Visual impact

(45) The occupiers immediately to the south of the site are clearly the closest and therefore are likely to be most affected by the proposal. As noted above, the height of both units that abut the southern boundary (units A & C) are higher than the existing residential properties. However, also as noted above the application has provided a landscape buffer between the residential properties and the rear of these units and also there is a 24m gap between these units and the façade of the closest residential properties (a slightly larger gap is provided at the eastern end of the development). I also note that with the exception of three houses, none of the other properties concerned directly face the rear of the commercial development. Working from west to east, the first three blocks of residential properties have flank walls facing the application site with the main front and rear of these properties facing east and west. I consider that given the separation distance provided and the fact that these properties are oriented at right angles to the proposed building that the scheme will not have an overbearing impact on these properties.

(46) To the east of these is a terrace of three properties that have their front walls facing the application site. As with the properties above, these are separated from the proposed buildings by the existing pathway and the landscape strip. However, additionally, these properties are located almost in line with the gap between units A & C. This gap is 21m wide and is landscaped with a swale running through it. It is largely to the front of the right hand property of these three. Whilst the other two properties are not directly in line with this gap, they will benefit in terms of reduced impact from the gap that is slightly to the side of these properties. I also consider that whilst the view from the front of these properties will clearly be affected by the proposal, I do not consider that their outlook will be dominated to a degree that would justify the refusal of planning permission. There are other considerations with regard to the impact on these properties. Firstly, in planning considerations there is no right to a view over adjoining land. This is important as almost all of the outlook from these properties is onto the adjoining land and these three properties are not in the 'usual' situation of their outlook being provided onto a street to the front of the property. Also, the outline consent and the masterplan are prime considerations with regard to the impact on these properties. The outline development and masterplan have proposed commercial development on this site for a considerable time, therefore the site is not 'sterilised' so that views from the front of these properties is not protected. I also consider that the separation distance between the front of these properties and the rear of units A & C and the landscaping proposed provide significant mitigation to reduce the impacts of the scheme and there will in my opinion no harmful domination of the front of these dwellings. I therefore consider the impact on these three properties to be acceptable.

(47) To the east of these three properties are a terrace of four properties and these are located to the rear of unit C. However, significantly they are set at an approximate 45 degree angle and therefore the front of these properties faces across the adjacent lake rather than directly towards the rear of unit C. The closest corner of this terrace is 24m from the corner of unit C and the farthest corner of this terrace is 43m from the rear of unit C. Given the orientation of these properties I consider that the impact on these properties is minimal and is acceptable.

(48) In addition to the above consideration, the submitted ES includes a detailed assessment of the anticipated impacts of the scheme on adjoining occupiers and this concludes that the application is likely to result in 'Major to 'Moderate' adverse impacts on some of the adjacent properties to the west and south of the application with regard to visual impact. However, as noted elsewhere in this report and as noted in the ES, this is based on consideration of the impact of the proposal when development on the current vacant site is provided. However, this is not the 'baseline' that should be used for assessment. The fact that outline consent for commercial development of the site has already been granted is a primary consideration. Notwithstanding this, the ES accepts that mitigation in the proposal is necessary and this relates to both the construction phase and detailed design of the scheme. In relation to the construction phase the primary mitigation relates to the provision of a Construction Management Plan (this is referred to separately below). With regard to the scheme itself, mitigation is provided in the form of landscaping, detailed materials to reduce apparent bulk and detailed site layout including separation between the proposed buildings and properties to the south provided by the landscaped area to the south of the site.

(49) The above consideration relates to the consideration of proximity/overbearing impact/loss of outlook but overshadowing also needs to be considered. However, given that the proposed commercial development is directly to the north of these properties, the shading impacts of this proposal on the properties immediately to the south are minimal and will not result in harm.

(50) As identified previously residential properties are also present on the western side of Marsh Street North but these are separated from the development by the highway and adjacent footpaths. The closest of the properties on the west side of Marsh Street North is 43m away from unit A. I note that given the relative orientation of the proposed development and these residential properties, some shading may occur to the front of these properties but given this separation distance and the orientation, any impact is likely to be limited to early in the morning. I do not consider the impact on these properties to be unacceptable.

(51) I also note that as set out above, the proposed units are lower than the recently completed commercial development. It is clear that commercial development has always been planned for this site and there is no suggestion in the outline permission that the height/scale of this should be limited to that of surrounding residential development. I consider that the proposed commercial development is adequately separated from the residential development so that its bulk is not excessive when compared to these properties. Although the proposed development will be visible from the residential properties, and I acknowledge that residents may have some concern about this change, the land has been granted outline planning permission for commercial development and I consider the design and layout ensures that the direct impacts, such as loss of outlook and overshadowing have been designed out. In addition the design includes landscaping to mitigate the visual impact of the buildings, I therefore conclude that the appearance/design and scale of the buildings are appropriate for this location.

Noise/disturbance

(52) The land is identified for Employment Use in the Local Plan and has outline planning permission for such. Many of the objectors have, understandably, raised concerns with regard to noise/disturbance from the proposed use. Given the proximity of plots 32 & 33 to the adjacent residential properties, particularly those to the south of the site, assessment of the noise impacts of the development is an important consideration for this detailed submission. The application and the ES include an extensive noise assessment which considers impacts both during construction and during normal operation of the completed development. The assessment considers what would be the 'worst case' scenario from the application in terms of mix of uses and hours of operations. The ES considers that there would be two different scenarios that could both be considered as worst case scenarios. These being a B8 use with significant external activity from movement of HGV's and loading with the second scenario being a B2 use and noise from manufacturing processes within the building. Both are considered in the assessments as a 24 hour operation with clearly night-time hours having the greatest likelihood of creating issues. The noise model used in assessing the impacts is then a combination of the two worst case scenarios being HGV movements from a B8 use and manufacturing noise from a B2 use. The closest residential properties are those to the rear/south of the site, but the impact on the properties on the opposite side of Marsh Street North are also considered as there is the potential for them to be impacted given that the parking/loading areas are located to the north of unit A. However, as set out in the transport section of this report, the forecourt of the site is sub-divided and separated by an acoustic fence, with car parking for staff and visitors being closest to the houses in the west. The Council's Environmental Health department have confirmed they are happy with the details of the acoustic fencing.

(53) Following the submission of additional information from the applicant's noise consultant, the Council's Environmental Health Manager is satisfied with the proposals. The Council's Environmental Health officers have advised that the submitted information is acceptable and demonstrates that the application would not result in an adverse impact. They advise that the assessment "...addresses the requirements of paragraphs 170(e) and 180(a) of the National Planning Policy Framework and demonstrates that Compliance with the Noise Policy Statement for England (NPSE). Indeed the noise levels are typical and fall within No Observed Adverse Effect Level (NOAEL) with some calculated levels marginally above the Lowest Observed Adverse Effect Level (LOAEL) which is acceptable in planning terms as identified within the Defra Noise Policy Statement for England. Furthermore the assessments to BS4142, which allow a weighting to be added to allow for the characteristics of the noise, indicate no adverse intrusion from noise."

(54) To expand on the above conclusion by environment health officers, what the applicant's assessment does is consider existing/background noise levels, (from actual measurements taken on site), assess the likely noise generation from a worst case scenario taking into account the various operations that could be undertaken at the site, the site layout and building design. The results are then assessed with regard to the magnitude of effect on a scale that starts with Negligible as the lowest level, followed by Minor, Moderate and then Major. The impacts of this scheme are considered to the Negligible. As I have explained, the loading areas are sited away from residential properties and in most cases are separated by the proposed building itself

forming a buffer, where this has not been possible to the north of Unit A, the external spaces have been designed to keep activity and the heavy goods access from dwellings and a noise barrier is proposed. With regard to internal noise, these are new buildings that are proposed that can be designed to ensure there is no noise escape. Following an assessment of the application and consultation with the Council's Environmental Health officers I consider the impact on neighbouring occupiers in terms of noise/disturbance to be acceptable, subject to the mitigation proposed in the application including the provision of acoustic fencing.

(55) In order to ensure that changes to the design do not increase noise I have suggested conditions to ensure that no windows or other openings are formed in the south facing elevation of unit A and also to ensure that the buildings and the acoustic fence are constructed in accordance with the submitted details (on which the acoustic assessment is based).

Traffic/parking/highways

(56) As with other applications in this area, the impact of traffic generation on the local highway network is an important consideration and this application has resulted in objections from surrounding residents about traffic. However, with this application the consideration is different to some other recent developments in the area as the site benefits from outline permission for commercial development and this is a very important issue as the outline permission has accepted the traffic generation from a commercial use on this site. The site is also identified as an Employment Area in the Local Plan. In addition the traffic generation arising from the outline planning permission is taken account in the modelling for all new junction improvements in the area and for all other traffic modelling considering new developments as it is considered to be committed development. It should also be noted that the outline permission set a maximum, rather than minimum, parking standard of 1 space per 50sqm.

(57) Looking at the detail of this current application, the anticipated traffic generation has been based on TRICS data which is an industry standard approach to estimating traffic generation. Traffic generation during peak hours is the main consideration as this is the time at which the greatest impact from traffic generation would occur. From an assessment of the scheme and traffic generation during peak hours (8am-9am and 5pm-6pm) the applicant estimates that the scheme would generate 92 vehicle trips in the morning peak (including 6 HGV's) and 68 trips in the pm peak (including 2 HGV's). KCC Highways have assessed and accepted these traffic generation figures as not have a severe impact on the highway network. In reaching this conclusion KCC Highways have had regard to the outline consent granted for this site and the existing traffic generation assumptions for the site. They conclude that the traffic generation from the proposed uses will not be greater than the maximum anticipated traffic generation already assumed from the outline planning permission.

(58) Having assessed the likely traffic generation figures, traffic distribution then has to be considered. This plot has a single access point that will be used by units B & C whilst unit A has two access points. The 'main' access is shared by units A, B & C and would be used by all HGV's and any vehicle that enters/uses the Rennie Drive entrance. The second entrance is also an existing access point and this provides access to the car park serving unit A. The applicant's assessment is that all HGV traffic would travel eastwards (given the width restriction in Marsh Street North which is considered further below). With regard to car traffic, a different split in terms of traffic generation is assumed. Given the location of the access point, the applicant's assessment assumed that of the 86 car trips generated in the morning peak that 61 will use Marsh Street North with a similar split occurring in the pm peak. KCC have not raised any concerns with regard to the assumed traffic directions or impact on local junctions, including the consideration of the traffic impacts of this scheme when combined with Plot 34 (also considered on this agenda ref 20/00312/REM) and other committed schemes locally. I feel it is important to note that the outline planning permission does not control the nature of the commercial use on this site and therefore there is potential that the use could be a higher generating car vehicle use which would be likely to lead to a greater number of vehicles using Marsh Street as cars would not be constrained by the width restriction.

(59) With regard to parking provision, the application proposes a flexible permission with permission sought for light industrial use, general industrial use or a storage and distribution

use. With the use being dependant on the final occupier. The Council's adopted Parking SPD advises that for developments of 2,500 sqm and over, parking requirements are assessed on an individual basis for each site. Additionally, with regard to parking provision, the outline permission sets a maximum level of parking provision that can be provided within the scheme and this requires less parking that could potentially be required by the Council's parking SPD. The aim of setting a maximum level of parking is to reduce reliance on car borne transport and reduce vehicle trips in the area. In this case this is possible as parking on surrounding roads is restricted and the development benefits from close access to Fastrack as well as an immediate population around the site that can walk/cycle to the site.

(60) The current application proposes the provision of 53 car parking spaces for unit A (including 3 disabled spaces) and 7 dock-levellers for HGV's. Unit B has 13 car parking spaces and 2 dock-levellers and unit C has 21 car parking spaces and 2 dock levellers. However, the proposed site layouts also have overflow areas where further car and/or HGV parking could be provided on site. Given the parking restrictions within the Bridge development, I am satisfied that overspill parking is not likely to occur in local roads. KCC highways have assessed the proposed parking provision and consider this to be acceptable.

(61) In addition to the above each unit is provided with generous cycle parking provision (40 spaces for unit A, 8 spaces for unit B and 16 spaces for unit E). I also consider the sites to be sustainably located with units the Rennie Drive entrance to the site being located 430m from the Fastrack bus stops to the south of the site and the Marsh Street North entrance being closer at 310m to the Fastrack Bus Stops.. Fastrack is considered to be a high-quality service. Comments have been made with regard to Fastrack capacity and this is an issue that KCC Highways have considered. They have advised:-

"Concerns have been raised by local residents regarding the Fastrack services being at capacity. I have liaised with the KCC Fastrack Team over the concerns and they have confirmed that it is accurate that for some of the peak services the service is at capacity. However, whilst we currently have no direct control over the capacity or reliability of Fastrack A, come April 2022, when KCC formally adopt the service from Prologis' obligation, we will. We already have plans to both increase frequency and capacity based on forecast demand growth. This is opposed to the current arrangement, where the agreed fixed service level is operated. Our contract will match supply to demand and the service will grow organically as it hits capacity trigger points (likely 95%). The method for service provision is to ensure a schedule that meets capacity during the peak requirement. E.g., the timetable and capacity is modelled for the busiest time of day, and therefore, it copes with the rest of the day too by default. Therefore, I hope this provides you with the assurance that Fastrack will meet any new demand from 2022"

(62) As noted above, some of the car traffic from this site will travel west and along Marsh Street North when leaving the estate and it is also assumed above that all HGV's will travel east from the site due to the width restrictions. However, I am aware that there are concerns that HGV's may 'ignore' the current width restrictions in Marsh Street North, which is possible due to their current design. KCC Highways have advised that KCC Schemes Team along with KCC Operations are looking into the local concerns with the Marsh Street North width restrictions. HGVs cannot fit through the width restriction and I am advised that driving around breaches the Traffic Regulation Order which is enforceable by Kent Police. KCC Highways do not believe that this application for reserved matters should be responsible for addressing an existing situation on the network, as this is not something the applicant can control. However, the provision of directional signs are required to be in place from first occupation of either of the units to avoid HGV's using the route. A condition is proposed to ensure these are provided. The current restrictions have adequate signage at both roundabouts to inform drivers of the existing width restriction. In addition to this, although the access onto Rennie Drive as already provided the applicant will be altering the angle of the kerbing on the western side of the access to discourage HGV's from turning left as they leave the site.

(63) In addition to the site specific considerations as noted above, work has now started on the large warehouse building on the former Littlebrook Power Station site, granted planning permission by Board Members in June 2020 and this will also provide transport improvements in the area. This scheme will improve the north-bound 'on-slip' at A282/M25 junction 1a and will

also make a contribution of £2.3m towards works in and around this junction. The Council have also set up a joint working group with KCC and Highways England to look at these issues and it is likely that significant additional funding for road improvements will be available through additional funding from KCC and also from CIL contributions, in particular from the application referred to above. Additionally, the Council are likely to seek similar contributions from other unidentified development in the area, although this current application will not provide a contribution as it is a reserved matters submission.

(64) From the above, I conclude that the application provides adequate parking facilities, it will not generate levels of traffic above that already granted planning permission that will result in severe impacts on the highway network and the site is reasonably well located so that staff have the opportunity to use Fastrack to access the site. I also note that the site provides adequate cycle facilities. I therefore consider the highway aspects of this application to be acceptable.

Air Quality

(65) As noted in the objections, the impact on air quality is an issue of concern and this is of particular concern with regard to new development in this area, given that the scheme will generate traffic that travels through Air Quality Management Areas (AQMA's). The applicant is undertaking various measures to reduce air quality impacts as far as possible and these include achieving a BREEAM 'Excellent' rating despite the fact that the Council's policies require a 'Very Good' rating. The applicant is also proposing the provision of 10% Electric Vehicle Charging Points on occupation, with passive provision for 100%.

(66) An air quality assessment has been submitted with the application and this considers the impacts of the scheme on air quality both in relation to construction and also once the development is operational. The assessment considers the traffic generated by the scheme and its impact at various locations around the site within adjoining roads. The assessment concludes that the impact on existing air quality from the proposed development will be negligible.

(67) I also note that the Council has been unsuccessful at appeal in resisting applications where traffic movements have potentially resulted in adverse air quality impacts. In the Howbury appeal, the Inspector did not agree with the Council's concerns with regard to air quality impacts, despite the scheme generating around 5,000 vehicle movements per day, approximately 2,000 of which were HGV's. This was due to the fact that despite the congestion issues in and around Dartford, air quality is slowly improving due to the improvements in vehicle engines, despite the level of traffic generation. A significant factor in this assessment with regard to HGVs is the increasing number of Euro 6 compliant vehicles leading to improvements of air quality. The applicant's submission with this application assumes that road traffic emissions will remain at 2018 levels and therefore I consider provides a robust assessment of traffic generated emissions.

(68) The Council's Environmental Health officers have assessed the scheme and have accepted the applicant's assessment with regard to air quality. It is also important to consider that the traffic generated by this scheme is not additional to that envisaged by the original Bridge development and masterplan, in granting outline consent for this site, the principle of traffic generation and related air quality impacts have already been accepted. For a scheme of this scale, that has separate occupiers, I consider that the measures proposed are all that can reasonably be achieved and therefore I consider that the proposed development is acceptable in terms of air quality mitigation.

Informal Footpath diversion

(69) As noted above, the application proposes the diversion of the existing informal footpath that runs north to south through the middle of the site. The path leads from the properties to the south of the site up to Rennie Drive. This is not a public footpath but is a gravel footpath provided for recreational purposes as part of the open space within the Bridge development, which contains several similar paths.

(70) One option with the application would be to retain the existing path and for this to route between Units A & C, however, this would lead to conflict between cars and HGV's travelling to/from the site and users of the footpath and would also not be the most pleasant route for pedestrians walking between the two units. Therefore, the application proposes diversion of the path around the eastern side of unit C. The proposed path runs to the side of unit C, adjacent to the existing landscaped area along the edge of the lake and includes a small area of boardwalk over the north-western corner of the lake. The remainder of the path will be compacted self-binding gravel, similar to the surface of the existing path. The applicant will provide the new pathway and future maintenance will be undertaken by the Bridge Management Company (who maintain the existing path). The proposal for the diverted path has been discussed with the management company who have raised no concerns with the diversion or future maintenance.

Construction Management Plan

(71) The submitted ES considers potential issues from both the completed development and also during construction. However, the applicant has not appointed the contractor at this stage and so final details of construction with regard to issues such as piling (which is likely to be necessary), hours of work, contractor parking etc are to be agreed and a condition is proposed (Condition 3) ensuring that details are agreed prior to commencement. Given the proximity to residential properties, adjacent residents will be consulted when this is submitted together with KCC Highways and the Council's Environmental Health department.

Ecology

(72) The application includes details and an assessment in relation to ecological issues including a proposal for translocation of reptiles that are currently on the site. KCC Ecology have confirmed that they are satisfied with the submitted reports which have detailed that grass snake and a breeding population of common lizards have been recorded within the site and also that there is potential for water vole, foraging bats and breeding birds to be present. The applicant proposes translocation of the reptiles (elsewhere within the Bridge development) and the details of this relocation is currently being discussed between the applicant's ecologist and KCC Ecology with additional information recently received. Also, KCC Ecology have advised that the grass snake should be retained within the immediate area. It should be noted that KCC Ecology have not objected to the principle of the development and are happy for these matters to be dealt with by condition but the recent information submitted by the applicant seeks to provide the reassurances sought by KCC prior to determination. The position with regard to ecological issues will therefore be updated in the update report circulated prior to the DC Board meeting.

Details of conditions submitted for consideration

(73) Whilst this application principally seeks approval of reserved matters, the submission also include details of various detailed elements that were required to be submitted under conditions on the 2011 outline consent. These relate to detailed matters that are commonly considered separately to reserved matters application but in this case the applicant has decided to seek approval of these details at the same time as the main application. The details relate to Materials, Landscaping, Site Levels, Land Contamination, Tree Protection during construction, Boundary Treatments and Refuse Storage. Consideration of these details is set out below.

(74) Land levels - these confirm that (as referred to in the comments from the Environment Agency), levels within the site will be below the levels around the site. As an example, the finished floor level within the site will be 3.5m AOD whereas the existing pathway to the south of the site is set at a level of between 3.66m at the eastern end and 4.5m at the western end. The area within the site is generally level although it does necessarily rise towards the site access points so that the site has suitable access to the adjoining roads. The level within the service yard is slightly lower than the level within the building with a slight slope leading down to the lowest point within the site of 3.225m. I consider the details acceptable.

(75) Landscaping - the application includes full details of landscaping: as well as the landscape area to the south of the Unit A, this includes details of planting along the western side of the site where a landscape strip and bund is provided between the parking area and the boundary and this leads around the north-western corner of the site and to the main site access point on the northern boundary. The western boundary includes a wet meadow and SUDS feature with a planted wet meadow mix. There is a small section of the boundary where tree planting is not proposed but this is due to an easement (as there is an underground power line) that runs around the edge of the site and creates a pinch-point at the north-western corner within which tree planting is not possible, however, this area will have a wildflower meadow mix. I consider these details are acceptable.

(76) Boundary treatment - the drawings advise that the boundary treatment/fencing will be green paladin fencing and this will be used generally around the site boundaries with black being used around the transformer within unit A. Acoustic fencing is also proposed and this will be 4m high 'soundblok' fencing that will be finished in green. This is not on the boundary for this application but the fencing is proposed within the site in relation to Unit A as it will separate the service yard from the staff car park area. I consider the details submitted are acceptable.

(77) Lighting - The application includes indicative details of proposed lighting and also a lighting assessment. As will all developments of this type, lighting is necessary within the car park and service yard and the applicant is proposing the use of 'flat' floodlights with Led lamps that are within the canopy of the light. The lighting scheme has been designed in accordance with the Institution of Lighting Engineers Guidance Notes and the proposed luminaries will have an upward lighting ratio of 0%. The submitted details show that the lighting will include 8m columns in the service yards and downlights on the side walls of the buildings set at 4m above ground level. Additionally, lighting is proposed to the new pathway. This will be light-sensitive so that it automatically illuminates at night and this will normally be 25% of the standard output of the luminaire and the brightness will increase to normal levels when movement is detected. I consider these details are acceptable.

(78) Site levels - the details of this are considered in the report above where it is set out that the proposed finished floor levels within the scheme will be set at 3.5m and the report sets out above the comparison of this and adjoining levels.

(79) Refuse Storage - each unit has individual refuse storage arrangements with a refuse store area located within the service yard to each unit. The provision shown is considered acceptable.

(80) Materials - The application includes details of materials and these show that the buildings will have grey (curved) roofs with cladding to the main walls (in a mixture of colours as set out above). The office areas and curtain walling areas are to have a different finish with these being anthracite with clear double glazed units.

(81) Tree Protection - The application includes an arboricultural assessment which includes details of Tree Protection measures during construction and the submitted details are considered acceptable

(82) Land Contamination - The applicant has submitted a phase 1 & phase 2 assessment, a remediation strategy and verification report and the Council's Environmental officers have not raised any issues with the details submitted. These submissions are therefore considered acceptable.

Other Matters

(83) The application is proposed for Class B1(c), Class B2 and Class B8 use. As members will be aware the Use Classes Order has changed. As this application was submitted previously it can still be considered under the old use classes. However, I am mindful that Class B1(c), would after construction fall within the new Class E which includes a wide range of town centre type uses, such as Shops (previously Class A1), Offices and Professional and Financial Services (Previously Class A2), Café/Restaurants (previously Class A3) and also Gymnasiums,

Clinics, Creches and Day Nurseries. There has been not consideration of any of these uses as a part of this application and the ES and other documents submitted with the application do not consider the impact of these uses. I consider that there could be a significant and different impact on residents and surrounding roads if the use were to change and consider this needs to be considered fully. I would also be concerned to lose this employment floorspace in an identified Employment area. Condition 14 below restricts the use to Light Industrial only, heavy industrial and warehouse and storage use only as applied for to ensure that any future changes require consideration and assessment.

(84) I have suggested a number of additional planning conditions below. As this is a reserved matters submission, the Council cannot impose conditions that should have been imposed on the outline planning permission and should have been foreseen at that time. I am satisfied that the conditions below relate to the detail of the detailed development proposed now.

FINANCIAL BENEFITS

(85) Given that the outline permission for this development was granted prior to the adoption of Dartford CIL charging schedule, this application is not CIL liable.

HUMAN RIGHTS IMPLICATIONS

(86) I have considered the application in the light of the Human Rights Act 1998. I am satisfied that my analysis of the issues in this case and my consequent recommendation are compatible with the Act.

PUBLIC SECTOR EQUALITY DUTY

(87) Due regard has been had to the Public Sector Equality Duty, as set out in Section 149 of the Equality Act 2010. It is considered that the application proposals would not undermine objectives of the Duty.

ENVIRONMENTAL IMPACT ASSESSMENT REQUIREMENTS

(88) In relation to the Town and Country Planning (Environmental Impact Assessment Regulations) 2017, the proposal constitutes Schedule 2 development for which an Environmental Statement has been submitted. I consider the mitigation set out in the submitted ES to be reasonable and required to make the development acceptable and conditions set out below seek to ensure that the mitigations set out in the ES are delivered.

CONCLUSIONS AND REASONS FOR RECOMMENDATION

(89) This application seeks approval of reserved matters pursuant to the outline planning permission granted under reference 02/00129/OUT as renewed by application reference 11/01207/OUT. The principle considerations are therefore compliance with the outline permission and the specific considerations of the impact of this proposal. I also note that the site is located within a designated Employment Area.

(90) With regard to the outline permission, the application has been submitted within the time limit set by the outline consent and has been accompanied by an ES. Although the original application for the Bridge development was accompanied by an ES, this was clearly a significant time ago and also it did not consider the impacts of specific sites such as one. The outline permission also considered upper limits on various aspects of the Bridge development including the amount of Class B8 floorspace that could be provided. This limit was exceeded by the large Sainsburys distribution centre and this application cannot therefore rely on the Environmental Impact assessment within the original application in relation to Class B8 units, although the principle of development on this site for commercial development is not for re-consideration in this application.

(91) The detailed layout provides adequate on-site parking, turning and manoeuvring facilities and, taking into account, the outline permission granted for the site, and the new assessment indicates that the proposed uses will not result in significant traffic generation or a severe adverse impact on the surrounding highway network.

(92) The proposed buildings are adequately separated from the adjoining residential properties and the site layout has been designed to mitigate impacts, such that I consider the proposed development will not have an overbearing impact on adjoining occupiers and will not significantly impact upon outlook. The application demonstrates that the proposal will not have an adverse impact in terms of noise/disturbance. In making these assessments it is important to consider that this application follows the granting of outline permission for commercial development on this site.

(93) The application includes submission of details of various issues pursuant to conditions on the outline planning permission and I am satisfied that these details are acceptable.

RECOMMENDATION:

That the submission of details in relation to the conditions are approved and that Reserved Matters approval be granted for the reasons set out in this report and subject to the following additional conditions

Conditions:

01 The development shall be carried out in accordance with the following plans and documents:

Drawings

3100 PL1; 3101 PL1; 3102 PL3; 3103 PL3; 3112 PL1; 3113 PL1; 3125 PL2; 3126 PL1; 3127 PL1; 3128 PL1; 3130 PL1; 3131 PL1; 3132 PL1; 3133 PL1; 3140 PL1; 3141 PL1; 3150 PL2; 3151 PL1; 3152 PL1; 3154 PL1; 3155 PL1; 3157 PL1; 3163 PL1; 3164 PL1 3166 PL1

RG-LD-10-1; RG-LD-10-2 'A'; RG-LD-10-3 'A'; RG-LD-10-4

19-069-EX-001 PL5; 19-069-EX-003 PL4

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Documents/reports

Arboricultural Impact Assessment March 2020
Archaeology Desk-based Assessment February 2020
BREEAM Preliminary Assessment 30/01/2020
Energy Statement February 2020
Phase 1 Contamination Assessment February 2020
Phase 2 Geoenvironmental Assessment February 2020
Remediation Strategy and Verification Plan February 2020
External LED Lighting Assessment Report February 2020
Site Services Overview Report March 2020
Environmental Statement March 2020
Environmental Statement Addendum July 2020
External Materials Schedule 7th July 2020

01 For the avoidance of doubt and to ensure a satisfactory form of development.

02 Before commencement of any building operations on site (including demolition and delivery of associated machinery or materials) tree protection measures shall be erected

around all retained/protected trees in accordance with the submitted details and shall be maintained for the lifetime of the construction works.

- 02 To prevent damage to the trees in the interest of the visual amenities of the area in accordance with Policies DP2 and DP25 of the adopted Dartford Local Plan.
- 03 No development shall take place, until a Code of Construction Practice has been submitted to, and approved in writing by, the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall stipulate a scheme for:
- the parking of vehicles of site operatives and visitors;
 - the routeing of HGV deliveries
 - wheel washing/the prevention of mud and debris on the public highway;
 - loading and unloading of plant and materials;
 - storage of plant and materials used in constructing the development;
 - the erection and maintenance of security hoarding;
 - location and details of any generators;
 - construction and delivery hours
 - measures to control the emission of dust, dirt, noise and vibration during construction including full details with regard to any piling proposed;
 - a scheme for recycling/disposing of waste resulting from demolition and construction works.
 - site lighting
 - site offices
- 03 To protect the amenity of local residential occupiers, to prevent pollution and to maintain conditions of highway safety in accordance with DP5 of the Dartford Development Policies Plan.
- 04 If during any works contamination is encountered which has not previously been identified, then no further development shall be carried out (unless otherwise agreed in writing with the Local Planning Authority) until the developer has submitted and received approval of an assessment of this unsuspected contamination together with an appropriate remediation scheme that is implemented as approved.
- 04 In the interests of safety and amenity in accordance with Policy DP5 of the adopted Dartford Local Plan.
- 05 The Buildings hereby permitted shall be constructed to the standards as set out in the submitted Acoustic Assessment.
- 05 In the interests of the amenities of neighbouring residents pursuant to Policy DP5 of the adopted Development Plan.
- 06 Prior to first occupation, the buildings hereby permitted shall include a temporary safe refuge at first floor level set no lower than 4.92 metres AOD.
- 06 In the interests of safety in accordance with Policy DP5 of the adopted Dartford Local Plan.
- 07 Prior to occupation of the relevant unit, a verification report with regard to contaminated land remediation, detailing all works at the site, shall be submitted to and approved in writing by the Local Planning Authority. The report should include summaries of all materials removed, details of validation sampling/monitoring carried out in remediation areas, relevant certificates for imported materials and confirmation that the site is fit for the proposed use.
- 07 In the interest of human health.

- 08 No unit within the development hereby permitted shall be occupied until the new footpath shown on the submitted drawings has been provided in accordance with the submitted details and completed to the satisfaction of the Local Planning Authority. Such footpath shall be maintained and kept open for public use (with the exception of up to 5 days a year or for maintenance purposes) in perpetuity.
- 08 In the interests of good design and to ensure that a footpath of adequate quality is provided and retained for use in accordance with Policy DP2.
- 09 Prior to the first occupation of Unit A the acoustic fencing shown on the approved plans shall be implemented on site in accordance with details to have been submitted and approved by the Local Planning Authority at the following stages:
- i) Prior to installation
 - A methodology for the validation assessment of the noise attenuation properties of the proposed acoustic fencing in order to comply with the noise impact assessment and meet the required mitigation within the Environmental Statement
 - ii) Post implementation of the noise attenuation fences/walls but prior to occupation:
 - A validation assessment of the acoustic fence performance shall be carried out in accordance with the methodology approved under (i) and the results shall be submitted to the Local Planning Authority for approval. Where the results shown that the required noise attenuation has not been achieved, amendments to the acoustic fencing shall be submitted and approved and further assessment carried out until such time as the appropriate attenuation set out in the Environmental Statement has been achieved.

The acoustic fencing shall thereafter be maintained in accordance with the details approved

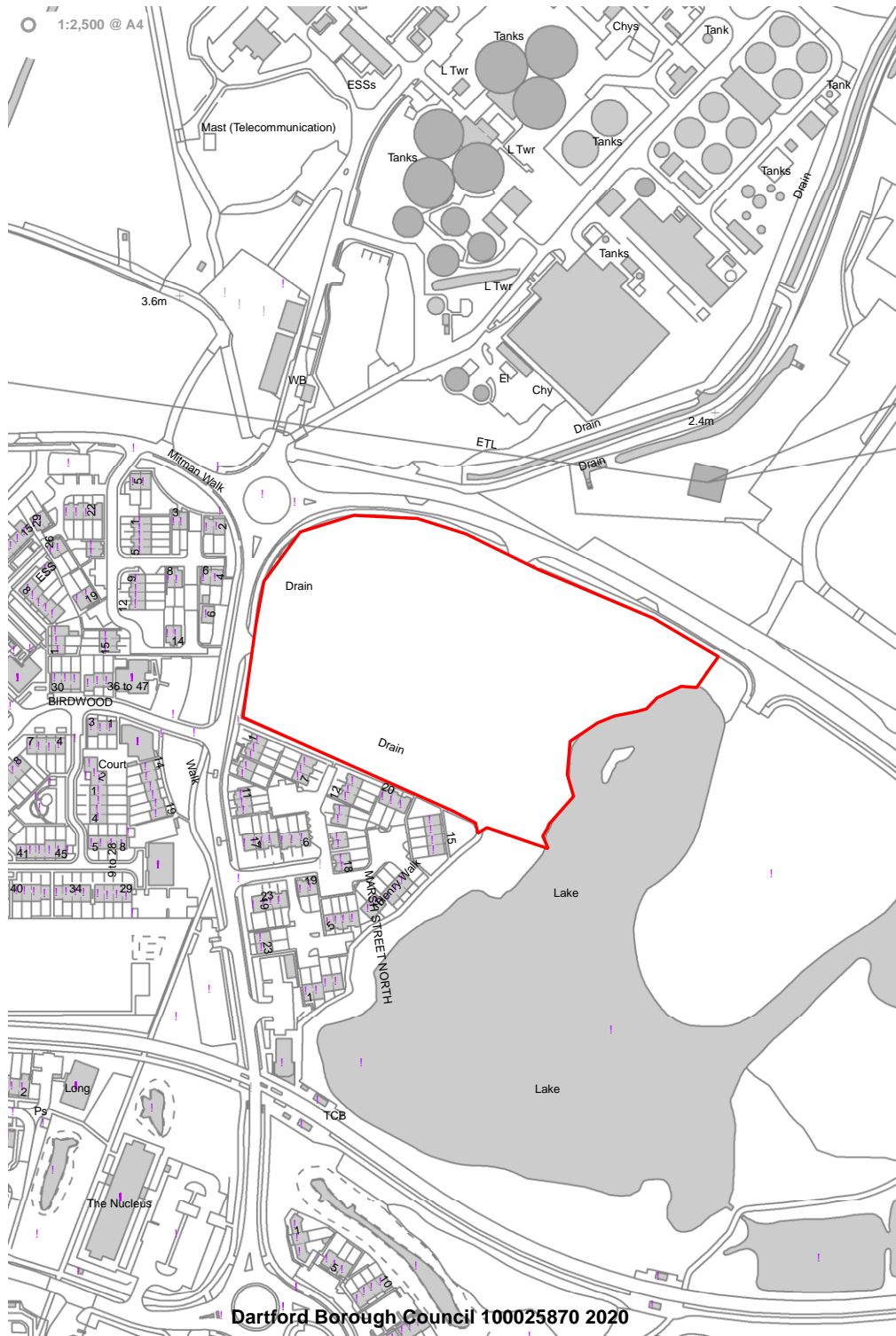
- 09 In the interests of the amenities of neighbouring residents pursuant to Policy DP5 of the adopted Development Plan.
- 10 Prior to first occupation of the relevant unit, 10% of the car parking spaces serving that unit shall be provided with Electric Vehicle Charging points with the remaining spaces being provided with passive provision, comprising ductwork ready for the provision of further Electric Vehicle Charging Points.
- 10 To ensure that EV charging points are provided and maintained for the future occupiers of the site as a way of addressing air pollution in accordance with Policies DP3 and DP5 of the Dartford Development Policies Plan.
- 11 Prior to occupation of the development hereby permitted, details of directional signage to prevent HGV's from turning west out of the Rennie Drive access shall be submitted to and approved in writing by the Local Planning Authority. The signs agreed shall be provided prior to first occupation of any of the units within the development and shall thereafter be maintained at all times.
- 11 To ensure that additional traffic to/from the site is controlled in accordance with Policy DP3 of the adopted Development Plan.
- 12 The car parking spaces, turning areas, loading/unloading areas, cycle parking and means of access shown on the approved plans shall be provided prior to occupation of the relevant unit hereby approved and shall thereafter be retained in perpetuity and kept available for such use at all times and no development, whether permitted by the Town and Country Planning (General Permitted Development) Order 2015 or not, shall be carried out on that area of land or to preclude vehicular access thereto.

- 12 To ensure the permanent retention of satisfactory car parking facilities in accordance with the Local Planning Authority's standards and Policies DP2 and DP4 of the adopted Dartford Local Plan.
- 13 The landscaping scheme hereby approved as an integral part of the development shall, at the latest, be implemented during the first planting season (between October and March inclusive) following completion of the first unit within the development and shall thereafter be maintained for a period of five years. Any trees, shrubs or grassed areas which die, are diseased or vandalised within this period shall be replaced within the next planting season.
- 13 To safeguard the visual amenities of the locality in accordance with Policies DP2 and DP25 of the adopted Dartford Local Plan.
- 14 The buildings hereby permitted shall be used for Light Industrial Purposes, General Industrial Purposes and/or Storage and Distribution Use (Class B8) within Classes B1(c), B2 & B8 of the Town and Country Planning (Use Classes) Order 1987, (or any Order amending, revoking and re-enacting that Order) and the primary use of any unit shall not be for the collection of goods by customers.
- 14 The development is considered unsuitable for other uses and in the interests of amenity and highway safety in accordance with Policies DP2, DP3 & DP5 of the adopted Local Plan.
- 15 All HGV access to/from the site shall be from Rennie Drive only and there shall be no HGV access to or from the site from Marsh Street North.
- 15 In the interest of limiting the transport impacts of the development pursuant to Policy DP3 of the adopted Development Plan.
- 16 No mezzanine floorspace shall be provided within any of the units hereby permitted without the prior written consent of the Local Planning Authority
- 16 To ensure that additional floorspace is controlled in the interests of the amenities of neighbouring residents and to ensure that additional traffic to/from the site is controlled in accordance with Policy DP3 of the adopted Development Plan.
- 17 No windows, doors or other openings shall be provided in the south facing facades of units A or C without the prior written consent of the Local Planning Authority.
- 17 In the interests of the amenities of neighbouring residents pursuant to Policy DP5 of the adopted Development Plan.

INFORMATIVES

- 01 The Environment Agency have recommended that the applicant should use flood resistant and resilience design techniques for the development to ensure those using the office space can seek a safe refuge during a flood event. Further information on flood resilience can be found on the following link:
http://www.planningportal.gov.uk/uploads/br/flood_performance.pdf.

The Environment Agency advise the applicant to consider registration with the Environment Agency's 'Flood Line' service within the submitted Flood Risk Assessment. This can be done by calling 0345 988 1188 to register.



Application No::	20/00311/REM
Address :	The Bridge Plots 32 & 33 Marsh Street North Dartford
Date: 26 August 2020	Scale: Not to Scale

