

# Planning Committee Report

## REPORT SUMMARY

<b>5 July 2018</b>		
<b>REFERENCE NO -</b> 18/500618/FULL		
<b>APPLICATION PROPOSAL</b> Erection of new doctor's surgery building with associated parking, landscaping and creation of new vehicular access onto Heath Road.		
<b>ADDRESS</b> Land South Of Heath Road Linton Maidstone		
<b>RECOMMENDATION</b> Approve subject to conditions and a s106 legal agreement.		
<b>SUMMARY OF REASONS FOR RECOMMENDATION</b> The development is a modern high specification facility delivering the required general practice capacity and service transformation to meet the future needs of the growing population covered by the practices. The new building will give capacity for a wider range of services to be delivered from the practice, enabling access to cluster based services for a wider population. Most concerns I am satisfied that they can be overcome by the legal agreement or imposition of conditions.		
<b>REASON FOR REFERRAL TO COMMITTEE</b> This is major development in the countryside and in an area of Local Landscape Value		
<b>WARD</b> Coxheath And Hunton	<b>PARISH/TOWN COUNCIL</b>	<b>APPLICANT</b> Alan Firmin Ltd & Greensand Health Centre & Orchard Medical <b>AGENT</b> DHA Planning
<b>DECISION DUE DATE</b> 12.07.2018	<b>PUBLICITY EXPIRY DATE</b> 05.07.2018	<b>OFFICER SITE VISIT DATE</b> 22.02.2018

### Planning History

MA/16/506648/HYBRID Hybrid application for detailed planning permission for a residential development of 70 dwellings comprising of 2, 3 and 4 bedroom two storey terraced, semi-detached and detached houses and 4 No. 1 bedroom units together with outline planning permission for a two storey medical centre with all matters reserved for future consideration.

Approved 20.11.2017

### MAIN REPORT

#### 1. DESCRIPTION OF SITE

- 1.1 The application site is agricultural land of 0.40ha of Hill Farm Linton. It is just within the parish of Linton being located to the east of the village of Coxheath, 120m from the outer extent of the village boundaries and approx. 1km from its centre. The rest of Hill Farm lies to the east and south of the application site.
- 1.2 The site is located directly to the south of the B2163 (Heath Road) and is behind an existing hedgerow and pedestrian footway. The site is rectangular in shape measuring 90m wide to the frontage with Heath Road to the north and an average of 58m deep. It slopes up from north to south (119.9m AOD on the northern boundary to a low point of 121mOD on the southern boundary).

- 1.3 It forms part of a larger field which extends to the south and east, there is no eastern or southern boundary on the ground as such. The western boundary aligns with that of Forge House.
- 1.4 To the west and east of the site is existing ribbon residential development along both Heath Road and Vanity Lane. Forge House is the nearest dwelling to the west (immediately on the common boundary) and Apple Tree Cottage is 40m to the east.
- 1.5 Approximately 400m to the east of the site is the A229 at Linton Crossroads, one of the main routes into the town centre of Maidstone. It is identified within the Maidstone Local Plan 2017 as a public transport corridor. Bus stops on this route are within 400m walking distance and there are regular bus services to and from Maidstone town centre.
- 1.6 The centre of the village of Loose is approximately 500m to the NE and to the SE is Linton, approximately 800m. Both of these settlements have footways and bus services. The larger village of Boughton Monchelsea is approximately 1 mile eastwards from the site (beyond the Linton crossroads).
- 1.7 PROW KM134 at Linton runs 430m to the south. KM64 is also in the vicinity, being north of Heath Road as are KM63 and KM67.
- 1.8 The site lies outside the village boundaries and is thus countryside. It is at the northern extent of the designation of the Greensand Ridge Landscape of Local Value (LLV) in the Local Plan Policies Map.

## **2. PROPOSAL**

- 2.1 The proposed development is for the construction of a new doctor's surgery initially for the existing number of 7 GPs with parking, access and landscaping to replace the existing Stockett Lane Surgery (Greensand Health Centre) and Orchard Medical Centre, both currently located near to the centre of Coxheath. The surgery is intended to provide improved service provision in Coxheath and the surrounding areas for the existing and future patients arising from projected population growth locally, principally through planned new housing. The arguments in support of the development from the agent are summarised as follows:
  - Overcome the restriction experienced by both current premises
  - increased capacity for training of future primary care professionals;
  - Creation of additional primary care capacity
  - Cater for additional patients coming to the area through planned housing development
  - Extended hours and increased services;
  - Reduced pressure on secondary care services;
  - Improved services and support for the over 75 age group
  - promoting integrated health and social care
- 2.2 The proposed doctor's surgery will provide 1,312 sqm of D1/A1 Use Class (non-residential institution and retail) floorspace. The pharmacy is 138sqm and the pharmacist's room is 18.5 sqm leaving the D1 use at 1155.5 sqm.
- 2.3 The building will be L-shaped and have a height to eaves of 5m and a ridge height of approx. 9.7m. The main east-west section will be 47m wide and 14m deep and the return will be 29m deep and 13.5m wide.

2.4 Staffing is indicated to be 30 FTE . The schedule of accommodation is

- 10no. Consulting Rooms
- 5no. Nurse Treatment Rooms
- 1no. Interview Room
- 1no. Minor Operations Room
- Pharmacy (138sqm)
- Offices and Administration Rooms
- Conference and Training Facilities
- Pharmacist room (18.5 sqm)
- Paramedic Room

2.5 There will be a new vehicle access with footways either side from the public highway on the eastern part of the site (approx. 60m from Forge House and approx. 30m from Apple Tree Cottage).

2.6 The access road will measure 6m in width allowing for two-way traffic, which widens at the bell mouth of the junction to 20m to allow for larger vehicles to leave without interrupting the flow of traffic on Heath Road. The access design also includes a proposed overrun strip to accommodate for larger vehicles including emergency and refuse freighter vehicles. The access onto the site will provide suitable visibility splays measuring 2.4m x 120m to the east and 2.4m x 140m to the west. Parking will be provided to the north of the building: 52 parking spaces with nominally 40 being visitor spaces and 12 being staff spaces. There will also be a cycle bay and a pick-up/drop-off area near the door of the surgery/pharmacy to allow for patients getting a lift or taxi to the site plus a space for emergency vehicles to park. The parking and turning areas will be constructed using a porous form of block paving and tarmac at the access point.

2.7 Part of the existing hedgerow along the site frontage adjacent to Heath Road will be retained, except for an opening of 40m needed to create the vehicular access and its visibility splays. The retained hedgerow is indicated to be reinforced with additional native planting and a newly re-planted hedgerow is to follow the kerblines into the site for approx. 20m.

2.8 A separate pedestrian/cyclist access is proposed from the public highway on the western side of the site which will align with a new non-signalised pedestrian crossing proposed for Heath Road.

2.9 The proposed building will be two-storey. It will have a conventional eaves height of 5m comparable to the dwellings in the vicinity. Its ridge height of 9.7m is however taller than a conventional house as it derives from the steep pitch of 45 degrees over a deep span.

2.10 The building includes the use of quarter barn-hipped pitched roofs and projecting feature gables to the elevations, with large areas of glazing and vertical brick detailing in panels within timber clad sections. The materials will be brick, timber weatherboarding and slate roof tiles. The building will be set back approximately 19m from Heath Road. It will be set 7m from the boundary with Forge House. Tree planting and reinforcement of the existing hedgerow with native planting is indicated along that boundary, along the frontage to Heath Road and along part of the eastern boundary. The rear of the site is to have a landscaped sensory garden with the southern boundary to be fenced with tree planting.

- 2.11 The internal layout shows a ground floor of which half of the floorspace will be given over to the retail pharmacy and entrance lobby/reception/waiting area/cafe with the remainder providing consulting rooms, nurse treatment rooms, staff room, plant room and other associated facilities. At first floor are minor operations room, further consulting rooms, nurse treatment rooms, offices, pharmacist and paramedic rooms and a multi-purpose conference/training room.
- 2.12 A refuse store is indicated in the SE corner of the site, set over 40m from the boundary to Apple Tree Cottage.
- 2.13 In terms of materials, doors and windows are indicated to be black powder coated aluminium, the roof to be slate tiles, the walls to be faced with a red brick and timber weatherboarding.
- 2.14 Foul drainage is to mains sewer; surface water be disposed of via a sustainable drainage system yet to be detailed. The drainage strategy submitted at the request of KCC as Lead Local Flood Authority details an intention to use porous paving, attenuation tank and a deep bored soakaway.
- 2.15 The application includes section drawings indicating that there is no line of sight of the building from the PROW KM134 at Linton to the south.
- 2.16 The planning statement details a Public Exhibition Event that was held in November 2017 at Coxheath Village Hall. The agent states that the majority of respondents (50%) said that they supported the proposed development with 41% opposed to it. The other remaining respondents (9%) did not express a view either way.
- 2.17 The application documents include a phase 1 habitat survey which concludes that the site is arable with grassland margins with the only likely ecological interest being the hedgerow although precautionary measures will be taken during site clearance and there are recommendations to enhance the site for ecology (native planting and species rich new hedgerows).
- 2.18 The Transport Statement based upon comparable GP surgeries (albeit not all with onsite pharmacies) states that in 2023, 40% of the traffic is expected to distribute to the west and 60% to the east (Linton crossroads). At peak hours, the traffic related to the new surgery is said to be 35 in and 19 out in the morning peak hour and 15 in and 21 out at the evening peak hour. Overall based on 7 GPs the traffic is estimated to be approx. 280 x 2-way movements over the working day of 0700-1900 (an average of 23 per hour but that excludes traffic associated purely with the retail pharmacy).

### **3. POLICY AND CONSIDERATIONS**

#### Maidstone Borough-Wide Local Plan 2017

Policy SP11 (Larger Villages)

Policy SP13 (Coxheath Larger Village)

Policy SP17 (The Countryside)

Policy DM1 (Principles of good design)

Policy DM3 (Natural environment)

Policy DM21 (Assessing the transport impacts of development)

Policy DM23 (Parking standards)

Policy DM30 (Design principles in the countryside)

National Planning Policy Framework (NPPF) Paragraph 17; 34; 61; 69;95;118;186;

National Planning Practice Guidance (NPPG)

#### 4. LOCAL REPRESENTATIONS

4.1 The application was publicised as major development by press and site notice.

##### Local Residents:

4.2 3 representations received from local residents raising the following (summarised) issues

##### Support (1 letter)

- Most of the patients of both existing practices live outside Coxheath
- Regarding the outline consent for the Clock House Development- where planning authorities is at risk on appeal if they decline one application because they prefer another.
- Heath Road is part of Coxheath - will be housing development all along the road over the next few decades which need GP surgeries: must ensure that there is enough physical capacity for all in the practice area.
- The new building proposed is on the outskirts of Coxheath but accessible to most residents there and to patients living in south Maidstone
- It will not bring unnecessary traffic into the village
- General layout is fine and the building is attractive
- No objection to including a full service pharmacy: the existing pharmacy in Coxheath is far too small with very poor on-street parking.
- Opportunity for an extra shop in the village centre.
- The land at Clock House and the Orchard GP site could be used for more housing
- In Staplehurst the PCT gave away control to a small national chain- disliked due to remote ownership and management.

##### Objections (2 letters)

- Substantial shortfall in parking provision could cause chaos
- Inadequate background statistics re the present number and vehicle type and direction of traffic along Heath Road, nor of its growth over last 15 years.
- Linton Crossroads is beyond capacity at times- need to reflect the traffic demands of the expanding Wares Farm fruit packing centre and future traffic from the Leeds-Langley Relief Road.
- Proposed future patient numbers of 14,360 requires explanation. Need more information as to the extent and location of new health centres to fully serve the developments in SE Maidstone.

- Dangers of pedestrian use of B2163, largely of older people, school children to and from the Academy and mothers with children and buggies throughout the day in a street with variable pavement provision
- 9 personal injuries actual accidents have occurred in the last three years.
- no regular bus services for patients to use, as the bus company may reduce, alter the times of the service, or stop the bus service at any point in the future.
- difficulties getting onto/off a bus. It is not acceptable to expect anyone who is ill/disabled/elderly to stand around in all weathers waiting for a bus to arrive. It is not feasible for anyone who is ill to walk over half a mile especially in inclement weather to access this surgery.
- At busy times of the day at Linton Crossroads, patients would make it difficult to arrive at the proposed surgery for their allotted appointment time.
- It is illogical to move the pharmacy from its accessible position in the village centre to a site over half a mile away, depriving the public of quick and easy access to pharmacy services or to discuss health issues.
- Elderly patients are worried about how they will travel to the proposed new surgery.
- A food/drink outlet may patients feel nauseous.
- Café should not be open to the general public depriving patients of parking facilities.
- A greenfield site will lead to further "creeping development" between the parishes of Coxheath and Linton
- NHS West Kent Clinical Commissioning Group is has approved a medical centre on the Clock House Farm site which will be far more suitably located for the residents of Coxheath.

### **Consultations**

*(Please note that summaries of consultation responses are set out below with the response discussed in more detail in the main report where considered necessary)*

#### **4.3 Linton Parish Council:** Objection:

- rural, greenfield site, badly and inconveniently sited, outside the boundaries of the village it aims to serve
- Difficulty to access via public transport or on foot.
- unacceptable commercial development on farmland in the open countryside in direct contravention of Policy SP17
- will extend the village envelope of Coxheath into Linton and urbanise the boundary buffer between the two communities
- there is an alternative site on Clock House Farm which is centrally situated within Coxheath

- contrary to Policy SP13 as would undermine the village retail centre
- a negative economic and social impact on the Coxheath village centre, as people and facilities are drawn out of the village, contrary to Policy DM17 of the Maidstone Local Plan
- Clock House Farm site is preferred even if less parking
- It is disadvantageous to build a new access onto Heath Road and increase traffic flows. The new access will be sited in the 40mph limit area and will thus be inherently less safe than the Clock House access within the 30mph limit area.
- Coxheath residents will have to walk a long way along the B2163 to reach the surgery.
- Damage and loss will be caused to rural hedging defined as important under the Hedgerow Regulations 1997

#### 4.4 **Coxheath Parish Council:** Objection:

- many of the more vulnerable members of our community will be severely disadvantaged as a substantial proportion of the population is in the over 60 age group.
- We fought to include land for a new medical centre in the village of Coxheath to be included in our frustrated Neighbourhood Plan.
- A move to this proposed site will cause difficulty to residents and/or will add significantly to traffic movements and congestion.
- a new medical centre at Clock House Farm is preferable to a completely new one outside the parish boundary and remote from any centre of population.
- If, despite our reservations, Maidstone Borough Council is minded to approve this application, then:
- The land earmarked for a medical centre in the village should remain as public open space and not housing.
- No encroachment in protected area to the south of the proposed site, (the Greensand Ridge and overlooking the Low Weald of Kent is designated 'Land of Local Landscape Value')
- Transporting elderly and vulnerable residents has to be addressed: existing bus service can be erratic and cannot be relied upon to deliver patients to their appointments on time.
- Parking should increase to avoid undesirable and dangerous overflow parking on Heath Road
- Access by foot from Coxheath must also be considered eg well maintained footways and the addition of a new bus layby eastbound, along with a suitable controlled pedestrian crossing

#### 4.5 **Loose Parish Council:** Objection:

- unacceptable commercial development on farmland in open countryside in direct contravention of Policy SP17 of the Maidstone Borough Local Plan
  - Alternative site on Clock House Farm: the outline planning permission is already place and is situated in within the village.
  - Negative economic and social impact on Coxheath village centre, as people and facilities are drawn out of the village, which conflicts with Policy DM17 of the Maidstone Local Plan
  - There will be 52 parking spaces, although there could some 30 doctors, nurses and administration staff employed at the centre.
  - Damage and loss will be caused to rural hedging defined as important under the Hedgerow Regulations 1997.
  - The land to the south of the proposed site is adjacent to 'Land of Local Landscape Value' and it is important to guard against any encroachment into this protected area
  - Access to the proposed site on foot from Coxheath must be considered. Well-maintained footways and the addition of a new bus layby, along with a suitable controlled crossing, will be necessary on the Heath Road.
  - The Heath Road (B2163) is already a very busy road and to build another access will further increase traffic flow along the road. The new access will be sited in a 40mph limit area
- 4.6 Kent County Council (Local Highway Authority): The proposed access is situated within a 40 mph speed limit section of the B2163, Heath Road so visibility sightlines of 2.4m x 120m should be provided. The position of the existing hedgerow requires clarification to avoid any conflict with the sight lines proposed. A Stage 1 road safety audit has been undertaken. As part of the Stage 2 road safety audit: vegetation to be removed from footway surface construction; drainage details to be submitted.
- 4.7 In the last 3 years up to September 2017, 9 personal injury collisions have been recorded (of which 2 were serious) but neither poor highway maintenance nor design were contributory factors.
- 4.8 The applicant has proposed to provide 52 parking spaces, which includes 12 staff and 2 disabled spaces. Supplementary Planning Guidance (SPG4), Kent Vehicle Parking Standards advises medical centres should be provided with a maximum of 1 space per 2 staff and 4 spaces per consulting/treatment room. Therefore 75 spaces should be provided. The proposal represents 69% of the maximum recommended provision. The relatively good opportunities for sustainable transport usage e.g. walking and public bus should also be acknowledged when considering the adequacy of the proposed parking. In summary the parking provision proposed is considered to be broadly in line with SPG4 guidance.
- 4.9 The applicant has undertaken swept path analysis for a 5.4m long ambulance, 4.7m long estate car and 11.3m long refuse freighter: there is considered to be sufficient space for all vehicles that are likely to use the development to turn and exit onto the public highway in forward gear.



- 4.10 The trip rates contained within the transport statement state that the development is expected to generate 54 trips in the AM peak (08:00-09:00), 36 trips during the PM peak (17:00 to 18:00) and 557 trips across a 12 hour day (07:00-19:00), based upon 7 doctors being based at the development, which is the same number that work out of the existing medical centres. It is disappointing that trip rates for the pharmacy aspect of the development have not been included. It is unclear if the sites taken from the TRIC's data base do or do not contain a pharmacy. However, it is acknowledged that those trips associated with the pharmacy are likely to be '*linked trips*,' by patients who are visiting the development anyway for a medical appointment.
- 4.11 Junction analysis has been undertaken via a Picady assessment. It is accepted that the junction operates within capacity without any associated queuing during the AM and PM peak. A large development consisting of 210 dwellings has recently been granted permission so further junction analysis is required at the developments site access at the junction with the B2163, Heath Road that includes the committed development in question.
- 4.12 As the proposed medical centre will initially have the same number of GPs as the existing facilities it is replacing, any increase in trips as a result of the proposed development will be negligible as the traffic generated by the development is already on the local highway network. On this basis additional junction modelling of the Linton crossroads is not deemed necessary.
- 4.13 The nearest public bus stop is situated outside the site frontage on Heath Road within 400m of the development.
- 4.14 A new uncontrolled pedestrian crossing with tactile paving will be provided to enable pedestrians using the development to cross the road and access the development. In addition, the footpaths either side of the access will be 1.8m wide. In conclusion, the pedestrian access arrangements are considered satisfactory for the scale and use of the proposals.
- 4.15 Medical centres should be provided with a minimum of 1 cycle parking space per 2 consulting rooms, so 8 cycle parking spaces is therefore considered adequate.
- 4.16 Should it be deemed necessary to provide electric vehicle charging points then it is recommend that they consist of 10% of the total provision, which would be 5 spaces in this instance.
- 4.17 A draft travel plan has been prepared in support of the application that includes numerous initiatives to promote the use of sustainable transport. The initiatives and action plan described within this document are considered adequate. KCC Highways will require a fee of £5,000 to assist the highway authority in the monitoring and development of the full travel plan.
- 4.18 (additional comments) Further junction capacity analysis at the site access junction with the B2163, Heath Road includes the committed development and all arms of the Linton Crossroads junction will continue to operate within capacity up to the horizon year of 2023 with no associated queuing. An additional drawing (drawing DHA/1237/11) has been produced confirming that the existing hedgerow will be set back in order to achieve the necessary sightlines. The anticipated amount of traffic that will be generated as a result of the development is not considered to be severe and therefore the Local Highway Authority has no objection.

- 4.19 Southern Water: Requires a formal application for a connection to the foul sewer to be made by the applicant or developer. Initial investigations indicate that there are no public surface water sewers in the area to serve this development.
- 4.20 Kent County Council (drainage): Recommend the application is not determined until a complete surface water drainage strategy has been provided for review. A drainage strategy has been submitted in response to this comment and any comments thereon will be reported in an update to the Committee.
- 4.21 NHS (West Kent Clinical Commissioning Group): The CCG recognises the need to ensure the future provision of sustainable general practice services for the populations covered by Greensands Health Centre and The Orchard Medical Centre and acknowledges that the existing general practice infrastructure will not meet the future needs of the growing population. General Practice Premises Developments must support service transformation and joined up working across health and care services; this is recognised in the design and access statement provided with the application. Both Greensands Health Centre and The Orchard Medical Centre have engaged the CCG in their plans as they have developed and they will, at the appropriate point, submit a business case to the CCG for consideration and approval in line with the CCG General Practice Premises Development Policy.
- 4.22 The CCG holds the budget for recurrent premises costs (e.g. rent and rates) and must therefore formally review all premises development proposals to ensure they meet the strategic needs of the CCG, are affordable and offer value for money .
- 4.23 The CCG's Local Care Plan set outs the local care model for out of hospital services in response to the Kent and Medway Sustainability and Transformation plan. Strong and resilient general practice is the bedrock upon which our local care plans are being built and these are essential to serve the majority of health needs in west Kent. We will encourage practices to work together to deliver the required general practice capacity and service transformation. The CCG acknowledges that the existing general practice premises for Greensands and The Orchard cannot accommodate any growth and therefore will not meet the future needs of the growing population. The practices suffer from inefficient and recurring day to day operational issues and are unable to expand the practice workforce or support the delivery of required services. The practices have engaged the CCG in their plans as they have developed and it is our understanding from the engagement to date that the plans would enable delivery of the following in line with the CCG Local Care Plan: A sustainable solution for the future supporting growth in the population; resilient general practice services; a joined up and multi-disciplinary way of working; delivery of efficiencies; managed care reducing demand on secondary care services; expansion of the general practice workforce
- 4.24 Those GPs who are currently engaged with the GP training programme to deliver the aspiration to become a training practice supporting the overall workforce strategy to attract and retain staff; Capacity for a wider range of services to be delivered from the practice, enabling access to cluster based services for a wider population. General Practice Premises Developments must support service transformation and joined up working across health and care services.
- 4.25 General Practices are independent contractors and are responsible for premises development plans in line with the CCG General Practice Premises Development Policy. Whilst land for a medical centre has been secured as part of a s106 agreement relating to the Land South of Heath Road, Coxheath (16/506648) this does not represent CCG approval for a medical centre at this site. Approval is only

obtained through submission of a business case in line with the CCG's General Practice Premises Development Policy.

- 4.26 Crime Prevention Design Adviser: The applicant/agent have not demonstrated that they have considered crime prevention nor attempted to apply the seven attributes of CPTED. To date we have had no communication from the applicant/agent and there are other issues that may need to be discussed and addressed including a formal application for BREEAM and SBD if appropriate.
- 4.27 Suggestions: gates to protect the car park area; additional fencing and gates; CCTV, security and safety alarm measures for both the surgery and pharmacy; security of the reception area and desk to ensure the safety of staff and also to maintain the privacy to ensure compliance with the Data Protection Act; Access control measures to protect staff areas.
- 4.28 Maidstone Borough Council Environmental Protection:
- 4.29 AQ: The site is in a semi-rural area and outside the Maidstone Town Air Quality Management Area. The scale of this development and/or its site position does not warrant either an air quality assessment or an Air Quality Emissions Reduction condition applied to it. However, installation of a publically accessible Electric Vehicle charging point would be a promotion of a sustainable travel option.
- 4.30 Contamination: there is no indication of land contamination based on information from the contaminated land database and historic maps databases and nor any significant chance of high radon concentrations.
- 4.31 Drainage: The application form states that foul sewage will be dealt with via mains system; and there are no known Private Water Supplies in the vicinity.
- 4.32 Lighting: Details regarding any external lighting should be required as a condition of any planning permission granted.
- 4.33 EV Charging Points At least 1 publically accessible EV rapid charge point (of 22kW or faster) should be provided per 1000m<sup>2</sup> of floor space.

## **5. APPRAISAL**

- 5.1 The scheme needs to be appraised primarily in regard of the siting in the countryside and in an Area of Local Landscape Value (Greensand Ridge). It is therefore necessary to assess if there are sufficient material considerations that may, on balance, outweigh the normal policy of restraint for development of this scale and nature in this particular location.

### Alternative location

- 5.2** Members will note that some of the objections refer to an alternative location for this facility at Clock House Farm. That site is an L-shaped piece of land of 0.275ha (ie 2/3 of the current application site area) to the side and rear of the Orchard Medical Centre within the village boundaries of Coxheath. This was secured in the s106 legal agreement for the Persimmon Homes development that is underway under ref MA/16/506648/HYBRID. The timetable within the s106 is complicated but essentially the CCG had for a period of 12 months from the commencement of development (which was 16 August 2017) to serve a Medical Centre Land Notice and within 4 months after that complete the Transfer with further time limits for construction of the Centre. If the Medical Centre does not take place at Clock House Farm the land would be used instead as Open Space. The Notice has not

been served to date pending the determination of this current application for the Hill Farm site which is the preferred site of the Coxheath GP Practices, not least because of its 50% larger size and the greater level of facilities, services and flexibility that offers.

- 5.3 Hence the scheme subject of this current planning application is being pursued and the reasons given by the agent are as follows: the land at Clock House Farm identified for the medical centre is not of sufficient size, scale or layout and land for co-location of doctors, dentist and pharmacy of this scale cannot be accommodated on any land nearer to the village centre. The agents also state that the landowner has no land closer to Coxheath that could be used instead as the application site of this submission.

#### Need

- 5.4 A key principle of the NPPF is the need to take account of and support local strategies to improve health, social and cultural wellbeing for all and deliver sufficient community facilities and services to meet local needs. Paragraph 69 of the NPPF outlines that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities.
- 5.5 Policy SP11 relates to larger villages and Policy SP13 relates to Coxheath specifically. Both encourage improvements to health infrastructure such as extension and/or improvements at Orchard Medical Centre and Stockett Lane Surgery.
- 5.6 There is no dispute that the existing facilities at Orchard Medical Centre and Stockett Lane Surgery need enhancement to overcome the deficiencies of both and to cater for enlarged patient rolls from development allocations in the locality. It is clear from the submission of the agents that the scheme is intended to be future proofed in that it also aims to cater for any other housing developments in its catchment that may be allocated or come to fruition in the future. The principle of the scheme is supported by the West Kent CCG based on the size and extent of the patient catchments of the 2 practices which are merging.
- 5.7 The need for co-location with related facilities such as the dentist and the pharmacy are less evidenced but the opportunity to achieve the wider objectives of the CCG are recognised as achieving key elements in its General Practice Premises Development Policy. Co-location with a pharmacy is a growing trend in modern GP surgeries.

#### Location in Countryside/Landscape

- 5.8 The NPPF requires that the intrinsic character and beauty of the countryside be recognised.
- 5.9 Policy SP17 of the Local Plan states that development proposals in the countryside will not be permitted unless they accord with other policies in the plan and they will not result in harm to the character and appearance of the area. The policy also requires the distinctive landscape character of the Greensand Ridge to be conserved and enhanced as a Landscape of Local Value. It also requires retention of the separation of individual settlements and account to be taken of the evidenced Landscape Character, ie the Maidstone Landscape Character Assessment and the Supplement (2012). Impacts on the appearance and character of the landscape should be appropriately mitigated and Landscape and Visual Impact

Assessments should be submitted to support development proposals in appropriate circumstances.

5.10 In my opinion, the scheme is designed with due sensitivity to the rural location and it does not in itself result in a merging of settlements.

5.11 The application site is the northernmost extent of the Linton Greensand Ridge LLV, with the Landscape Character area of "Coxheath Plateau" to the north of Heath Road. It is described in the 2012 Character Assessment as follows:

- Scarp face of the Greensand Ridge
- Extensive views across the Low Weald to the south
- Orchards set within small scale field pattern
- Historic parkland
- Very distinctive and historic built environment
- Series of narrow lanes that run against the contours

5.12 The Maidstone Landscape Capacity Study: Sensitivity Assessment January 2015 is a document with the objective to assess the comparative sensitivity of the borough's landscapes to development. It describes Linton's Greensand Ridge as able to accommodate development complying with the following key criteria:

- Follow guidelines in the Maidstone Landscape Character Assessment 2012
- Respect the local vernacular in scape, density and materials
- Conserve orchards and the traditional small scale field pattern
- Conserve the undeveloped character of the landscape
- Avoid linear infill development along roads
- Consider exposed landscape in views from the Low Weald to the south

5.13 The test in the policy is conservation of the landscape character. It is perhaps difficult to conclude that a building of this considerable size with associated access, parking and incidental development does not harm the character and appearance and landscape of the countryside in which it is proposed to be located.

5.14 However, decisions from appeal Inspectors have clarified that it is necessary to assess landscape harm on a site by site basis. Hence for each development proposal, the part of the LLV needs a specific consideration of any defining qualities of special note and whether it has the level of sensitivity attributes to other parts of the LLV (when judged against the 2012 guidance as supplemented by the 2015 Capacity study).

5.15 In this instance, the application site marks the transition from urban fringe to the Greensand Ridge. However, this is not development on the visually sensitive ridge as it is on land that slopes up to it on its northern side; it does not cause loss of orchard or small scale field pattern, and due to topography, it cannot be viewed from the Low Weald to the South. The site can be viewed from Heath Road but it does not possess any of the key characteristics of the Greensand Ridge as described in the Landscape Character Assessment 2012 so does not cause loss of them.

5.16 The proposed development will be sited between 2 established sections of residential ribbon development along Heath Road but will not totally infill and will be set back from the Road to reduce the visual impression of it being ribbon development.

5.17 In conclusion, whilst the application site is within an area of Local Landscape Value based upon local topography, the set back, vernacular materials and articulated form of the building, in spite of the size desired by the applicant, it has overall a relatively limited impact in visual terms in my opinion. The section drawings submitted indicate that the building will not be visible from public footpaths in the Linton area itself due to local topography meaning it is hidden by the crest of a hill and thus has no impact on the overall landscape value of the Greensand Ridge.

5.18 There is scope for the scheme to be landscaped in accordance with the 2012 Maidstone Landscape Character Assessment (and its Supplement) appropriate to its location.

### **Visual impact**

5.19 Policy DM1 requires high quality design and layout that are accessible to all, and maintain and maximise opportunities for permeability and linkages to the surrounding area and local services and that respond positively to the local, natural character of the area. In this case I am satisfied that based on the proposed floor area of the scheme to achieve the objectives of the applicant in terms of primary care for a growing catchment and the pharmacy co-location etc, it has been designed such that the scale, height, materials, articulation and site coverage presents a sensitive modern design approach whilst making use of vernacular materials. Specifically, the roof form and colour of materials are sensitive to minimising visual impact viewed from distances.

5.20 Policy DM30 is specific for development in the countryside and requires development such as is proposed outside of the settlement to create high quality design, the type, siting, materials and design, mass and scale of development and the level of activity would maintain, or where possible, enhance local distinctiveness including landscape features. Planning policy therefore requires particular attention to be paid in rural areas where the retention and addition of native vegetation appropriate to local landscape character around the site boundaries should be used as positive tool to help assimilate development. I am of the view that the scheme respects the topography and responds appropriately to the location of the site. The indicative landscaping sensitively incorporates natural features such as trees and enhanced native hedgerows within the site although it is the case that a significant proportion of the hedgerow to the frontage will need to be lost and/or replanted to accommodate the access and the required visibility splays required by KCC for highway safety. Overall the landscape strategy should achieve a degree of screening and assimilation of the built form and related infrastructure into the locality in an appropriately sensitive manner.

### Environmental/Social sustainability

5.21 Paragraph 34 of the NPPF promotes sustainable transport for new development and aims to ensure that developments that generate significant movement are located where the need to travel will be minimised, particularly in rural areas. Paragraph 187 states that LPAs should approve applications for sustainable development where possible and that they should work proactively to secure developments that improve the economic, social and environmental conditions of the area.

5.22 Policy SP13 of the Local Plan states that the loss of local shops and community facilities will be resisted, and new retail and community services will be supported

to meet local needs in accordance with policy SP11(2) which has those same objectives. Policy DM17 of the Local Plan requires maintenance and enhancement of the district centre of Coxheath. Section 4 of that policy protects the centre specifically from the loss of its pharmacy unless there is availability of comparable alternative facilities in the village or the local area with consideration of the distance to such facilities, the availability of alternative routes being used and the availability of travel modes other than by private motor vehicle.

- 5.23 In terms of most patients from Coxheath, the location of the proposed surgery and pharmacy is generally less accessible than the two existing premises and pharmacy and indeed the Clock House Farm site. It is therefore potentially less environmentally sustainable although it is still walkable and cycle-able and is served by public transport. However, the CCG confirms that the 2 GP practices in Coxheath have a wide catchment that extends from the Langley Park area of south Maidstone taking in villages such as Coxheath, Marden and Yalding, Boughton Monchelsea and Chart Sutton, Loose and Maidstone South. It can be accepted that the new location is no less accessible for non-Coxheath patients within that very large catchment.
- 5.24 The application is accompanied by a draft Travel Plan which has (inter alia) the following initiatives:
- Promote the existing pedestrian infrastructure, showing patients and staff local walking routes;
  - review potential improvements to the pedestrian network in the immediate vicinity of the site;
  - encourage cycling and promotion of bus routes and timetables to both staff and patients;
  - Staff and patients should be made aware of public transport journey planners, which provide information relating to specific journeys eg Kent Connected and Traveline;
    - Ensure patients and staff are aware of any concessionary bus fares available.
    - promote staff lift sharing;
    - The promotion of Liftshare to link two or more people travelling from the same place
    - practical advice on lift sharing including publicising the benefits of halving fuel costs;
    - Possible introduction of an emergency ride home facility to guarantee that sharers can get home if for example their child is ill. This could be negotiated with a local taxi firm.
- 5.25 The agents have clarified 'affordable options' for residents who do not own or have access to use a car. They state that Boughton Monchelsea Parish Council is seeking a new bus provision to be made through S106 contributions, and they would be happy to work with other Parish Councils to deliver such a provision.
- 5.26 The pharmacy is likely to be lost from Coxheath centre as there is inadequate distance between them for 2 licences to be issued. The new pharmacy would still be relatively accessible and it is the case that modern technology such as e-prescriptions and delivery of prescriptions would mitigate any significant disadvantage resulting from the less than central location in the proposed development.

5.27 On the basis of the above, I am of the opinion that the scheme does not significantly breach policies SP11, SP13 or DM17 of the Local plan and accords with the relevant sections of the NPPF.

#### Highway Impact

5.28 Policy DM1 requires development to safely accommodate the vehicular and pedestrian movement generated by the proposal on the local highway network and through the site access and to provide adequate vehicular and cycle parking to meet adopted council standards. Policy DM30 requires proposals to not result in unacceptable traffic levels on nearby roads. Policy DM 21 states that proposals must demonstrate that the impacts of trips generated to and from the development are accommodated, remedied or mitigated to prevent severe residual impacts, including where necessary an exploration of delivering mitigation measures ahead of the development being occupied, they also need to provide a satisfactory Transport Assessment and a satisfactory Travel Plan.

5.29 KCC as Local Highway Authority have no objections to the application. Facilities for improved public transport secured through legal agreements will be pursued in this case if Members are minded to permit the application.

#### Parking

5.30 Policy DM23 states that vehicle parking for non-residential uses will take into account: the accessibility of the development and availability of public transport; the type, mix and use of the development proposed and whether development proposals exacerbate on street car parking to an unacceptable degree.

5.31 Whilst the parking provision is less than the maximum standards, in the light of the proposed location of the Surgery, I do not consider that there is a risk of overflow parking that would create a severe highway safety impact which is the test in the NPPF. No objections are raised by KCC to the level of parking provision. Cycle parking facilities will be of an appropriate design and sited in a convenient, safe, secure and sheltered location. Policy DM23 is thus complied with.

#### Residential Amenity

5.32 Paragraph 17 of the NPPF outlines core principles of the planning system, including securing high quality design and a good standard of amenity for all existing and future occupants of land and buildings

5.33 The siting and nature of the scheme with a typical daytime weekday usage means that it accords with Policy DM1 in respect of the neighbouring residential amenities by not resulting in excessive noise, activity or vehicular movements. Conditions can be imposed on hours of opening. The distance to neighbouring property prevents unacceptable overlooking or visual intrusion subject to control over the glazing. The built form would not result in an unacceptable loss of privacy or light enjoyed by the occupiers of nearby properties in my opinion.

#### Other Matters

5.34 Paragraph 118 of the NPPF states that Local Planning Authorities should aim to conserve and enhance biodiversity and Policies DM1 and DM3 of the Local Plan require protection and enhancement any on-site biodiversity and geodiversity features where appropriate or provision of sufficient mitigation measures. The site is agricultural cropland and there is overall unlikely to be any significant impact on



biodiversity. The landscaping include scope for numerous trees and enhancement of hedgerows appropriate to the Greensand Ridge despite the loss of a section at Heath Road for the new access. A number of objectors refer to the Hedgerow Regulations 1997 but permitted work under the Regulations includes the implementation of a planning permission.

- 5.35 Policy DM3 also aims to control pollution to protect ground and surface waters and conditions can be imposed to deal with any issues in this regard.
- 5.36 The development complies with the requirements of policy DM6 for air quality as it is not within an exceedance location.
- 5.37 A planning condition is suggested to ensure that the proposal creates a safe and secure environment and incorporates adequate security measures and features to deter crime, fear of crime, disorder and anti-social behaviour.

## **6. CONCLUSION**

- 6.1 This is a scheme that has resulted in concerns from 3 local Parish Councils and some local residents and some consultees. For most issues I am satisfied that they can be overcome by obligations in a legal agreement or by the imposition of conditions.
- 6.2 The key issue which remains is the location. It is in an area that is normally one of planning restraint in terms of being in a countryside location and being in an area of Local Landscape Value. Its location outside of the village centre and the co-location of a pharmacy that is also currently in the centre of Coxheath also results in some loss of sustainability and accessibility for those without access to a private transport and could marginally affect the vitality and viability of the centre of Coxheath.
- 6.3 Mitigation of the above can be sought by conditions on landscaping and materials. Modern practices in terms of prescriptions (such as e-prescriptions and delivery of medicines etc) would also reduce the environmental and social disadvantages of the pharmacy moving to this new site. It is accepted that some of the bus services mentioned by the agent in the TA are not convenient in their timetables to allow easy access to the surgery. Therefore measures to improve the sustainability of the site by a Travel Plan and new modes of bus/taxi transport will be secured by legal agreement. Overall, the health and pharmacy services leaving the boundaries of village is unlikely to harm the centre of Coxheath as a retail area.
- 6.4 However, balanced against those concerns are advantages to the development in that it will vastly improve the quality of the experience for staff and patients by providing a modern high specification facility delivering the required primary care capacity and service transformation to meet the future needs of the growing population within the catchment using resilient general practice services. It facilitates a multi-disciplinary way of working; delivers efficiencies; manages care reducing demand on secondary care services; expansion and training of the General Practice workforce. The new building on the site of 0.4ha will give capacity for a wider range of services to be delivered from the practice, enabling access to cluster based services for a wider population.
- 6.5 I accept that these advantages would have arisen if the Clock House Farm scheme were taken forward. However, this proposal has to be considered on its individual merits and does give a greater level of benefits due to its larger site. An important advantage of the current application site is its size which is better future

proofed. The Clock House Farm scheme would be restricted by its location in being able to expand in the longer term.

6.6 Contrary to some of the fears raised by the objectors, I do not consider that permitting this scheme would in itself lead to other forms of development in the same part of Heath Road as the specific advantages of this community facility are unique in their merits.

6.7 On balance, I am of the view that the overall benefits of the scheme are significant and outweigh any concerns with the principle of the location outside the defined village boundaries in the Local Plan. This judgment takes into account the need to assess any harm on the landscape in terms of a specific impact on the defining qualities of the Landscape Character which I consider is not significant. I recommend approval of the scheme.

## **7. RECOMMENDATION**

The Head of Planning and Development BE DELEGATED POWERS TO GRANT planning permission subject to the prior completion of a legal agreement to provide the following (including the Head of Planning and Development being able to settle or amend any necessary terms of the legal agreement in line with the matters set out in the recommendation resolved by Planning Committee):

- a Travel Plan
- Provision of bus/taxi transportation from local villages to serve the surgery

and the imposition of the conditions as set out below:

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

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

DHA/12371/01; DHA/12371/02; DHA/12371/11 (rec'd 12.06.18); DHA/12371/12 (rec'd 01.06.18); DHA/12371/13; DHA/12371/14; DHA/12371/15

Reason: To clarify which plans have been approved.

- 3) The building or land shall be used for medical services and a maximum of 138sq of pharmacy retail only and for no other purpose (including any other purpose in Classes D1 or A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or permitted under the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 or any statutory instrument revoking and re-enacting those Orders with or without modification);

Reason: Unrestricted use of the building or land would cause demonstrable harm to the character, appearance and functioning of the surrounding area and/or the enjoyment of their properties by adjoining residential occupiers.

- 4) The building hereby permitted shall not be occupied until sustainable surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the Local Planning Authority.

No dwelling shall be occupied until all the works necessary have been implemented in accordance with the approved details. The submitted details shall:

- i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii) include a timetable for its implementation in relation to the development; and,
- iii) provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker, or any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: In the interests of preventing pollution and flood.

- 5) No activity in connection with the use hereby permitted, other than the cleaning of the premises, shall be carried out outside of the hours of 0700 and 1900 and not at any time on Sundays, Bank or Public Holidays.

Reason: To safeguard the enjoyment of their properties by adjoining residential occupiers.

- 6) The development hereby approved shall not proceed above slab level until written details and samples of the external facing materials to be used on in the construction of the external surfaces of the building(s) hereby permitted have been submitted to and approved in writing by the local planning authority and the development shall be constructed using the approved materials.

Reason: To ensure a satisfactory appearance to the development.

- 7) The development hereby approved shall not commence above slab level until, details of satisfactory facilities for the storage of refuse on the site have been submitted to and approved in writing by the local planning authority and the approved facilities shall be provided before the first occupation of the building(s) or land and maintained thereafter.

Reason: No such details have been submitted and in the interest of amenity.

- 8) The development hereby approved shall not commence until, details of the proposed slab levels of the building(s) and the existing site levels have been submitted to and approved in writing by the local planning authority and the development shall be completed strictly in accordance with the approved levels.

Reason: In order to secure a satisfactory form of development having regard to the topography of the site

- 9) No external lighting shall be installed until a detailed scheme of lighting has been submitted to, and approved in writing by the Local Planning Authority prior to the commencement of the development. This scheme shall take note of and refer to the Institute of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01, dated 2005 (and any subsequent revisions) and shall include a layout plan with beam orientation and a schedule of light equipment proposed (luminaire type; mounting height; aiming angles and luminaire profiles) and an ISO lux plan showing light spill. The scheme of lighting shall be installed, maintained and operated in accordance with the approved scheme unless the

Local Planning Authority gives its written consent to any variation.

Reason: In the interests of visual amenity and ecology.

- 10) If during construction/demolition works evidence of potential contamination is encountered, works shall cease and the site fully assessed to enable an appropriate remediation plan to be developed. Works shall not re-commence until an appropriate remediation scheme has been submitted to, and approved in writing by, the Local Planning Authority and the remediation has been completed. Upon completion of the building works, this condition shall not be discharged until a verification report has been submitted to the Local Planning Authority. The verification report shall include details of;
- Details of any sampling and remediation works conducted and quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology.
  - Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from the site.
  - If no contamination has been discovered during the build then evidence (e.g. photos or letters from site manager) to show that no contamination was discovered should be included.

Reason: : In the interests of protecting the health of future occupants

- 11) No additional windows, doors, voids or other openings shall be inserted, placed or formed at any time in the west facing wall or roof of the building hereby permitted.

Reason: To prevent overlooking of adjoining properties and to safeguard the privacy of their occupiers.

- 12) Before the development hereby permitted is first occupied, the proposed window(s) to the upper floor west elevation shall be obscure glazed and shall subsequently be maintained as such to the satisfaction of the local planning authority.

Reason: To prevent overlooking of adjoining properties and to safeguard the privacy of existing and prospective occupiers.

- 13) No structure, plant, equipment or machinery shall be placed, erected, or installed on or above the roof or on external walls without the prior approval in writing of the local planning authority.

Reason: To safeguard the external appearance and character of the building.

- 14) The Surgery hereby approved shall not be occupied until completion of the hereby approved pedestrian footpath from site and tactile paving and a crossing point to Heath Road have been completed in accordance with details to be submitted to and approved by the Local Planning Authority.

Reason: To ensure highway and pedestrian safety

- 15) The development hereby permitted shall incorporate measures to minimise the risk of crime. No development above slab level shall take place until details of such measures, according to the principles and physical security requirements of Crime Prevention Through Environmental Design (CPTED) have been submitted to

and approved in writing by the Local Planning Authority. The approved measures shall be implemented before the development is occupied and thereafter retained

Reason: To secure crime prevention.

- 16)The approved details of the parking/turning areas shall be completed before the commencement of the use of the land or buildings hereby permitted and shall thereafter be kept available for such use. No development, whether permitted by the Town and Country Planning (General Permitted Development) (England ) Order 2015 (or any order revoking and re-enacting that Order, with or without modification) or not, shall be carried out on the areas indicated or in such a position as to preclude vehicular access to them.

Reason: Development without adequate parking/turning provision is likely to lead to parking inconvenient to other road users and in the interests of road safety.

- 17)The approved details of the access shall be completed before the commencement of the use of the building hereby permitted and the visibility splays shall be retained free of all obstruction to visibility above 1m high thereafter.

Reason: In the interests of highway safety

- 18)Any gates at the vehicular access to Heath Road must be set back a minimum of 6m from the adopted highway boundary.

Reason: In the interests of highway safety.

- 19)All existing trees and hedges on, and immediately adjoining, the site, shall be retained, unless identified on the approved site plan (or block plan in the absence of a site plan) as being removed, except if the Local Planning Authority gives prior written consent to any variation. All trees and hedges shall be protected from damage in accordance with the current edition of BS5837. Any trees or hedges removed, damaged or pruned such that their long term amenity value has been adversely affected shall be replaced as soon as is reasonably practicable and, in any case, by not later than the end of the first available planting season, with plants of such size and species and in such positions to mitigate the loss as agreed in writing with the Local Planning Authority.

Reason: In the interests of landscape, visual impact and amenity of the area and to ensure a satisfactory appearance to the development

- 20)The development hereby approved shall not commence above slab level until a landscape scheme designed in accordance with the principles of the Council's Landscape Character Guidance has been submitted to and approved in writing by the Local Planning Authority. The scheme shall show all existing trees, hedges and blocks of landscaping on, and immediately adjacent to, the site and indicate whether they are to be retained or removed, provide details of on site replacement planting to mitigate any loss of amenity and biodiversity value and include a planting specification, a programme of implementation and a 5 year management plan. The landscape scheme shall specifically address the need to provide tree and hedgerow planting to screen the all the boundaries with species that comply with the Landscape Character of the Linton Greensand Ridge.

Reason: In the interests of landscape, visual impact and amenity of the area and to ensure a satisfactory appearance to the development

21)The use or occupation of each phase of the development hereby permitted shall not commence until all planting, seeding and turfing specified in the approved landscape details has been completed. All such landscaping shall be carried out during the planting season (October to February). Any seeding or turfing which fails to establish or any trees or plants which, within five years from the first occupation of a property, commencement of use or adoption of land, die or become so seriously damaged or diseased that their long term amenity value has been adversely affected shall be replaced in the next planting season with plants of the same species and size as detailed in the approved landscape scheme unless the local planning authority gives written consent to any variation.

Reason: In the interests of landscape, visual impact and amenity of the area and to ensure a satisfactory appearance to the development

22)The development hereby approved shall not commence above slab level until details for a scheme for the enhancement of biodiversity on the site shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall consist of the enhancement of biodiversity through integrated methods into the design and appearance of the extension by means such as swift bricks, bat tube or bricks. The development shall be implemented in accordance with the approved details and all features shall be maintained thereafter.

Reason: To protect and enhance the ecology and biodiversity on the site in the future

23)Any plant (including ventilation, refrigeration and air conditioning) or ducting system installed in connection with the approved development shall be in accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority. The use of the premises shall not commence until details of any plant (including ventilation, refrigeration and air conditioning) or ducting system to be used in pursuance of this permission have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The scheme shall include an acoustic assessment which demonstrates that the noise generated at the boundary of any noise sensitive property shall not exceed Noise Rating Curve NR35 as defined by BS8233: 2014 Guidance on sound insulation and noise reduction for buildings and the Chartered Institute of Building Engineers (CIBSE) Environmental Design Guide 2006. The equipment shall be maintained in a condition so that it does not exceed NR35 as described above, whenever it's operating. After installation of the approved plant, no new plant or ducting system shall be used without the prior written consent of the Local Planning Authority

Reason: In the interests of visual and aural amenity.

24) Details of provision of electrical car charging point shall be submitted for the approval of the Local Planning Authority before first occupation of the building hereby permitted.

Reason: To promote the reduction of CO2 emissions through the use of low emissions vehicles.

25)No part of the development hereby approved shall be used or occupied until a Post-Construction Review Certificate issued by the Building Research Establishment or other equivalent assessors confirming that the non-residential development has achieved a BREEAM rating of not less than the standards

equivalent to 'Very Good' has been submitted to and acknowledged in writing by the Local Planning Authority.

Reason: To promote the conservation of energy and water.

#### INFORMATIVES

- 1) A formal application for connection to the public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk). Southern Water is currently consulting on the New connections charging process as directed by Ofwat. Please refer to Southern Water's website <https://www.southernwater.co.uk/new-connections-charging-consultation> for further details.
- 2) Under current legislation and guidance SUDS rely upon facilities which are not adoptable by sewerage undertakers. Therefore, the applicant will need to ensure that arrangements exist for the long term maintenance of the SUDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity. Good management will avoid flooding from the proposed surface water system, which may result in the inundation of the foul sewerage system. Thus, where a SUDS scheme is to be implemented, the drainage details submitted to the Local Planning Authority should: Specify the responsibilities of each party for the implementation of the SUDS scheme Specify a timetable for implementation Provide a management and maintenance plan for the lifetime of the development. This should include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. Due to changes in legislation that came in to force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site. The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or [www.southernwater.co.uk](http://www.southernwater.co.uk)".
- 3) The applicant is advised that broad compliance is expected with the Mid Kent Environmental Code of Development Practice.
- 4) You are advised to liaise with KCC (Highways & Transportation) before the commencement of any development on site to include the following: (a) Routing of construction and delivery vehicles to / from site (b) Parking and turning areas for construction and delivery vehicles and site personnel (c) Timing of deliveries (d) Provision of wheel washing facilities (e) Temporary traffic management/signage,
- 5) It is the responsibility of the applicant to ensure , before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority. Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the

road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information about how to clarify the highway boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

- 6) At a minimum, a drainage strategy submission must comprise: a location plan; a site layout; a drainage proposal schematic or sketch: a clear description of key drainage features within the drainage scheme (e.g. attenuation volumes, flow control devices etc); Information to support any key assumptions (e.g. impermeable areas, infiltration rates etc); Supporting calculations to demonstrate the drainage system's operation and drainage model network schematic; Drainage strategy summary form (from our Drainage and Planning Policy Statement); Consideration of key questions and/or local authority planning policy requirements.