

OFFICERS REPORT

Application No: Y17/0920/SH

Location: Church & Dwight Uk Ltd Bowles Well Gardens Folkestone Kent CT19 6PQ

Proposal Erection of a front extension to unit 1 to create an air lock and cover to conveyor belt

ASSESSMENT

Performance data:-

Date application valid: 07.08.2017

Applicable 8 week target date: 02.10.2017

Planning Performance Agreement (PPA) or Planning Extension Agreement (PEA)? Y

If Yes, revised 8/13/16 week target date: 27.10.2017

Is the application being determined after 26 weeks without a PPA or a PEA? N

SITE VISIT

Carried out site visit on 31.08.2017

The site and proposals were assessed from the public highway and the key features noted as set out in the report:

SITE

This application site is the industrial factory site of the manufacturing company Church and Dwight within Bowles Well Gardens off Wear Bay Road, within east Folkestone. The site forms part of the larger Bowles Well Gardens employment site which is identified in the Local Plan Review as an employment site and safeguarded for employment use classes being B1, B2 and B8.

The factory site has a variety of utilitarian industrial buildings and large areas of hardstanding. The land is not flat and has a slight gradient that falls away in a north - south direction. Located to the north and east adjacent to the site are the residential properties in Wear Bay Road, to the west are other industrial buildings within Bowles Well Gardens and to the south is the redundant Folkestone East Railway station.

HISTORY

The site has a long history for development relating to the industrial use on site with the most recent applications listed below:

Y17/0981/SH - Erection of detached security gate house at site entrance. Approved with conditions

Y16/1282/SH - The erection of a silica silo. Approved with conditions

Y16/0845/SH - Erection of a single storey building for use as a plant room to store relocated compressors. Approved with conditions

Y16/0647/SH - The erection of silica and glycerine silos together with associated bunding. Approved with conditions

PROPOSAL

This application seeks planning permission for the erection of an extension to unit 1 to create an air lock and cover to a new conveyer belt. The proposed development would have a floor area of approximately 78 square metres and would continue the roof line of the existing industrial unit on the south elevation with an eaves height of approximately 3.45 metres. The proposed conveyer belt cover would be lower with a height of approximately 2.8 metres. The proposed conveyer belt would have a length of approximately 27.8 metres. Proposed materials would be composite cladding on the external walls and roof to match the existing industrial unit.

CONSULTATION RESPONSES

KCC Highways - the proposal does not meet the criteria to warrant involvement from the Highway Authority

Folkestone Town Council - no objection

Health & Safety Executive - no response received. Expiry 04.09.2017

Environmental Health - no objection

REPRESENTATIONS

One objection received raising concerns of noise from the conveyer belt and how long it will be running for

PUBLICITY

Neighbours notified by letter. Expiry 04.09.2017

Site notice displayed - wider publicity. Expiry 11.09.2017

RELEVANT POLICIES

Shepway District Local Plan Review saved policies: SD1 E1 BE1 BE8 TR12

Shepway Core Strategy Local Plan: DSD SS5

National Planning Policy Framework

National Planning Policy Guidance

APPRAISAL

The main issues to be considered are design and visual impact and the impact on amenities of the neighbouring properties.

Design and visual impact

Saved policy BE1 states that a high level of layout, design and choice of materials will be expected for all new development and development should accord with existing development in the locality.

The site is an established industrial site and is therefore characterised by large industrial style units. The proposed single storey extension is considered to be in keeping with the industrial character of the site and surrounding area. The use of composite cladding is considered to be an appropriate material as it would match the materials of the existing unit and would therefore be in keeping with the industrial character of the area and surrounding buildings. It is therefore considered that the proposed extension would be in keeping with the character and appearance of the area.

The proposal is considered to be minor in scale and due to its position between two existing buildings, would not be highly visible from surrounding public vantage points. As such, the proposal is not considered to have any significant visual impact. The development is therefore considered acceptable in design terms.

Amenities of neighbouring occupants

The proposed extension would be in close proximity to residential properties along Wear Bay Road to the north, however, due to its low height, the proposed extension is not considered to result in any significant issues in terms of overshadowing, overbearing or overlooking to these neighbouring properties.

One objection has been received raising concerns of noise from the proposed conveyer belt and the hours it will be in use. Email correspondence with the agent has confirmed that the conveyer belt is slow moving and therefore would not generate a significant amount of noise or vibration. Additionally, unit 1 (the subject of this application) is currently not limited in terms of hours of operation. It is therefore considered unreasonable to impose restrictions in terms of hours of operation to this minor extension which would be unlikely to result in noise disturbance issues. Further, Environmental Health have raised no objection to the proposed development. For all of these reasons, it is considered that the proposed development would not result in a significant increase in disturbance to neighbouring property in comparison to the existing, unrestricted industrial unit.

Parking and highways

Saved policy TR12 states that new development will only be permitted if it makes provision for off street parking. It is not considered that the proposal would create an increase in vehicular movements into the site and would not increase the need for parking on site. As such, no additional parking is considered to be necessary. Overall, it is not considered that the proposal would have a significant impact on parking and highways.

Financial contributions / CIL

In accordance with policy SS5 of the Shepway Core Strategy Local Plan the Council has introduced a CIL scheme, which in part replaces planning obligations for infrastructure improvements in the area. This application is not liable for the CIL charge as it does not include a use falling within Shepway's adopted CIL Charging Schedule.

RECOMMENDATION

In light of the above, it is considered the proposal is a sustainable development that complies with development plan policy and the NPPF and is therefore recommended for approval subject to conditions.

HUMAN RIGHTS

I have also taken into account the human rights issues relevant to this application. In my view, the Assessment section above and the Recommendation represents an appropriate balance between the interests and rights of the applicant (to enjoy his land subject only to reasonable and proportionate controls by a public authority) [and the interests and rights of those potentially affected by the proposal (to respect for private life and the home and peaceful enjoyment of their properties)] and the wider public interest.

Case Officer: Beth Lennon

Report and draft decision notice completed and passed to senior officer.

Name: Beth Lennon Position: Planning Officer Date: 24.10.2017

Report and draft decision notice amended (if appropriate)

Name: Position: Date:

Senior Officer

Report not agreed. Details of further work required as follows:

Name: Position: Date:

Report and draft decision notice agreed and file passed to admin to issue decision.

Name: C Dethier Position: DM Team Leader Date: 25/10/17