

Application Number	17/00675/AS
Location	Carlton Business Park, Carlton Road, Ashford, Kent
Grid Reference	00118/42821
Ward	Godinton
Application Description	Reserved matters application for details of appearance, layout, scale and landscaping to plot 3 pursuant to outline permission granted under 16/00562/AS
Applicant	Gallagher Properties Ltd (c/o agent)
Agent	MD Associates, 5 Chancery Lane, London, WC2A 1LG
Site Area	1.2 hectares

(a) 64/1	(b) -	(c) KHS – X, ABC Drainage – X, KCC SUDS – X, KCC ARCH – X, NR – X, NE – X, SGN – X, KCC Ecology – X, EHM – X
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Introduction

1. This application is being reported to planning committee because the Borough Council is undertaking discussions with a view to purchasing the site with the benefit of the application and any permission that may be granted, and the scheme of delegation requires the committee to determine applications in such circumstances, in the interests of transparency.

Site and Surroundings

2. The site comprises approximately 1.2 hectares of land which was formally part of the Rimmel Cosmetics Factory. The site is shown on Figure 1 below.
3. To the south, east and west of the site are industrial units, with a variety of different occupiers including manufacturing, vehicle repairs and waste operations.
4. To the north lies the cutting for the Channel Tunnel Rail link with the residential properties of Kings Avenue and Sackville Crescent beyond.

5. The site levels rise from 45.75m AOD along the southern edge to 54.36m AOD at the northern tip of the site.
6. High Speed 1 passes in a cut and cover tunnel under the northern portion of the site, (with HS1 retaining access and maintenance rights). There is also a gas pipe running through this land with an easement that must be maintained.
7. The site subject of this application is part of a larger site acquired by the applicant for redevelopment. Planning permission was recently granted for the rest of the site for a grounds maintenance depot (the Council's Aspire depot) and a satellite aggregate depot (Gallagher) as Figure 2 below shows. Both of these developments have now been completed and are occupied.



Figure 1: Site location

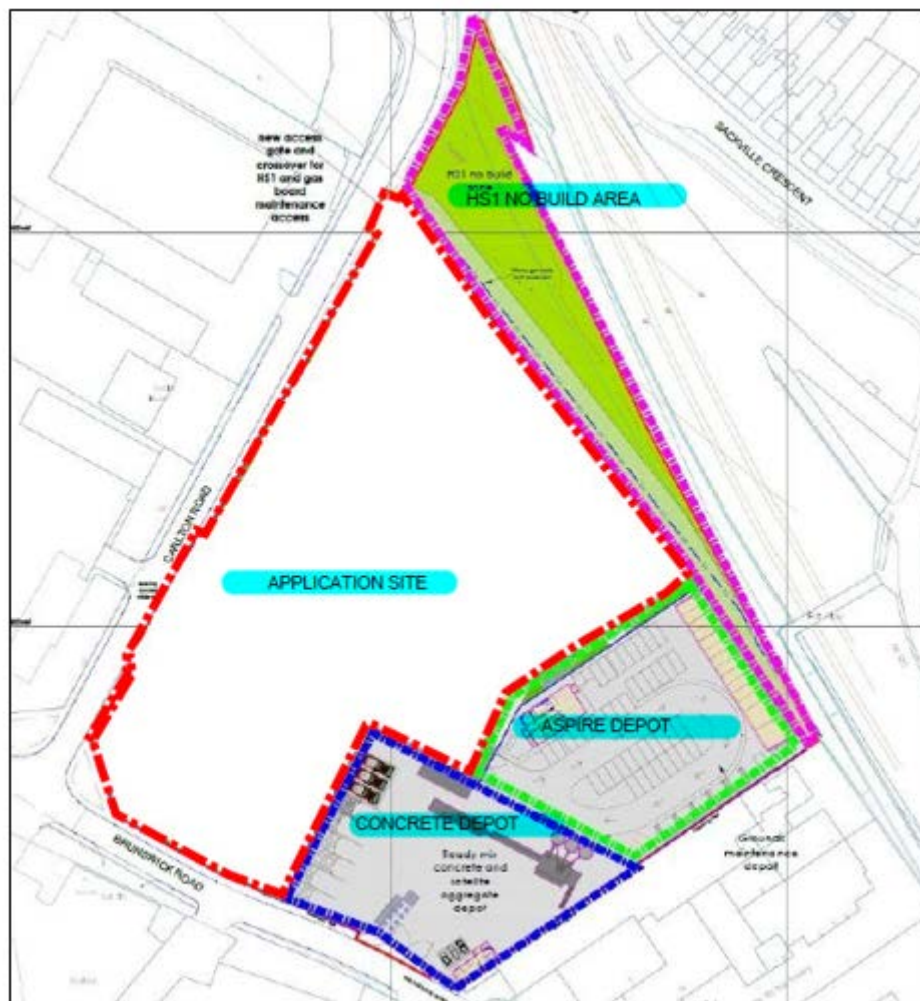


Figure 2: Site location in relation to Aspire depot and concrete depot

Proposal

8. The application seeks detailed planning approval for the development of 28 single storey industrial units. This application addresses the outstanding details (known as the 'reserved matters') of appearance, layout, scale and landscaping for the application site (plot 3). The submission of this reserved matters application is required to satisfy condition 03 of 16/00562/AS.
9. This part of the site already has the benefit of outline planning permission for industrial units. This included the site access from Carlton Road that would be shared with the Aspire Depot.
10. The applicant proposes that the industrial units would be arranged in 5 blocks as Figure 3 below illustrates. The blocks would provide flexible space for small and start-up companies allowing a mixture of industrial uses to occupy the site in modern premises. It is proposed to provide a total footprint of 4,554m² on a site of 12,963m². The industrial units are proposed to vary in size from 80m² to 289m².

11. The buildings are proposed to utilise a steel portal frame construction with low pitched roofs and clear internal heights of 6.5m with a maximum ridge height of 10m for the largest units. Elevations are shown in Figure 4 below. These sizes are comparable with existing units on the Cobbs Wood industrial estate.



Figure 3: Proposed site plan



Figure 4: Example elevations

12. The buildings are proposed to be clad in profiled metal cladding sheets in light colours. A silver grey is proposed to be the predominant colour with glazed

areas in a slightly darker grey that would be matched with the colour of the loading doors. Whilst no first floors are proposed, windows would be provided at this level should mezzanine spaces be required by occupiers in the future. Unit numbers would be provided in green with occupier name boards located above the loading doors to ensure consistency in the design approach. Figure 5 below shows typical detail.

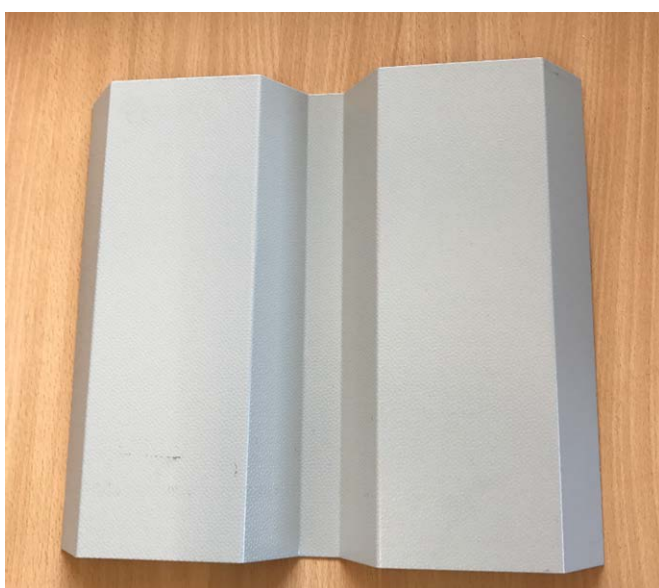


Figure 5: Example of the proposed materials - profiled metal cladding (Goosewing Grey 10A05)

13. As can be seen in Fig. 3 above, the main spine road off Carlton Road has already been constructed as part of the recently completed grounds maintenance depot works. Additional estate roads would join this on either side. The site is proposed to be fully fenced with a new sliding vehicular access gate helping secure the site out of hours. The applicant also proposes landscaping around and within the site, in particular along the boundaries to Carlton Road and Brunswick Road with additional tree planting proposed to the north east within the HS1 'no build' area shown on Figure 3. Additional tree planting (10 trees) between the railway line and Sackville Road to the

north east (which was secured by condition 26 of the outline planning permission) has already been implemented with trees planted to help soften the impact of the development from the nearest residences. These trees are evergreen holly trees (*ilex altaclerensis* – Golden King) and are checked and maintained by the Council's Aspire Landscape Management division once a month to ensure that they remain healthy and so will mature well.

14. The proposal would ensure that access is also retained for maintenance of the railway and a gas main to the north of the site. This access point will be gated from Carlton Road and the keys will be kept solely by Network Rail High Speed Limited and Southern Gas Networks as has been agreed by these parties.
15. The layout would provide 92 on site car parking spaces to serve the proposed new units. Included within this would be 12 parking spaces for disabled people. Bicycle parking would also be provided on site (in accordance with condition 28 of the outline planning permission).
16. The previous outline permission restricts the use of the industrial units to B1 (c), B2 and B8 – light industrial, general industrial and storage and distribution. Other employment generating uses could be appropriate and acceptable however these would require the benefit of planning permission which would allow the LPA to fully consider the impact.
17. Amended plans have been received following my request (and in acknowledgement of neighbour comments) for additional tree planting to the north of the development within the HS1 'no build' zone. The amended landscape plan has been produced following discussions between the applicant and Network Rail/HS1. A line of 14 trees is now proposed to be planted along the boundary of the gas easement where the parties agree that there is sufficient room to accommodate tree growth without any compromise to safety of HS1. It is proposed that these trees will further screen the proposed development from the residential area to the north and north-east. In accordance with HS1/Network Rail criteria, the tree species will be selected from the HS1/Network Rail approved list of species and have a maximum growth height that would not bring them within the 'collapse zone' that reaches the chain link fence. It is recommended that a maximum height of 5 metres at the wider end (north) of the 'no build' zone and less than 5 metres towards the narrower end (south) would be appropriate and thus influence the planting specification. Figure 6 below shows these arrangements in detail.

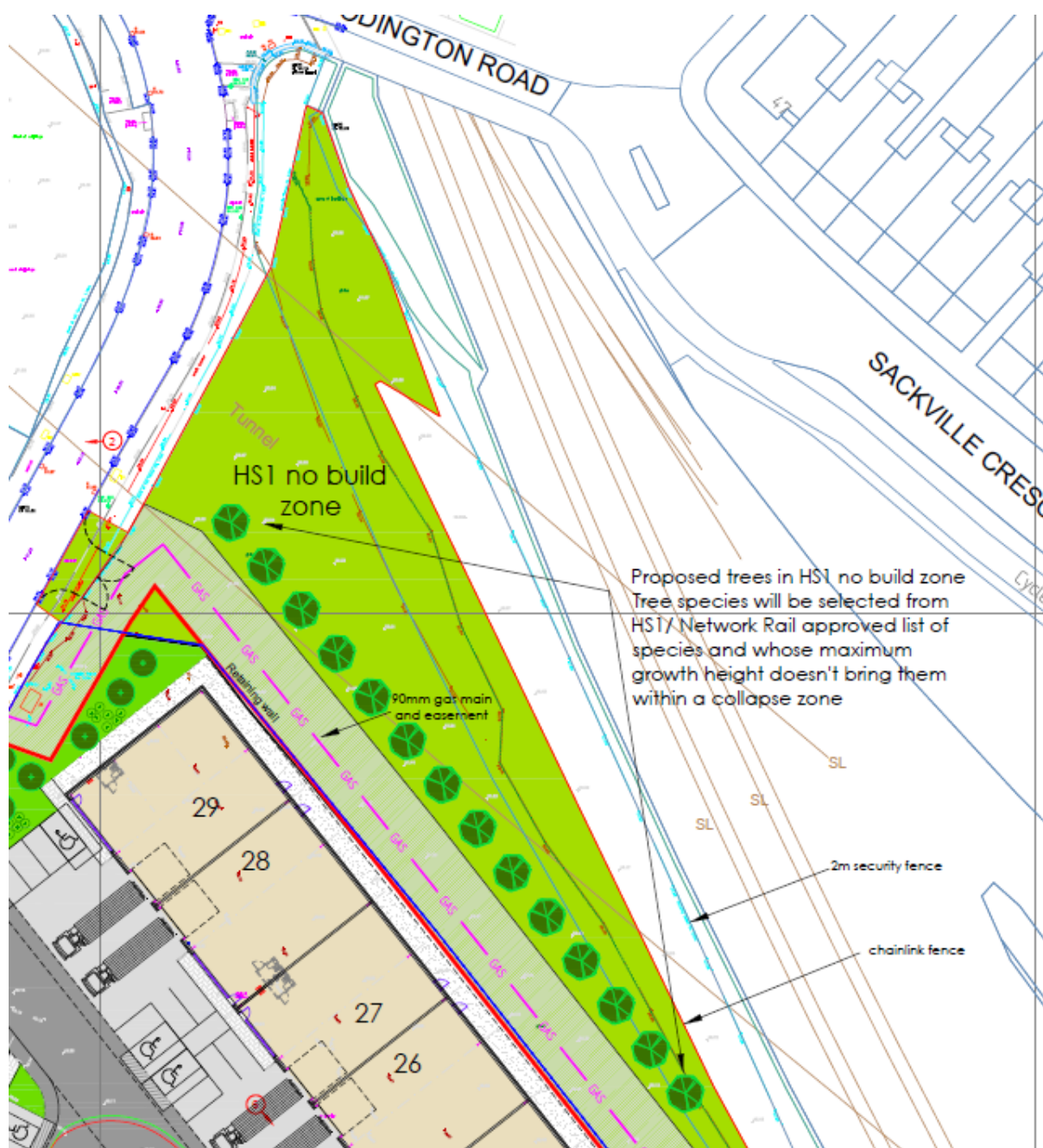


Figure 6: Proposed additional tree planting

18. Further amended plans have been received in response to comments received from Kent County Council Highways and Transportation. The revisions are as follows:

- Enlarged car parking bays; (note: there is no loss of parking numbers overall).
- HGV tracking on the estate roads to demonstrate sufficient turning room;

- The location of 24 external covered cycle spaces.

Planning History

19. The most recent and relevant planning history is detailed below:

16/00562/AS - Hybrid application comprising: 1. Outline planning permission for 12 industrial units (B1c/B2/B8) on 1.3ha with all matters except access reserved. 2. Full planning permission for a grounds maintenance depot and a ready mix concrete and satellite aggregate depot, internal spine road and improved access points off Carlton Road and Brunswick Road. Outline and full planning permission granted.

16/00562/AMND/AS - Revision to the layout of the approved masterplan. The number of units was also increased but the footprint was not increased in terms of employment floorspace to be created. Amended plan approved.

16/00562/COND/AS - Discharge of conditions 6, 22, 26 & 28 of 16/00562/AS. This will be determined once the current RM application has been determined.

In addition to the above, whilst not part of the application site it should be noted that the applicant also owns land to the north of the application site on the opposite side of Carlton Road. The applicant has recently applied for planning permission to provide a 120 space car park on this land. This application (**17/00894/AS**) is currently being considered.

Consultations

Ward Members: One of the the Ward Members, Councillor Heyes, is a member of the Planning Committee.

Councillor Heyes has requested additional trees to be planted to help to screen the development from the residential area of Sackville Crescent and Godinton Road. Additional tree planting has been sought and the applicant has agreed to it following consultation with HS1. It is proposed that this would be secured by planning condition.

64 neighbours consulted, **1** general comment received which is summarised below:

- Previous drawings had trees shown on top of a bank between Sackville Crescent and the rail tracks. This would have limited the impact of the development on the residential street and approach to the town.

[HDSS&D Manager Comment: These trees are not shown on the drawings for this application because they are outside of the application site. However they were secured through a planning condition related to the outline application, have already been planted and are being monitored and maintained by the Council].

Kent County Council Highways and Transportation – No objections following the receipt of amended drawings subject to conditions relating to the retention of parking for vehicles and bicycles and requiring the access to be completed prior to the occupation of any units.

Environment Agency – No objections.

ABC Drainage – No comments to make.

KCC SUD's – No objection.

KCC Archaeology – No comments received.

Network Rail – No objection but request a number of informatives to be included on any approval.

Natural England – No comments to make.

Southern Gas Networks – No objections.

KCC Biodiversity/Ecology – No comments received.

ABC Environmental Health Manager – No objections.

Planning Policy

20. The Development Plan comprises the saved policies in the adopted Ashford Borough Local Plan 2000, the adopted LDF Core Strategy 2008, the adopted Ashford Town Centre Action Area Plan 2010, the Tenterden & Rural Sites DPD 2010, the Urban Sites and Infrastructure DPD 2012, the Chilmington Green AAP 2013 and the Wye Neighbourhood Plan 2015-30. On 9 June 2016 the Council approved a consultation version of the Local Plan to 2030. Consultation commenced on 15 June 2016. At present the policies in this emerging plan can be accorded little or no weight.

21. The relevant policies from the Development Plan relating to this application are as follows:-

Ashford Borough Local Plan 2000

TP6 Cycle Parking

Local Development Framework Core Strategy 2008

CS1 – Guiding Principles

CS2 – The Borough Wide Strategy

CS4 – Ashford Urban Area

CS9 – Design Quality

CS10 – Sustainable Design and Construction

CS15 - Transport

CS20 – Sustainable Drainage

Urban Sites Development Plan Document 2012

U0 – Presumption in Favour of Sustainable Development

U20 – Loss or Redevelopment of Employment Sites

Ashford Local Plan to 2030

SP1 – Strategic Objectives

SP3 – Strategic Approach to Economic Development

SP6 – Promoting High Quality Design

EMP1 – New Employment Uses

EMP2 – Loss of Redevelopment of Employment Sites and Premises

TRA3b – Parking Standards for Non Residential Development

ENV1 - Biodiversity

ENV6 – Provision for Cycling

ENV9 – Planning for HGV Movements

22. The following are also material to the determination of this application:-

Supplementary Planning Guidance/Documents

Sustainable Drainage SPD 2010

Government Advice

National Planning Policy Framework (NPPF) 2012

National Planning Policy Guidance (NPPG)

23. Members should note that the determination must be made in accordance with the Development Plan unless material considerations indicate otherwise. A significant material consideration is the National Planning Policy Framework (NPPF). The NPPF says that less weight should be given to the policies above if they are in conflict with the NPPF. The following sections of the NPPF are relevant to this application:-

Assessment

24. The main areas for consideration are as follows:

- Principle
- Impact upon visual amenity and street scene
- Impact upon residential amenity
- Highways safety and parking

Principle

25. Outline planning permission has previously been granted for the redevelopment of this part of Gallagher's larger land holding for the purpose of constructing new industrial units. This application simply seeks to agree the detailed reserved matters of appearance, layout, scale and landscaping. The principle of the development has therefore already been agreed having been found to be in accordance with the Development Plan and central Government guidance. The modern floorspace is needed and will help the town's economy.

Visual impact

26. The site is located on the edge of the Cobbs Wood Industrial Estate and therefore the development would be located in an important location close to the cycle and bus entrance to Ashford. The design therefore needs to reflect this prominent position and be of a high quality.
27. In terms of its scale and massing the proposed development echoes the design approach adopted elsewhere in Cobbs Wood. I consider that the scheme proposes high quality materials and contemporary form of an appropriately high standard for this location. Building forms are necessarily utilitarian and functional but that this is appropriate for this location and is justified in terms of practical use considerations. The proposed cladding would be of a light colour with some parts of the buildings accentuated with

contrasting colours to give visual interest. Windows are proposed at higher levels which will also assist in breaking up the elevations.

28. The proposed layout separates the development into 5 blocks thus helping reduce the overall impact of the development. All of the units would front onto parking areas and access roads. The buildings would be set back slightly from Carlton Road and Brunswick Road which allows for the provision of a landscape buffer strip which would help soften the development.
29. Landscaping, including trees and hedging, is also proposed within the site which will enhance the visual quality of the area. The proposed hard landscaping would comprise a mixture of materials including tarmac, concrete and block paving all of which I consider to be acceptable.
30. When combined with the landscaping belts which are proposed for the main boundaries and the inclusion of tree planting both in and around the site as a result of the amendments negotiated, I am satisfied that the design, appearance, scale and massing and site layout would result in a scheme which would be successfully integrated within the existing townscape and neighbouring industrial development.
31. I am therefore satisfied that the development would respect this important entrance to Ashford and would meet the high quality design aims of CS1, CS9 of the Core Strategy and emerging policy SP6 of the new Local Plan (Regulation 19 version).

Impact upon residential amenity

32. The nearest residential dwellings would be located approximately 90 metres from the boundary of the site, separated by the railway line. Given this separation distance, the proposed scale of the development and the aforementioned tree planting measures proposed (and already implemented) I am satisfied that the development would relate well to neighbouring uses.
33. The site was previously occupied by an industrial use. It is allocated for industrial uses and similar uses are found on Cobbs Wood. The Council's Environmental Health Manager has not raised any concerns in relation to the development.
34. The proposed hours of use are not considered to be either unreasonable or antisocial and have been previously secured by a condition (condition 33 of the outline planning permission 16/00562/AS).
35. In the light of the above I am satisfied that the development would not be harmful to residential amenity.

Parking and highway safety

36. The new access has been designed to ensure that all vehicles can enter and exit the site safely, with appropriate visibility spays being provided.
37. The amount of parking to be provided within the site is considered to be acceptable. KCC Highways and Transportation have raised no objections relating to highway capacity and safety on both local and strategic roads. In addition they are satisfied with the level and the layout of the on-site parking provision.
38. The provision of 24 external covered and secure bicycle parking spaces is welcomed and will provide local employees and visitors with an alternative, and sustainable mode of transport choice.
39. In the light of the above, I am satisfied that the development would not result in increased risk of accident, delay or congestion and would therefore not be harmful to highway safety.

Human Rights Issues

40. I have also taken into account the human rights issues relevant to this application. In my view, the "Assessment" section above and the Recommendation below represent an appropriate balance between the interests and rights of the applicant (to enjoy their 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).

Working with the applicant

41. In accordance with paragraphs 186 and 187 of the NPPF, Ashford Borough Council (ABC) takes a positive and proactive approach to development proposals focused on solutions. ABC works with applicants/agents in a positive and proactive manner as explained in the note to the applicant included in the recommendation below.

Conclusion

42. The proposed works would redevelop a vacant site and improve the potential for generating employment opportunities, which is in line with the aims and objectives of the NPPF, which seeks to promote economic growth and support businesses.
43. The development would comply with the requirements of the Development Plan as a whole and would not represent a departure from it (policies TP6 of

the Ashford Borough Local Plan, policies CS1, CS2, CS4, CS9, CS10, CS15 and CS20 of the Local Development Core Strategy, policies U0, and U20 of the Urban Sites and Infrastructure DPD and policies SP1, SP3, SP6, EMP1, EMP2, TRS3(b), ENV1, ENV6 and ENV9 of the Local Plan to 2030 (Reg 19 Version))

44. The impact of the proposal in highway safety and parking terms is acceptable subject to conditions.
45. No significant harm to the visual amenity of the surrounding area would be caused by the proposed development.
46. The impact of the proposal upon residential amenity is acceptable.

Recommendation

Approve matters reserved by condition 03 of outline 16/00562/AS in accordance with the application and plans with delegated authority to either the Head of Development Strategic Sites and Design or the Development Control Managers to make or approve minor changes to planning conditions as they see fit.

Subject to the following conditions and notes:

1. The development shall be carried out in accordance with the plans listed in Schedule 1 in this decision notice unless otherwise agreed by the Local Planning Authority.

Reason: To ensure the development is carried out in accordance with the approval and to ensure the quality of development indicated on the approved plans is achieved in practice.

2. Prior to the commencement any soft landscaping being carried out within the HS1 no build zone as shown on drawing number GH-102-TP2-01, fine details of the proposed tree planting as detailed on this drawing in terms of cultivars and species mix and details of tree pits, soil type, irrigation/aeration methods shall have been submitted to and approved in writing by the Local Planning Authority in consultation with Network Rail/HS1. Thereafter, the approved planting shall only be carried out in accordance with this approval unless the Local Planning Authority has agreed to any variation in writing.

Reason: To ensure that the species and methods of planting are appropriate.

Note to Applicant

1. Working with the Applicant

In accordance with paragraphs 186 and 187 of the NPPF Ashford Borough Council (ABC) takes a positive and proactive approach to development proposals focused on solutions. ABC works with applicants/agents in a positive and proactive manner by;

- offering a pre-application advice service,
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application
- where possible suggesting solutions to secure a successful outcome,
- informing applicants/agents of any likely recommendation of refusal prior to a decision and,
- by adhering to the requirements of the Development Management Customer Charter.

In this instance

- the applicant/agent was updated of any issues after the initial site visit,
- The applicant was provided the opportunity to submit amendments to the scheme/ address issues.
- The application was dealt with/approved without delay.
- The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the committee and promote the application.

Highways

Planning permission does not convey any approval for construction of the required vehicular crossing, or any other works within the highway for which a statutory licence must be obtained. Applicants should contact Kent County Council - Highways and Transportation (web: www.kent.gov.uk/roads_and_transport.aspx or telephone: 03000 418181) in order to obtain the necessary Application Pack.

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

<http://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land>

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.

HS1

The developer/applicant must ensure that their proposal, both during construction and after completion of works on site, does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future
- The developer should comply with the following comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

Future maintenance

The development must ensure that any future maintenance can be conducted solely on the applicant's land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary. The reason for the 2m (3m for overhead lines and third rail) stand off requirement is to allow for construction and future maintenance of a building and without requirement for access to the operational railway environment which may not necessarily be granted or if granted subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works. The applicant would need to receive approval for such works from the Network Rail Asset Protection Engineer, the applicant would need to submit the request at least 20 weeks before any works were due to commence on site and they would be liable for all costs (e.g. all possession costs, all site safety costs, all asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land. No structure/building should be built hard-against

Network Rail's boundary as in this case there is an even higher probability of access to Network Rail land being required to undertake any construction / maintenance

works. Equally any structure/building erected hard against the boundary with Network Rail will impact adversely upon our maintenance teams' ability to maintain our boundary fencing and boundary treatments.

Drainage

No Storm/surface water or effluent should be discharged from the site or operations on the site into Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed near/within 10 – 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Fencing

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8

metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

Noise and Vibration

The potential for any noise/ vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which holds relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

Landscaping

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and this should be taken into account when submitting conditional detail.

Permitted:
Birch (Betula),
Crab Apple (Malus Sylvestris),
Field Maple (Acer Campestre),

Bird Cherry (Prunus Padus),
Wild Pear (Pyrus Communis),
Fir Trees – Pines (Pinus),
Hawthorne (Cretaeagus),
Mountain Ash – Whitebeams (Sorbus),
False Acacia (Robinia),
Willow Shrubs (Shrubby Salix),
Thuja Plicatata “Zebrina”

Not Permitted:

Alder (Alnus Glutinosa),
Aspen – Poplar (Populus),
Beech (Fagus Sylvatica), Wild
Cherry (Prunus Avium),
Hornbeam (Carpinus Betulus),
Small-leaved Lime (Tilia Cordata),
Oak (Quercus),
Willows (Salix Willow),
Sycamore – Norway Maple (Acer),
Horse Chestnut (Aesculus Hippocastanum),
Sweet Chestnut (Castanea Sativa),
London Plane (Platanus Hispanica).

Vehicle Incursion

Where a proposal calls for hard standing area / parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing. As the site is adjacent to Network Rail’s operational railway infrastructure, Network Rail strongly recommends the developer contacts Asset Protection Kent AssetProtectionKent@networkrail.co.uk prior to any works commencing on site. Network Rail strongly recommends the developer agrees an Asset Protection Agreement with Network Rail to enable approval of detailed works. More information can also be obtained at www.networkrail.co.uk/asp/1538.aspx.

Background Papers

All papers referred to in this report are currently published on the Ashford Borough Council web site (www.ashford.gov.uk). Those papers relating specifically to this application may be found on the [View applications on line](#) pages under planning application reference 17/00675/AS)

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Annex 1

