PLANNING COMMITTEE

APPLICATION NUMBER: CA/18/02551

SITE LOCATION: Wincheap Park & Ride, Ten Perch Road, Canterbury, CT1 3TQ

PROPOSAL: Proposed extension to existing park and ride facility to provide an additional 228 parking spaces, replacement terminal building, reconfiguration to access, together with fencing, lighting, landscaping and cycle storage.

APPLICATION TYPE: FULL

DATE REGISTERED: 14/01/2019

TARGET DATE: 19/03/2019

LISTED BUILDING: NO

CONSERVATION AREA: NO

WARD: Wincheap

APPLICANT: Canterbury City Council

AGENT: Canterbury City Council

CASE OFFICER: Joanna Dymowska

WEB LINK: https://publicaccess.canterbury.gov.uk/online-applications/simpleSearchResults.do?action=firstPage

RECOMMENDATION: Grant, subject to safeguarding conditions

SITE LOCATION AND DESCRIPTION

1. The application site is located towards the southwestern fringe of the Urban Area of Canterbury, at the edge of the Wincheap Industrial Estate. The A2 bounds the application site to the west, whereas to the north is the Great Stour River, beyond which there are the Hambrook Marshes. To the east of the site, there is the Whitehall Meadows Local Nature Reserve. To the south, there are retail units including a B&M Store, Pets at Home and Morrisons. To the south-west of the application site, there is
land adjacent to Cockering Farm, which is a strategic site allocation in the Local Plan 2017 for 1,150 dwellings.

2. The application site measures 3.04ha and comprises the existing Wincheap Park and Ride facility with the present capacity for 600 cars. The northern part of the application site is undeveloped land, part of which is designated as a Great Stour, Ashford to Fordwich Local Wildlife Site (LWS) and Canterbury Area of High Landscape Value (AHLV). The northern part of the site lies also within Flood Zone 2 and 3B.

RELEVANT PLANNING HISTORY

3. **CA/18/00235** - Full planning application for the construction of a new eastbound A2 off slip and associated modifications to junctions, footpaths, cycle routes, lighting, surface water attenuation and landscaping. There is a resolution by Planning Committee made on 1st May 2018 to grant planning permission, subject to safeguarding conditions.

PROPOSED DEVELOPMENT

4. Full planning permission is being sought for the proposed extension to the existing Wincheap Park and Ride facility to provide an additional 228 parking spaces. The proposed layout would include a 16m landscaping buffer between the proposed extension and the river embankment and additional landscaping throughout the site.

5. In addition, a replacement terminal building is proposed. The proposed building would be located in Flood Zone 1, centrally within the car park. It would be of a modular design with a flat roof and of a single-storey height.

6. The proposal also includes the provision of floodlighting, namely twenty 10m high lighting columns and seven 8m high lighting columns.

7. Part of the proposal includes the realignment of the existing cycleway by approximately 10m to the west. The proposed design includes raised cycleway and priority signing and lining for cyclists.

8. A reconfiguration of the existing access from the Ten Perch Roundabout is also proposed, including the widening of the access point to provide four lanes and correspond with A2 slip road approved under a separate planning application. In addition, new internal circulation routes are proposed.

9. In addition, 2.5m high Heras fencing is proposed along the western and eastern boundaries of the application site, with low timber rail and posts proposed along Ten Perch Road.
10. Revisions have been made to the scheme during the course of the application and these include the following:

- A reduction in parking numbers from 860 to 810
- An increase in the depth of the landscaped buffer zone between the proposed extension and the Great Stour River from 8m to 16m, together with the introduction of additional landscaping.
- The retention of more existing trees
- The provision of further ecological mitigation measures on the land fronting the river to the east of the application site, owned by Canterbury City Council

**CONSULTATIONS**

**River Stour Board:** Comment that any works affecting any ordinary watercourse will require their prior written consent. They also request confirmation on the surface water runoff rates and whether they are reduced, commenting that the Applicant should aim to return the site to greenfield runoff rates. They also comment that open SuDS would be more appropriate for the locality and wildlife.

**KCC Highways and Transportation:** No objection subject to conditions, regarding retention of loading/unloading facilities, cycle parking facilities, completion and maintenance of access, detailed construction management plan, delivery of a off-road cycle way and £50,000 contributions towards improved cycle and pedestrian facilities.

**KCC Flood and Water Management:** No objection subject to conditions requiring details of a drainage scheme.

**KCC Ecological Advisory Service:** No objections, subject to conditions regarding biodiversity, a landscape management plan, management of the compensation area, a detailed reptile strategy etc.

**Kent Police:** Comment that designing out crime should be considered as part of the design and the following matters should be included: use of defensive planting, regular inspection of fences shielded by planting, increased CCTV, doorsets and windows of PAS 24 2016 UKAS standards, provision of ‘information for help’ desk, cycle storage to be lit and secure, The design of the site should include guidance from the British Parking Association.

**Kent PROW -** No comment.

**Southern Water:** No objection subject to an informative regarding the need for an application for a connection to the public sewer to be made.

**Stagecoach:** No objection.

**Network Rail:** No objection.
Historic England: No comment.

Natural England: No objection.

Environment Agency: Following revisions to the application, no objection subject to conditions relating to lighting.

CCC Environmental Health: No objection.

CCC Air Quality: Comment that the expansion of the Park and Ride and new eastbound off slip from the A2 are expected to lead to overall improvements in air quality as traffic will use the park and ride instead of travelling into Canterbury to park and as such raise no objection, subject to conditions requiring evidence of phased installation of EV charging points and an annual report on utilisation of EV charging points.

CCC Trees: No comment.

CCC Heritage: The setting of heritage assets such as a conservation area and listed buildings and the setting of the World Heritage Site would be preserved by the proposed development.

CCC Archaeology: No objections, subject to safeguarding condition including a programme of the archaeological evaluation.

REPRESENTATIONS

11. Two rounds of consultations were carried out. Neighbouring occupiers adjoining the site were notified in writing and three site notices were displayed adjacent to the application site and an advert was placed in the local newspaper. Overall, 776 representations have been received, one supporting the application and the remainder objecting on the following grounds:

- Inappropriate location
- Inappropriate form of development in the climate emergency
- Loss of biodiversity
- Harm to the environment
- Increased risk of flooding within the site and elsewhere
- Loss of green space, which is a suitable habitat for rare invertebrates
- Net biodiversity loss in conflict with paragraph 170 of the NPPF
- An alternative site should be found
- Damage to the river corridor and water quality
- Contamination arising from the increase in vehicles
- Insufficient landscaping to screen proposed development
- The retail environment changed and there is no longer need for Park and Ride facilities
- Increased litter from vehicle users
- Detrimental to the quality of life for residents
- The proposal will not address the congestion issues within the City Centre,
- Contrary to Green Infrastructure Strategy
- Substantial damage to wetland wildlife habitat
- Loss of green spaces needs to be rejected due to Climate Emergency
- Application undermines the credibility of the Council's Planning Department
- Out of keeping with the rural character, setting and context of the site
- The proposal would not protect the local landscape character and would not enhance the future appearance of the designated landscape and its heritage and nature conservation interest
- Lack of robust analysis to support the proposal
- Absence of detailed assessment of possible alternatives
- Impact on railway
- Conflict with paragraph 97 of the NPPF, as the application is not demonstrating that the existing open space is surplus to requirements
- Lack of Overarching masterplan for Wincheap
- Site's location in the functional floodplain policy, zone 3B.
- Lack of the Sequential Test
- View from Old Railway Embankment on Hambrook Marshes not included in the visual assessment
- Visually intrusive development
- Proposals for Wincheap Expansion into the floodplain not included in Green Infrastructure Strategy
- Harmful, urbanising effect on the chalk river
- Lack of regard for wildlife connectivity in the green corridor
- The proposal will lead to fragmentation of existing habitats and river corridor
- Adverse effects arising from lighting
- Loss of trees
- Detailed Environmental Impact Assessment (EIA) should be submitted
- Inadequate landscape screening
- Loss of attractiveness of the riverside path between Canterbury and Chartham
- Going against own policies
- Detrimental impact on the rural character of the area
- Noise and light pollution
- Development is EIA development and should be screened first
- Environment Statement needed
- Lack of details regarding drainage for the proposed development
- Appropriate Assessment on the potential impacts on the integrity of the European Designations needed
- Harmful impacts of the Cathedral and World Heritage Site
- Precedent will be set for future developments
- Pollarding the existing trees to 1.5m harmful to the area
- In conflict with Open Space Strategy and Heritage Strategy
- The application lacks democratic legitimacy
- Pollution due to traffic
● A multi-storey car park would be a suitable alternative to mitigate harm from the proposed development
● Interruption of the wildlife corridor of county importance
● The submitted air quality assessment is also inadequate and fails to make an appropriate assessment in accordance with planning policy and current guidelines.
● No cumulative assessment on the air quality and lack of assessment of the impact on health
● Loss of allotments
● Design unsafe for cyclists and pedestrians
● Inadequate and factually incorrect Transport Assessment
● Transport Strategy suggests multi-storey carpark
● Would impact on the tranquillity of the river valley, landscape, people and nature
● Trees in the submitted Arboricultural Impact Assessment should be upgraded to class ‘A’
● The multi-storey car park is an appropriate way forward
● Harm to the setting of Hambrook Marshes
● Irreversible harm to water meadows
● Detrimental to tourism activities along the Great Stour River
● Park & Ride model is out of date and creative approach to reducing the traffic in city centres is needed

**Thanington Parish Council:** object to the application on the following grounds:

- Light pollution
- Harm to existing nature conservation interests
- Piecemeal application
- Flood risk

**Love Hambrook Marshes:** object to the application on the following grounds:

- Visual impact and inadequacies of the submitted Landscape and Visual Impact Assessment (LVIA)
- Increased risk of flooding
- Environmental impacts and inadequacies of the Environmental Impact Assessment
- Lack of consideration of alternative sites
- In conflict with other adopted strategies for the district

**Alliance of Canterbury Residents Association:** object to the application on the following grounds:

- Inappropriate development given the declaration of Climate Emergency
- The alternative site should be proposed
Ickham, Littlebourne and Wickhambreaux Conservation Society: object to the application on the following grounds:

- The Area of High Landscape Value is not compatible with a car park
- Loss of rural character, intrusive lighting, unacceptable noise levels

Tonford Fly Fishing Club: object to the application on the following grounds:

- Loss of shaded habitat harmful to the wildlife and protected species in the river
- Wild Trout Trust should be consulted
- Proposal is in conflict with Local Plan policies
- Inadequate assessment on fish

Canterbury Society: object to the application on the following grounds:

- Direct damage to water meadows
- Harmful views across open space
- Harm to the wildlife
- The alternative site should be selected for a park and ride expansion
- Harm to the landscape and heritage setting
- The submitted LVIA also did not include consideration of the view from the old railway embankment

Trustee of the Kent Bat Group: object to the application on the following grounds:

- Insufficient bat surveys
- Lack of recognition of the importance of the river to bats
- Diversity and number of bats
- Adverse effect of lighting
- Loss of trees

Oaten Hill and South Canterbury Residents Association: object to the application on the following grounds:

- The proposal would result in harm to the setting of the World Heritage Site
- The proposal is inappropriate given that the Climate Emergency has been declared and the parking requirement should be reassessed

Kent Wild Trust: object to the application on the following grounds:

- Inadequate ecological studies have taken place and an inadequate compensation strategy has been proposed
- The EIA takes no account of potential impacts on the River Stour itself
- The proposed development would result in a significant loss of biodiversity, as demonstrated in the attached calculations
- Lack of the assessment of the current state of the compensation site
● Concerns that the compensation site is unsuitable for restoration to species-rich grassland, given high nutrient content in the soil
● No evidence to demonstrate the soil quality and suitability of the compensation site for reptiles translocation
● The assertion in EIA that the LWS does not qualify for the designation is incorrect and needs to be removed

**Wheel Potential (Community Interest Company):** object to the application on the following grounds:

- Harm to the visual value and conservation value of the site
- Safety concerns for wheelchair users

**Canterbury District Green Party:** objected to the application on the following grounds:

- Potential for increase in emission from car travel
- Use of the electric buses should be encouraged
- Extending park & ride facility close to the river stream would conflict with the Council’s aims to protect nature interest
- Removal of trees unacceptable give their significant carbon capture
- Insufficient mitigation towards loss of wet woodland and water meadows
- The application gives no air quality impact assessment on the environs and habitat of the Stour Valley
- Wildlife habitat will be lost resulting in a reduction in species numbers
- Light spillage intrusive and will result in urbanisation effects
- Contamination from the proposed use to the river
- Air pollution

**The Wincheap Society:** object to the application on the following grounds:

- The proposal would not cater for the demand and parking provision is inadequate to the need
- Lorry Stopover not provided
- Concerns over the delivery of slip road
- Potential contamination during construction and operation of the proposed development

**CPRE:** object to the application on the following grounds:

- Damage to the environment on the Great Stour River
- Contrary to Local Plan policies
- Loss of rural character of the site
- Inadequate visual impact and air quality assessments
- Harm to the historic setting of the City and landscape
- Adverse effects on the floodplain
- Lack of pre-consultation with the public
DEVELOPMENT PLAN POLICIES

Canterbury District Local Plan 2017

SP1 - Presumption in favour of sustainable development unless material considerations indicate otherwise.

SP4 - Urban areas of Canterbury, Herne Bay and Whitstable to be principal focus for new development.

T1 - Location of new developments to be considered against Canterbury Transport Strategy.

T5 - Wincheap Park & Ride. Land safeguarded for expansion.

T10 - Restriction of on-site parking provision for retail, office and commercial uses is specified areas. Provision to be limited to operational parking only.

T11 - Wincheap Traffic Management Scheme. Implementation of the A2 off-slip road at Wincheap, an A28 relief road and improvements at Wincheap Green. Proposals which prejudice these routes will be resisted. Contributions to be sought.

T17 - Transport Assessment and Travel Plans required for developments which would have significant transport implications.

OS15 - Permission to only be granted for loss of allotments/community gardens if criteria are met.

DBE1 - All development to incorporate sustainable design and construction measures.

DBE3 - Development proposals to be of high quality, to be assessed against specific amenity, visual, landscape, accessibility and highways criteria.

DBE5 - High standards of accessibility and inclusive design to be incorporated into new developments. Additional requirements for major and strategic development.

DBE9 - Outdoor lighting proposals, criteria for assessment.

HE1 - Proposals which protect, conserve and/or enhance the historic environment will be supported.

HE2 - World Heritage Site and Buffer Zone. World Heritage Site to be protected and enhanced, including views into and from the site.

HE3 - Significant views of the City and World Heritage Site to be protected

HE6 - Development proposals to preserve or enhance the setting of conservation areas.

HE8 - Presumption in favour of the conservation of heritage assets.

HE11 - Important archaeological sites to be protected and archaeological evaluation required where potential for impact on archaeology.

HE12 - Archaeological evaluation required for sites within the Canterbury Area of Archaeological Importance and other sites of archaeological potential.

SP6 - Development that adversely impacts on SACs, SPAs or Ramsar Sites (alone or cumulatively) will not be permitted.

LB2 - Impact of the development on Areas of High Landscape Value.

LB4 - Landscape character assessment. Proposals to have regard to the landscape character of the area.

LB5 - Development not permitted where it may have an adverse impact on the integrity of an SAC, SPA or Ramsar site.

LB6 - Proposals that would materially harm scientific or nature conservation interest of an SSSI, NNR or MCZ only acceptable in specified circumstances.
LB7 - Development adversely impacting on Local Wildlife Sites, Local Nature Reserves or Regionally Important Geological/Geomorphological Site only acceptable where justification for proposal outweighs the harm.

LB8 - Ecological improvements to be incorporated into new developments to improve connectivity.

LB9 - All development to avoid a net loss of biodiversity and pursue opportunities to achieve a net gain.

LB10 - Development to be designed to retain important trees, hedgerows and woodland.

LB13 - The environment within river corridors will be conserved and enhanced. Supply of water, treatment and disposal of waste water and flood risk management should be sustainable.

CC4 - Development proposals within areas at risk of flooding or with increased surface water run-off to be subject to a FRA.

CC5 - New development permitted on undeveloped sites within Flood Zones 2 and 3 only where sequential/exception tests passed.

CC6 - Minor infill development and development on previously developed land in Flood Zones 2 and 3 acceptable subjects to other plan policies.

CC11 - Sustainable Drainage Systems to be utilised. Greenfield run-off rates to be achieved where possible. Hierarchy for the management of surface water flows. Details of management of SUDS to be provided prior to commencement.

CC13 - Development to be phased to ensure the provision of necessary water infrastructure works. Development to minimise water use and incorporate water efficiency and recycling measures.

QL11 - Development resulting in worsening air quality to be appropriately mitigated.

QL12 - Mitigation of pollution from new development.

ASSESSMENT

12. The application is brought before the Planning Committee to determine due to the number of objections received. The main considerations in the assessment of this application are:

- Principle
- Character and appearance
- Archaeology
- Transportation and highways
- Trees
- Living conditions
- Ecology
- Flood risk
- Drainage and surface water
- Archaeology
- Air quality
**Principle**

13. The expansion of Park and Ride facilities around Canterbury is a priority of the Council’s Local Plan and its Parking and Transport Strategies to assist in mitigating and reducing congestion within City Centre and in achieving the objectives of sustainable, multi-modal transport offer within the District. The proposal to expand the existing Park and Ride facility at Wincheap forms part of the strategy to meet this objective, identified under policy T5 of the Canterbury District Local Plan 2017.

14. Part of the application site provides allotments and its disposal for this use was approved by the Secretary of State in 2017 and so the loss of the allotments has been accepted.

15. As such, the proposed development is acceptable in principle, subject to detailed planning considerations below.

**Character and appearance**

16. The application site is on land that slopes northwards towards the River Great Stour at a gentle gradient. Bell Harry Tower is prominent in views from along the valley floor rising above the water meadows and vegetation. In the Canterbury Conservation Area Appraisal, the view from Tonford/Stour Meadow is one of nine locations that illustrate the World Heritage Site from the hinterland surrounding Canterbury.

17. The proposed development would result in an extension to the existing car park at ground level and as such, the visual impact would be limited when viewed from the wider surrounding area. Furthermore, the surrounding area is of a commercial character and so whilst changing the appearance of the northern part of the application site, the proposed development would not result in significant harm to the landscape character of the area and would reflect the commercial and urbanised context to the south of the site. The river acts as a natural boundary in terms of the character areas and the proposed landscaping buffer and retention of the riparian margin is considered to preserve the green and rural setting of the edge of the river embankment and the AHLV when viewed from north. Whilst some glimpsed views towards the proposed expansion from Hambrook Marshes/Stour Valley Way would be possible, the principle of this development has been accepted in this location through its allocation in the Canterbury District Local Plan 2017. The retention of mature trees and generous green buffer would also soften the impacts of the proposal and help its integration into its landscape context.

18. The replacement terminal building would be a modular building of contemporary appearance and simple, rectangular shape. The proposed building would be low-key and is not considered to be visually harmful, particularly as it would relate to the commercial character of the surrounding area.
19. Overall, 27 floodlighting columns are proposed. The lighting drawing demonstrates that the street lighting is positioned to minimise the spill to the Great Stour River. The columns would not appear visually intrusive within the context of the commercial estate and are sufficiently separated from the northern edge of the application site to avoid light spillage and visual harm to the undeveloped landscape setting of the Hambrook Marshes.

20. To conclude, the proposed development would not appear alien within the commercial and heavy urbanised context to the south of the application site. It is therefore concluded that the proposal would have an acceptable impact on the character and appearance of the area in accordance with policies DBE3 and LB2 of the Canterbury District Local Plan 2017. Equally, the setting of the World Heritage Site would be preserved in accordance with policies HE1, HE2, HE3 and HE8 of the Canterbury District Local Plan 2018 and the NPPF.

Transportation and highways

21. Vehicles accessing the existing Park and Ride site currently do so from the A28 and A2. There is currently no eastbound off slip, albeit this will change with the implementation of the A2 slip road. An A2 slip road has been approved under a separate application (reference CA//18/00235) and is not considered as part of this application.

22. The Transport Assessment submitted with the application demonstrates that the proposed development will result in an increased number of cars using the site at Wincheap. Nonetheless, as a result of A2 slip road already benefiting from planning permission, the Wincheap Park & Ride will be immediately accessible from the fourth slip road without the need for additional vehicles to use the A28 corridor. KCC Highways and Transportation concurred raised no objection and on that basis, I am satisfied that the existing signal controlled junction at Wincheap and the proposed reconfigured access and Ten Perch Road roundabout will operate within acceptable capacity parameters after implementation of the Park and Ride scheme and that the proposed development would not result in any adverse effects on the safety of the highway.

23. The proposed development will at one point create a crossing point for the cycle path users. This will interrupt cyclists as they pass through the proposed car park extension. However, the applicant has proposed to give cyclists the priority through design measures that include creating a raised platform for the cycleway and using road markings and signage that will make it clear that cyclists have the priority. On this basis, the interruption to cyclists would be minimised to an acceptable degree. KCC Highways and Transportation suggest that a new off-road cycle connection from A28 to the Great Stour Walk would be necessary and a sum of £50,000 has been requested to fund this. However, it is considered that the works proposed at the crossing point are sufficient to maintain acceptable access for cyclists and as such,
this request is not considered to accord with the CIL Regulations as it is not proportionate and is not directly related to the proposed development.

24. To conclude, the proposed development is a part of the District-wide strategy to reduce the traffic and congestion within the City Centre, by providing additional capacity at the park and ride, encouraging public transport options and reducing reliance on private cars. KCC Highways and Transportation raise no objections and so it is considered that the proposal would have an acceptable impact on highway safety, in accordance with policy SP1, T1, T5, T17, DBE1 and DBE3 of the Canterbury District Local Plan 2017 and the NPPF.

Trees

25. The site is characterised by two main areas of woodland and scattered trees throughout the site, with a majority of mature, moderate and high-quality trees being located to the north/north-west of the site. A Tree Survey has been undertaken to inform the proposal and initially, 127 trees were proposed for removal to facilitate the proposed development, including mature trees within the riparian margin. The existing trees on the northern part of the site form an important feature between the urban character of Wincheap and the natural character of the river running along by flood meadows. The trees contribute to the character of the Great Stour Way, AHLV, and setting of historic views across the river flood meadows to the Cathedral (World Heritage Site).

26. Following revisions to the scheme, all mature trees of value to local amenity and the landscape and historic landscape setting along the river will be retained, with the trees to be lost being identified as of low amenity value. A buffer zone is also proposed to the north of the application site, which will see new planting and further planting is proposed elsewhere within the application site.

27. On this basis, the proposal is considered to be in compliance with policy LB10 of the Canterbury District Local Plan 2017 and the NPPF.

Living conditions

28. Given the commercial nature of the surrounding area and the significant separation distance of the site from nearby residential properties, I consider that there would be no unacceptable overshadowing, overbearing, overlooking, loss of privacy, enclosure or increase in noise and disturbance as a result of the proposed development, in accordance with policy DBE3 of the Canterbury District Local Plan 2017 and the NPPF.

Ecology

29. The application site comprises a number of habitats suitable for protected species, including former allotments site with small patches of scrub, a field of grassland and
a small wet woodland, a pond. To the north, the site adjoins the chalk river of the Great Stour River and Hambrook Marshes beyond. The northern part of the site falls within the boundaries of Great Stour Ashford to Fordwich LWS, which has been identified as of County Importance. To the east of the site, there is Whitehall Meadows Local Nature Reserve (LNR) comprising damp grassland and woodland. To the south-west of the site there is the Larkey Valley Wood Site of Special Scientific Interest (SSSI), separated from the site by existing infrastructure (highway) and by a distance of approximately 1.2 km. Further away and significantly separated from the application site are the designated sites of European Importance including the Stodmarsh Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar Site and Blean SAC.

30. Given the significant separation distance of the application site from European designated sites, the proposed development is not considered to result in an adverse effect on their integrity. Nonetheless, given the functional connection of the River Stour to Stodmarsh, an Appropriate Assessment (AA) has been carried out as a precautionary measure, which concluded that the proposed development would not result in any detrimental effects on the integrity of Stodmarsh. Natural England were consulted and raise no objection. On this basis, the AA has been adopted and that the proposed development would not result in any detrimental effects on the integrity of nearby European designated sites.

31. The proposed development would result in the loss of part of the LWS and the Ecological Impact Report submitted with the application found that the proposed development would result in minor adverse effects on nature conservation interests. The loss of part of the LWS has been accepted by virtue of the site allocation in the Canterbury District Local Plan 2017. Notwithstanding this, a number of measures are proposed to mitigate this harm, including the provision of a landscaping buffer beside the proposed car park expansion at the river’s edge and the Environment Agency and KCC Ecology are satisfied with this approach. The mitigation also includes the provision of a compensation area on council-owned land to the east of the application site, which includes almost 6 times (approximately 0.7 ha) bigger than the existing wet woodland that would be lost as a result of the proposed development (0.1 ha). It has been confirmed by resolution of the Council’s Policy & Resources Committee that this compensation area will be protected from development for at least 99 years.

32. In respect to lighting, the Environment Agency recommended that any lighting within the river corridor accord with the Canterbury Riverside Strategy. The proposed development includes no lighting along the river corridor and the proposed lighting columns would be set back from the river embankment by approximately 30m. As such, the scheme is considered acceptable.
33. Given the separation distance from the nearby LNR, it is considered that the proposal would not result in any disturbance or direct harm to its nature conservation interests. It is also considered that subject to the appropriate management of runoff (which is to be required by condition), the proposal would not result in any harm on the hydrology of the LNR or that of the Great Stour River.

Protected species

34. The Ecological Impact Report submitted with the application identified the potential for a number of protected species to be present within the application site boundaries including reptiles (slow worms, common lizard and grass snake), hedgehogs, bats (and their roosts) and frogs. It was also recognised that the nearby river provides habitat for fish, namely trout.

35. Part of the mitigation package for the proposed development includes the translocation of reptiles from the application to the compensation area proposed to the east of the application site. Whilst concerns were raised with respect to the suitability of this off-site receptor site, KCC Ecology consider that sufficient information has been provided to ensure that the mitigation area will be suitable to accommodate reptiles in the long term.

36. It is also proposed that the trees where bat activity was recorded (mainly along the river corridor and around vegetated boundaries) be retained and no works are proposed to them as part of the proposed development.

37. To conclude, it is considered that subject to the aforementioned mitigation being secured and implemented, the impact of the proposed development on the nature conservation of the site is acceptable and the proposal would not result in the loss of biodiversity within the site, in accordance with policies LB2, LB5, LB7, LB8, LB9, LB10 and LB13 of the Canterbury District Local Plan 2017 and the NPPF.

Flood risk

38. The application site is located within Flood Zones 2 and 3B, therefore at high risk of flooding. Paragraph 162 of the NPPF states that where planning applications come forward on sites allocated in the development plan through the sequential test, applicants need not apply the sequential test again. Whilst part of the site is located within the functional floodplain (Flood Zone 3B), the application site has already undergone a sequential test as part of its allocation in the Canterbury District Local Plan 2017 to provide an extension to the existing Park and Ride facility. Notwithstanding this, it still needs to be demonstrated that the proposal also meets the exception test in that it will provide wider sustainability benefits to the community that outweigh the flood risk and it will be safe for its lifetime.

39. The Flood Risk Assessment (FRA) submitted with the application identifies the northern part of the site to be at high risk of fluvial flooding. The assessment
demonstrates that the proposal will not result in the overall loss of floodplain storage and that the proposed mitigation in the form of raised footpath connecting to the Stour Valley Way to allow safe access and egress, safety gates, signage, separate electrical circuit for the northern part of the car park, emergency access in the event of flooding are sufficient to ensure that the proposal would not lead to the risk of flooding elsewhere.

40. Given this and the fact that the proposal would assist in meeting the Council’s objectives of mitigating and reducing congestion within City Centre and in achieving the objectives of sustainable, multi-modal transport offer within the District, it is considered that the Exception Test is passed and so the proposal is in line with policies CC4, CC5 and CC6 of the Canterbury District Local Plan 2017 and the NPPF.

Drainage and surface water

45. An indicative drainage strategy has been provided as part of the application. The proposed parking bays are to be constructed with permeable block paving, with the underlying sub-base to be used for attenuation, storage and treatment of flows, with some planted swales and bioretention areas used for conveyance and further treatment of surface water in the lower parts of the site, to ensure no contamination reaches the waterbody. The access road, internal roundabout and bus turning area will drain to dedicated areas within the application prior to joining the strategic drainage network. The southern car park will continue to benefit from the existing drainage arrangements, however the northern car park will require the construction of two further outfalls to manage surface water from the site. In respect to the foul water disposal, the proposal is to retain the foul water disposal arrangement as existing.

46. KCC Flood and Water Management and the Environment Agency raise no objection and subject to conditions requiring the submission of further details, the proposal is considered to adequately deal with surface water run-off and minimise the risk of pollution and contamination of water bodies, in accordance with policies CC11, CC12 and QL12 of the Canterbury District Local Plan 2017 and the NPPF.

Archaeology

41. The application site and particularly the undisturbed area to the north of the site is of moderate-high potential for archaeological dating back from Palaeolithic, later-Prehistoric, Romano-British, Anglo-Saxon and Medieval periods. The submitted assessment recommends mitigation through archaeological monitoring (watching brief) during groundworks associated with the construction of the Park and Ride site. The Council's Archaeology Officer advises that a watching brief is not considered to represent sufficient mitigation given the established high archaeological potential of the site. Taking this into consideration, along with the high potential for archaeological remains, it is considered necessary that condition securing a programme of archaeological evaluation is attached to the permission.
42. On this basis, it is concluded that the proposed development would be in accordance with policies HE11 and HE12 of the Local Plan 2017 and Section 16 of the NPPF.

Air quality

43. The application site is located approximately 150m from the Wincheap Air Quality Mitigation Area.

44. The expansion of the Park and Ride facility is set out within the Council’s Air Quality Action Plan and Transport Strategy as a measure of mitigating air pollution and leading to overall improvements in air quality. The proposed development, particularly during the construction phase, are likely to have the potential to create dust and increased concentration of PM10 within the surrounding area. The mitigation as set out in Chapter 6 of the Air Quality Assessment would minimise the risk of elevated PM10 concentrations and dust nuisance in the surrounding area and is considered sufficient. The effects on local air quality of an increase in traffic movements within the immediate vicinity of the existing Park and Ride facility are not considered to be significant, given that the development itself is not a destination point. Nonetheless, mitigation in the form of 80 EV charging points is proposed.

45. Some concerns have been raised about the adequacy of the submitted Air Quality Assessment, however the Council’s Air Quality Officer is satisfied with the methodology used and conclusions drawn from the report.

46. In view of the above, the proposed development is in accordance with policy SP1, QL11 and QL12 of the Canterbury District Local Plan 2017 in terms of air quality, subject to mitigation measures being secured by condition.

Conclusion

47. The application site is allocated under policy T5 of the Canterbury District Local Plan 2017 for an expansion to the existing Wincheap Park and Ride facility and as such, the proposal is acceptable in principle. It would assist in mitigating and reducing congestion within City Centre and in achieving the objectives of sustainable, multi-modal transport offer within the District as set out in the Council’s Local Plan and Parking and Transport Strategies for the District. The proposed development has an acceptable impact on the character and appearance of the area and preserves the setting of the World Heritage Site. Furthermore, the proposal is considered to be acceptable in terms of its impacts on archaeology, transportation and highways, trees, living conditions, ecology, flood risk, drainage and surface water, archaeology and air quality subject to the mitigation outlined in the submission and conditions recommended below. I am therefore satisfied that the proposal accords with the relevant policies Canterbury District Local Plan 2017 and the NPPF and so recommend that planning permission is granted.
DRAFT CONDITIONS FOR DECISION NOTICE

Application No: CA//18/02551
Location: Wincheap Park & Ride, Ten Perch Road, Canterbury, CT1 3TQ
Proposal: Proposed extension to existing park and ride facility to provide an additional 228 parking spaces, replacement terminal building, reconfiguration to access, together with fencing, lighting, landscaping and cycle storage.

CONDITIONS

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

**REASON:** In pursuance of Section 91(1) 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 approved shall be carried out in accordance with the submitted drawings:

   • 42252/2012/00, rev. J, General Arrangement Plan (Proposed Site Plan)
   • 42252/2012/008 rev. D, Drainage Layout
   • 42252/2012/011 rev. C, Typical Cross Sections
   • 42252/2012/007 rev. E, Facilities Building
   • 42252/2012/013 rev. B, Floodplain Works
   • 42252/2012/006 rev. C, Levels and Dimensions
   • 42252/2012/012 rev. C, Site Cross Sections
   • 42252/2012/002 rev. C, Site Location Plan
   • 42252/2012/010 rev. E, Street Lighting Layout
   • 42252/2012/009 rev. C, Surface Finishes and Kerbing Layout
   • 42252/2012/005 rev. C, Swept Path Analysis
   • 42252/2012/003 rev. D, Swept Path Analysis (Bus)
   • 42252/2012/004 rev. C, Swept Path Analysis (Refuse)
   • 21617-PML-B1-ZZ-DR-A-0001 rev P1, Proposed Elevations
   • Compensation Area drawing (Appendix 1)

**REASON:** To secure the proper development of the area.
3. No development, other than demolition, shall take place until the applicant, or their agents or successors in title, has secured the implementation of:

(i) archaeological field evaluation works in accordance with a specification and written timetable which has first been submitted to and approved in writing by the Local Planning Authority; and

(ii) following on from the evaluation, any safeguarding measures to ensure preservation in situ of important archaeological remains and/or further archaeological investigation, post-extraction assessment, analysis, publication or conservation in accordance with a specification and timetable which has been submitted to and approved in writing by the Local Planning Authority.

**REASON:** To ensure that features of archaeological interest are properly examined and recorded in accordance with policies HE11 and HE12 of the Canterbury District Local Plan 2017 and the National Planning Policy Framework.

4. The development shall not begin until a detailed sustainable surface water drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The detailed drainage scheme shall be based upon the Flood Risk Assessment and Drainage Strategy (November 2018) and shall demonstrate that the surface water generated by this development (for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm) can be accommodated and disposed of without increase to flood risk on or off-site. The drainage scheme shall also demonstrate (with reference to published guidance):

- that silt and pollutants resulting from the site use can be adequately managed to ensure there is no pollution risk to receiving waters
- appropriate operational, maintenance and access requirements for each drainage feature or SuDS component are adequately considered, including any proposed arrangements for future adoption by any public body or statutory undertaker

The drainage scheme shall be implemented in accordance with the approved details.

**REASON:** To ensure the development is served by satisfactory arrangements for the disposal of surface water and to ensure that the development does not exacerbate the risk of on/off site flooding. These details and accompanying calculations are required prior to the commencement of the development as they form an intrinsic part of the proposal, the approval of which cannot be disaggregated from the carrying out of the rest of the development.

5. No building of the development hereby permitted shall be occupied until a Verification Report pertaining to the surface water drainage system, carried out by a suitably qualified professional, has been submitted to and approved by the Local Planning Authority which demonstrates the suitable modelled operation of the drainage system
such that flood risk is appropriately managed, as approved by the Lead Local Flood Authority. The report shall contain information and evidence (including photographs) of earthworks; details and locations of inlets, outlets and control structures; extent of planting; details of materials utilised in construction including subsoil, topsoil, aggregate and membrane liners; full as-built drawings; topographical survey of ‘as constructed’ features; and an operation and maintenance manual for the sustainable drainage scheme as constructed.

**REASON:** To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of paragraph 165 of the National Planning Policy Framework.

6. No development shall take place (including any demolition, ground works, site clearance) until a method statement for reptile translocation, creation of species-poor grassland with ponds, creation of wet woodland, installation of bat boxes, and installation of reptile log piles has been submitted to and approved in writing by the Local Planning Authority. The content of the method statement shall include the following:

   a) purpose and objectives for the proposed works;
   b) detailed design(s) and/or working method(s) necessary to achieve stated objectives (including, where relevant, type and source of materials to be used);
   c) extent and location of proposed works shown on appropriate scale maps and plans;
   d) timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction;
   e) persons responsible for implementing the works;
   f) initial after-care and long-term maintenance (where relevant);
   g) disposal of any waste arising from work.

   The works shall be carried out strictly in accordance with the approved details and shall be retained in that manner thereafter.

   **REASON:** To protect biodiversity and nature conservation interests, in line with policies LB7, LB8, LB9, LB10 and LB13 of the Canterbury District Local Plan 2017 and the National Planning Policy Framework.

7. No works which include the creation of trenches or culverts or the presence of pipes shall commence until measures to protect badgers from being trapped in open excavations and/or pipes and culverts are submitted to and approved in writing by the Local Planning Authority. The measures hereby approved shall be implemented in full. The measures should include:-
a) creation of sloping escape ramps for badgers, which may be achieved by edge profiling of trenches/excavations or by using planks placed into them at the end of each working day, and

b) open pipework greater than 150 mm outside diameter being blanked off at the end of each working day.

**REASON:** To protect biodiversity and nature conservation interests, in line with policies LB7, LB8, LB9, LB10 and LB13 of the Canterbury District Local Plan 2017 and the National Planning Policy Framework.

8. Prior to the commencement of the development hereby approved, an invasive non-native species protocol shall be submitted to and approved by the Local Planning Authority, detailing the containment, control and removal of Himalayan Balsam on site. The measures shall be carried out strictly in accordance with the approved scheme.

**REASON:** To protect biodiversity and nature conservation interests, in line with policies LB7, LB8, LB9, LB10 and LB13 of the Canterbury District Local Plan 2017 and the National Planning Policy Framework.

9. Prior to the commencement of the development hereby approved, detailed programme of work to enhance the habitat within the compensation area (as shown on Figure 05 appended to EIA, May 2019) to facilitate a reptile population translocation, shall be submitted to and approved in writing by the Local Planning Authority. The measures hereby approved shall be implemented in full, prior to the reptile translocation being carried out.

**REASON:** To protect biodiversity and nature conservation interests, in line with policies LB7, LB8, LB9, LB10 and LB13 of the Canterbury District Local Plan 2017 and the National Planning Policy Framework.

10. Prior to the commencement of the development hereby approved, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and be approved in writing by the Local Planning Authority. The content of the LEMP shall include the following:-

   a) Description and evaluation of features to be managed.
   b) Ecological trends and constraints on site that might influence management.
   c) Aims and objectives of management.
   d) Appropriate management options for achieving aims and objectives.
   e) Prescriptions for management actions.
   f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
   g) Details of the body or organization responsible for implementation of the plan.
h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long term implementation of the plan will be secured by the developer with the management body/ies responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

**REASON:** To protect biodiversity and nature conservation interests, in line with policies LB7, LB8, LB9, LB10 and LB13 of the Canterbury District Local Plan 2017 and the National Planning Policy Framework.

11. Prior to first use of the hereby approved development, the ecological enhancements detailed within paragraph 6 of the Ecological Impact Assessment (May 2019) shall be incorporated into the site and thereafter retained.

**REASON:** To protect biodiversity and nature conservation interests, in line with policies LB7, LB8, LB9, LB10 and LB13 of the Canterbury District Local Plan 2017 and the National Planning Policy Framework.

12. The compensation area, together with the mitigation measures as shown on the drawing ‘Figure 05’ of the EIA, May 2019 and in accordance with condition 09 of this decision notice, shall be provided in full prior to the commencement of the development hereby approved.

**REASON:** To protect biodiversity and nature conservation interests, in line with policies LB7, LB8, LB9, LB10 and LB13 of the Canterbury District Local Plan 2017 and the National Planning Policy Framework.

13. Prior to the landscaping of the application site, full details of both hard and soft landscape works, to include:

- species, size and location of new trees, shrubs, hedges and grassed areas to be planted
- walls, fences, other means of enclosure proposed

shall be submitted to and approved in writing by the Local Planning Authority. The details hereby approved shall be implemented in full prior to the first use of the site.

**REASON:** In the interests of the visual amenities of the area and to adequately integrate the development into the environment in accordance with policies DBE3, LB7, LB9, LB10 and LB13 of the Canterbury District Local Plan 2017.
14. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development, or in accordance with a programme of work to be agreed in writing with the Local Planning Authority. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species, unless the Local Planning Authority gives any written consent to any variation.

**REASON:** In the interests of the visual amenities of the area and to adequately integrate the development into the environment in accordance with policies DBE3, LB7, LB9, LB10 and LB13 of the Canterbury District Local Plan 2017.

15. Existing trees, shrubs and hedgerows identified for retention within the development site or existing trees growing on an adjacent site, where excavations, changes to land levels or underground works are within the crown spread, shall be protected in accordance with BS 5837:2012 using the following protective fence specification:

Chestnut paling fence 1.2m in height, to BS 1722 part 4, securely mounted on 1.7m x 7cm x 7.5cm timber posts driven firmly into the ground. The fence shall be erected below the outer most limit of the branch spread or at a distance equal to half the height of the tree, whichever is furthest from the tree, unless otherwise agreed in writing with the Local Planning Authority.

Such tree protection measures shall remain throughout the period of construction.

The protective fencing shall be erected before the works hereby approved or any site clearance work commences, and shall thereafter be maintained until the development has been completed.

At no time during the site works shall building materials, machinery, waste, chemicals, stored or piled soil, fires or vehicles be allowed within the protective fenced area.

Nothing shall be attached or fixed to any part of a retained tree and it should not be used as an anchor point.

There shall be no change in the original soil level, nor trenches excavated within the protective fenced area.

No roots over 50mm diameter shall be cut, and no buildings, roads or other engineering operations shall be constructed or carried out within the protective fenced area.

Ground levels within the protective fenced area shall not be raised or lowered in relation to the existing ground level.
No trenches for underground services shall be commenced within the protective fenced area or within 5m of hedgerows shown to be retained without the prior written consent of the local planning authority.

**REASON:** In the interests of the visual amenities of the area and to adequately integrate the development into the environment, in accordance with policies DBE3 and LB10 of the Canterbury District Local Plan 2017.

16. Prior to the commencement of the development hereby approved, details of measures to be implemented in the design to minimise opportunities for crime, shall be submitted to and approved in writing by the Local Plan Authority. The measures approved shall be implemented in full and retained.

**REASON:** To secure proper and safe development of the area, in accordance with policies DBE3 and SP1 of the Canterbury District Local Plan 2017 and the National Planning Policy Framework.

17. Prior to the commencement of any development hereby approved, a detailed Construction Management Plan, which is in accordance with the submitted Outline Construction Management Plan, shall be submitted to and approved in writing by the Local Planning Authority and shall 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

**REASON:** In the interests of the highway.

18. No development, demolition or earth moving shall take place, nor material or machinery be brought onto the site until protective fencing and warning signs have been erected on site in accordance with the approved CEMP (condition 16). All protective fencing and warning signs will be maintained during the construction period in accordance with the approved details.

**REASON:** To protect biodiversity and nature conservation interests, in line with policies LB7, LB8, LB9, LB10 and LB13 of the Canterbury District Local Plan 2017 and the National Planning Policy Framework.

19. Prior to the first use of the site commencing, the vehicle loading and unloading and turning facilities shown on the submitted plans shall be provided and permanently retained.
20. Prior to the first use of the site commencing, the cycle parking facilities shown on the submitted drawing shall be provided in full and thereafter permanently retained.

**REASON:** In the interests of the highway.

21. Prior to the first use of the site commencing, the access shown on the submitted plans shall be completed and thereafter maintained in accordance with the approved details.

**REASON:** In the interests of the highway.

22. Prior to the first use of the development hereby approved, the realignment of a cycleway as shown on the submitted drawings, together with the proposed mitigation measures including raised design, priority signage and lining, shall be implemented in full and thereafter retained.

**REASON:** In the interests of the highway and to encourage sustainable travel options, in line with SP1 and DBE1 of the Local Plan 2017.

23. At the time of the development hereby approved, the flood resilience measures detailed within Chapter 5 of the submitted Flood Risk and Drainage Strategy Assessment (May 2019) shall be incorporated into the proposed development in full and thereafter retained.

**REASON:** To reduce the impact of flooding on the proposed development and future occupants in accordance with policies CC4 and CC5 of the Canterbury District Local Plan 2017 and the National Planning Policy Framework.

24. The maximum luminance from the riverside floodlighting (to the north of the development hereby approved) shall not exceed the value of 20 lux and once approved, the development shall not be illuminated other than in accordance with those details.

**REASON:** In the interests of biodiversity in line with policies LB7, LB9 and LB13 of the Canterbury District Local Plan 2017 and the NPPF.

25. The mitigation measures for the development hereby approved, as set out in Chapter 6 of the Air Quality Assessment (May 2019), shall be implemented in accordance with the details submitted and in full prior to the first use of the development hereby approved.

**REASON:** To reduce the air pollution from development, in accordance with policies QL11 and QL12 of the Canterbury District Local Plan 2017 and the National Planning Policy Framework.