

## ADDENDUM

**Application No:** Y18/0196/SH

**Location of Site:** The Cottage, Hillside, Sandgate, Folkestone

**Development:** Erection of a four-storey building containing 6 No. 2 bedroom apartments and a two-storey building containing 1 No. 2 bedroom apartment together with car parking, cycle and bin storage following removal of the existing house and garage.

**Applicant:** Mr Stephen Kingston

**Agent:** Mr Liam Smith  
Lee Evans Partnership  
St John's Lane  
Canterbury  
Kent  
CT1 2QQ

**Date Valid:** 07.02.18

**Expiry Date:** 04.04.18

**PEA Date:** To be confirmed

**Date of Committee:** 26.02.19

**Officer Contact:** Louise Daniels

**RECOMMENDATION:** That planning permission be granted subject to the conditions set out at the end of this addendum report and that delegated authority be given to the Development Management Manager to agree and finalise the wording of the conditions and add any other conditions that she considers necessary.

### 1.0 UPDATE

- 1.1 This application was originally reported to the Planning and Licensing Committee on 27th November 2018 with a recommendation that planning permission be granted. Members resolved to defer consideration of the application so that a soil stability report could be submitted and considered as part of the application.
- 1.2 A Preliminary Ground Investigation Report (dated January 2019) by Ground and Environmental Services Ltd has been submitted to the Council. The report details the ground investigation works that were carried out; presents the site investigation results; sets out the foundation options and gives recommendations as to how the site can be safely developed to ensure stability of the land, including neighbouring land and buildings.

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- 1.3 The report recommends that a reinforced pile foundation solution be utilised, so that the introduced loads would be transferred at depth. Given the location of the site in a residential area it is recommended that cast in situ reinforced concrete piles should be used. The slope angle to the north is approximately 20 degrees and so a 2.0m high retaining wall would be required in the area of the new garage block which could be incorporated into the permanent works for the site. The most appropriate form of construction for this based on the ground conditions would be a contiguous bored pile wall. Drainage measures would need to be carefully designed to control any build-up of groundwater behind the wall and soakaways should not be used as they would affect the natural water content of the soil, increasing the risk of landslip. A spring line towards the northern boundary of the site should be taken into account in the drainage of the site. The report concludes that subject to all recommendations in the report being followed, the construction of the proposed development is not assessed to have a significant detrimental impact on the stability of the subject land or neighbouring land.
- 1.4 Policy NE6 of the Places and Policies Local Plan states that within areas with potential for land instability, permission will only be granted where it has been demonstrated that a site can be safely developed. It is considered that the submitted report satisfactorily demonstrates that the development can be carried out without adversely affecting the stability of either the site or adjoining land and buildings and that subject to conditions requiring further engineering and surface water drainage details it would be unreasonable for planning permission to be refused on grounds of land stability.
- 1.5 Although not a reason for the deferral, concerns over access were raised by Members when the applicant was previously considered. The applicant has been asked to address these and has submitted a Highways and Transport Technical Note (dated January 2019) provided by Campbell Reith Consulting Engineers. The report states that the access width is just over 3m at the narrowest point which provides sufficient width to access and service the proposed development. The report states that cars entering and exiting the proposed developments parking area will have clear visibility of any traffic approaching on Hillside and vice versa. The report concludes that there is no highway and transport reason why the proposed development should not be permitted. In addition it is stated that the contractor will prepare a construction traffic management plan which will outline traffic control and management procedures. This will include timing and routing of deliveries to be planned to avoid peak times and minimise the likelihood of deliveries occurring at the same time; the presence of a suitably qualified banksman when vehicles are manoeuvring; wheel washing facilities; and parking arrangements for site personnel.
- 1.6 A certain amount of disruption during construction periods is to be expected and while the disturbance that this can cause to neighbouring residents is understood it is not a valid reason for refusing planning permission. It is not considered appropriate to require the approval of a construction traffic management plan by condition for sites of this size as site circumstances change during the construction period and a degree of flexibility on a day to day basis is required. The remaining highway issues are covered in the officer's original report.

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- 1.7 The application was amended during the process of the application to reduce the scale of the development, part of these changes included reducing the size of the lower ground floor which reduced one of the flats from 3 bedrooms to 2 bedrooms. When the application was presented at the Planning and Licensing Committee on 27th November 2018, the description had not been updated but the report referred to the correct plans and correctly listed the 6 two bedroom apartments. The description of the application has now been amended accordingly.

## 2.0 CONCLUSION

- 2.1 All the remaining issues are set out in the original accompanying officer report and it is recommended that planning permission be granted subject to the conditions set out below.

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**RECOMMENDATION – That planning permission be granted subject to the conditions set out below and that delegated authority be given to the Development Management Manager to agree and finalise the wording of the conditions and add any other conditions that she considers necessary:**

1. Standard time condition
2. Approved plan numbers
3. Materials
4. Provision and retention of vehicle parking spaces
5. Details of cycle parking
6. Tree protection measures
7. Windows to be high level above 1.7m to east elevation.
8. Privacy screens
9. Landscaping details
10. Lighting design strategy for biodiversity and ecological enhancements
11. Soil stability
12. Surface water drainage.