

A05

F/TH/22/1543

PROPOSAL: Temporary change of use of land for a period of five years for self storage facility including the siting of storage containers (retrospective application)

LOCATION: Land On The South East Side Of Manston Road Manston Airport Northern Grass MARGATE Kent

WARD: Thanet Villages

AGENT: Mr. John Elvidge

APPLICANT: Capital Containers Ltd

RECOMMENDATION: Approve

Subject to the following conditions:

1 At the expiration of a period ending on 15th June 2028, unless further permission has been granted, the land shall be restored to its former condition with the cessation of the approved use and removal of all associated structures from the site.

GROUND

Due to the temporary nature of the use and to ensure compliance with Policy SP07 of the Thanet Local Plan.

2 Within 1 month of the grant of planning permission secure cycle storage shall be provided on the site and thereafter maintained.

GROUND

To promote cycling as an alternative form of transport, in accordance with Policy TP03 and SP43 of the Thanet Local Plan.

3 Four vehicular parking spaces with a minimum width of 2.5m and length 5m of shall be kept available for use by staff and visitors on the site at all times.

GROUND

To provide satisfactory off street parking for vehicles in accordance with Policy TP06 of the Thanet Local Plan and the advice contained within the NPPF.

4 Visibility splays as shown on the submitted plans (1202/201) shall be provided to the access on to Manston Road with no obstructions over 0.9m above carriageway level within the splays, which shall thereafter be maintained.

GROUND

In the interest of highway safety in accordance with the advice contained within the NPPF.

5 Manoeuvring space for a 16m long vehicle to turn within the site shall be provided and kept available for use on the site at all times.

GROUND

In the interests of highway safety, in accordance with the advice contained within the NPPF.

6 No containers located on the site shall be stacked on top of other containers other than the office and security container as detailed in the planning statement received 22 February 2023.

GROUND

In the interests of the visual amenities of the area in accordance with Policies QD02, SP24 and SP26 of the Thanet Local Plan

SITE, LOCATION AND DESCRIPTION

The site is located on the northern section of Manston Road, to the north east of the Spitfire and Hurricane Memorial Museum and the south of Manston Road. The site comprises a rectangular area of hardstanding set back from Manston Road. The site is linked to Manston Road by hardstanding at the northern corner.

RELEVANT PLANNING HISTORY

OL/TH/18/0660 -Comprehensive redevelopment of the site involving the demolition of existing buildings and structures and removal of hard standing and associated infrastructure, and provision of mixed use development. Application submitted in hybrid form (part-outline and part-detailed). The outline element comprises an outline planning application (with all matters except Access reserved for future determination) for the provision of buildings/floorspace for the following uses; Employment (Use Classes B1a-c/B2/B8), Residential (Use Classes C3/C2), Retail (Use Classes A1-A5), Aviation (Sui Generis), Education and other non-residential institutions including museums (Use Class D1), Sport and Recreation (Use Class D2), Hotel (Use Class C1), Open space/landscaping (including outdoor sport/recreation facilities), Car Parking, Infrastructure (including roads and utilities), Site preparation and other associated works. The full/detailed element of the application comprises; change of use of retained existing buildings, and means of access. Withdrawn 10 July 2019

OL/TH/16/0550 - Comprehensive redevelopment of the site involving the demolition of existing buildings and structures and removal of hard standing and associated infrastructure, and provision of mixed use development. Application submitted in hybrid form (part-outline and part-detailed). The outline element comprises an outline planning application (with all matters except Access reserved for future determination) for the provision of buildings/floorspace for the following uses; Employment (Use Classes B1a-c/B2/B8), Residential (Use Classes C3/C2), Retail (Use Classes A1-A5), Education and other non-residential institutions (Use Class D1), Sport and Recreation (Use Class D2), Hotel (Use Class C1), Open space/landscaping (including outdoor sport/recreation facilities), Car Parking, Infrastructure (including roads and utilities), Site preparation and other associated

works. The full/detailed element of the application comprises; change of use of retained existing buildings, Development of Phase 1 comprising four industrial units (Use Class B1c/B2/B8) with ancillary car parking and associated infrastructure, Access. Withdrawn 10 July 2019

F/TH/01/0463 - Erection of paint spray hangar with associated 40m flues, aircraft stand, car park and new vehicular access. Granted 12 September 2001

PROPOSED DEVELOPMENT

This application is for the temporary change of use of land for a period of five years for self storage facility including the siting of storage containers. The use has started with a number of items and storage containers being placed around the site.

DEVELOPMENT PLAN POLICIES

Thanet Local Plan 2020

SP07 - Manston Airport
SP24 - Development in the Countryside
SP26 - Landscape Character Areas
SP30 - Biodiversity and Geodiversity Assets
SP35 - Quality Development
SP37 - Climate Change
SP43 - Safe and Sustainable Travel
SP44 - Accessible Locations
CC01 - Fluvial and Tidal Flooding
CC02 - Surface Water Management
E13 - Development for new business in the countryside
QD01 - Quality Development
QD02 - General Design Principles
QD03 - Living Conditions
HE01 - Archaeology
SE04 - Groundwater Protection Zones
TP02 - Walking
TP03 - Cycling
TP06 - Car Parking

NOTIFICATIONS

Letters were sent to neighbouring property occupiers and a site notice was posted close to the site.

No responses have been received.

CONSULTATIONS

KCC Highways –

Final comments

The applicant following prior comment has submitted plans inclusive of parking provisions and site layout. The swept path analysis provided demonstrates that a 16m length vehicle, the largest expected to access the site, can manoeuvre without conflict in order to exit in a forward gear.

The applicant should note that cycle provisions should be both secure and covered.

I refer to the above planning application and confirm that provided the following requirements are secured by condition or planning obligation, then I would raise no objection on behalf of the local highway authority:-

Provision and maintenance of the visibility splays shown on the submitted plans (1202/201) with no obstructions over 0.9 metres above carriageway level within the splays, prior to the use of the site commencing.

Provision and permanent retention of the vehicle parking spaces shown on the submitted plans (1202/203A) prior to the use of the site commencing.

Provision and permanent retention of the secure and covered cycle parking facilities shown on the submitted plans (1202/203A) prior to the use of the site commencing.

Gates to open away from the highway and to be set back a minimum of 5 metres from the edge of the carriageway.

Use of a bound surface for the first 5 metres of the access from the edge of the highway.

Comments received 10 March 2023

The visibility splays provided are satisfactory, and it has been noted that the bound access is gated with a sufficient setback from the highway edge.

The applicant has noted that they do not wish to provide a site plan due to the possibility of welfare and parking being moved, but to future proof the safety of the site and the adjoining highway network it is essential the layout is approved and conditioned. A proposed site plan should be submitted demonstrating parking provisions so that they may be assessed, and the location of any welfare / storage areas shown to ensure these do not conflict with vehicle movements. It should be noted that car parking bays should be a minimum of 2.5m in width by 5m in length, with this width increased to 2.7m if the space abuts a hard boundary such as a wall. I would also advise that secure and enclosed cycle parking should be provided, for this site I would be satisfied that a Sheffield stand or similar provisions would be suitable.

Until a site plan has been approved, I am unable to comment on tracking of vehicles manoeuvring within the site as I cannot account for conflicting areas.

Comments received 13 January 2023

Following additional documents submitted by the applicant in response to my prior comment, the below matters remain outstanding;-

The applicant has submitted a description of site visibility and photographs from the access looking out to the highway however no visibility splays have been submitted. These are imperative so as to assess the suitability of the proposed access for its intended use. I have included below the requirements for these splays as per my previous comments.

Visibility splays should be submitted 2.4 metres by 43 metres in a both directions (based on the 30-mph speed limit). These must have no obstruction over 0.9m within the splays, and the splays must only fall over land that falls under the control of the applicant or KCC as the local highway authority.

The applicant has clarified the largest expected vehicles to be accessing the site. Due to their size, swept path analysis should be submitted demonstrating that vehicles measuring a minimum of 14m in length can enter site, manoeuvre, and exit site in a forward gear to ensure the site can accommodate deliveries without causing highway obstruction.

The applicant has also to the best of my knowledge not addressed the additional points raised on my previous response, which I have copied below for ease.

The access should be constructed using a bound surface for at least the first 5 metres of the access from the edge of the highway, to prevent deposition of material on the carriageway. Any gates used to secure the site must open away from the highway and should be back from the public highway to allow users to pull clear of the highway and wait while gates are opened so as to prevent obstruction to other highway users. A site plan should be submitted detailing parking provisions. 5 employees have been proposed on the submitted application form and so any office and welfare areas should also be detailed on a site plan.

Initial comments received 07 December 2022

Having assessed the provided documents, the following points require clarification;-

Although the access is existing it has not been of use for a long period of time and the proposal will likely increase vehicle movements, therefore visibility splays are required. Visibility splays should be 2.4 metres back by 43 metres in a both directions (based on the 30-mph speed limit). These must have no obstruction over 0.9m within the splays, and the splays must only fall over land that falls under the control of the applicant or KCC as the local highway authority. The largest expected size of vehicles accessing the site should be clarified by the applicant so the access can be further assessed.

The access should be constructed using a bound surface for at least the first 5 metres of the access from the edge of the highway, to prevent deposition of material on the carriageway. Any gates used to secure the site must open away from the highway and should be back from the public highway to allow users to pull clear of the highway and wait while gates are opened so as to prevent obstruction to other highway users

A site plan should be submitted detailing parking provisions.

5 employees have been proposed on the submitted application form and so any office and welfare areas should also be detailed on a site plan.

Natural England - No objection

TDC Environmental Health - Thank you for consulting Environmental Protection on the above planning application for which we have considered the potential for environmental health impacts and consider it to have a low environmental risk and therefore do not offer any comments in this regard.

COMMENTS

This application is presented to members as a departure from policy SP07 of the Thanet Local Plan as the proposed use is not airport related.

This application has also been called in to the planning committee by Councillor Pugh to consider the economic benefits of this development.

Principle

The site is located on Manston Airport and therefore policy SP07 of the Thanet Local Plan applies. This policy states that "Manston Airport as identified on the Policies Map is safeguarded for airport related uses. Whether or not the DCO is confirmed, the future use and development of Manston Airport and/or other policies affected by the outcome of the DCO process will be determined through the early review of the Plan."

This proposal is not considered to be an airport related use and would therefore be contrary to policy SP07 of the Thanet Local Plan.

This proposal is for a temporary use of five years and other than the boundary fence that has been erected does not require any building works or engineering operations to be completed. Furthermore the applicant has served notice on the owner of the site, who control the lease for the development, meaning that the owner of the airport would be able to bring aviation uses subject to all other relevant consent. Given the specific circumstances, it is therefore considered that the temporary use would not threaten airport related uses coming forward on the site.

The site is also located in the countryside as defined by policy SP24 of the Thanet Local Plan. This policy sets out that development will be permitted in the countryside on non-allocated sites for either:

- 1) the growth and expansion of an existing rural business;
- 2) the development and diversification of agricultural and other land based rural businesses;
- 3) rural tourism and leisure development;
- 4) the retention and/or development of accessible local services and community facilities; or
- 5) the redevelopment of a brownfield site for a use that is compatible with its countryside setting and its surroundings.

All development proposals to which this policy applies should be of a form, scale and size which is compatible with, and respects the character of, the local area and the surrounding countryside and its defining characteristics. Any environmental impact should be avoided or appropriately mitigated.

The site is located wholly on an area of hardstanding and would therefore be considered a brownfield site. The compatibility of the development with the countryside setting and its surrounding will be considered below.

It is therefore considered that given the proposed temporary period of use, the limited construction works required and subject to the matters set out below, this development would not restrict the ability for an airport related use to come forward and would be an acceptable departure to policy SP07 of the Thanet Local Plan.

Character and Appearance

Paragraph 130 of the National Planning Policy Framework (NPPF) states decisions should ensure that developments will function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, sympathetic to local character and history, establish or maintain a strong sense of place, and optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and create places that are safe, inclusive and accessible.

The site sits within the defined Manston Chalk Plateau character area, as designated by policy SP26 of the Thanet Local Plan. This is an area characterised by its gently undulating landscape, with extensive unenclosed fields. In this location there is a requirement for development to conserve and enhance Thanet's local distinctiveness by maintaining a sense of openness and 'big skies', long-distance open views and subtle skylines. Development here should respond to the character and key sensitivities of the landscape. In addition to this, policy QD02 outlines that the primary aim of new development is to promote or reinforce local character and provide high quality and inclusive design that is sustainable in all other respects. Proposals should, therefore, relate to surrounding development, form and layout, be well designed, pay particular attention to context and identity of location, scale, massing, rhythm, density, layout and materials, and be compatible with neighbouring buildings and spaces. Any external spaces and landscape features should be designed as an integral part of the scheme.

The development comprises the siting of shipping containers across the site on the existing hardstanding that is accessed from the northern section of Manston Road. A metal fence and gates has been erected around the site. The applicant has indicated that subject to the requirements of customers 3m, 6m and 12m storage containers would be placed on the site and no units other than the office and security container would be double stacked. Subject to the mix of storage units required a maximum of 270 containers would be located on the site.

The airport site is largely open in character, however there are a variety of structures and buildings across the site and along Manston Road and the site is set back from the road. Given the variety of vehicles, buildings and activities associated with an airport and the

position of the site away from the boundary of the road the siting of the proposed containers in this location is not considered to result in significant harm to the character and appearance of the area. Conditions would be applied to ensure that only the office and security containers are double stacked if required to limit the height of the structures on the site in a visually isolated location.

Subject to the condition outlined above this proposal is not considered to result in any significant harm to the character and appearance of the area, in line with policies QD02, SP24 and SP26 of the Thanet Local Plan and the National Planning Policy Framework.

Living Conditions

The site is located a substantial distance from the closest residential property and given its scale of the containers and the nature of the use, it is not considered to result in any significant harm to the living amenities of the closest residential property occupiers.

Transportation

The site is located on Manston Airport and is accessed from Manston Road from an existing access. There is no pavement or street lighting in this location and public transport options are limited, however given the nature of the proposed use, storage, it is considered unlikely that customers would access the site by foot, bicycle or public transport.

KCC Highways have reviewed the application and initially raised concerns regarding the visibility provided at the access onto Manston Road and the proposed parking and turning arrangements. Further information has been submitted regarding the operation of the site and the site plan has been amended to include additional space to allow for the required visibility.

Following the submission of this plan KCC Highways no longer object to the proposal subject to conditions requiring the provision and maintenance of the visibility splays, provision and permanent retention of the vehicle parking spaces, provision and permanent retention of the secure and covered cycle parking facilities, gates to open away from the highway and to be set back a minimum of 5 metres from the edge of the carriageway and the use of a bound surface for the first 5 metres of the access from the edge of the highway.

The required visibility splays would be secured by condition.

The gates and fence that have been erected are setback a substantial distance from the highway and the existing access consists of a bound surface, therefore it is considered that these conditions are not necessary.

The applicant has indicated that they do not want the layout of the site to be conditioned as this removes the flexibility for the different sized units to be arranged on the site as required. It is considered that subject to conditions requiring the retention of a minimum of four vehicular parking spaces, cycle storage and space for a 16m long vehicle to turn within the site that this proposal would not represent any significant harm to highway safety.

Groundwater Protection Zone

The site sits within a groundwater protection zone, where policy SE04 seeks to prevent risks of contamination to water sources. This development is sited on an existing hardstanding and no buildings works are proposed as part of this development. It is therefore considered that this development does not represent a significant risk to protected groundwater, utilising the existing drainage infrastructure on the site.

Conclusion

Given the temporary period for the development proposed, location of the site on an area of existing hard standing within the boundaries of the airport, and the limited physical works that are required, this proposal is considered to be an acceptable departure from Policy SP07 and it is recommended that members approve this application.

Case Officer

Duncan Fitt

TITLE:

F/TH/22/1543

Project

Land On The South East Side Of Manston Road Manston Airport Northern
Grass MARGATE Kent

