

2.3 REFERENCE NO - 18/506384/FULL			
APPLICATION PROPOSAL Change of use of land and development of 34no. general industrial units, a secure lorry park, cafe and associated landscaping. (Resubmission of 18/504147/FULL),			
ADDRESS Land South East Of A299 Slip Road Off Thanet Way Highstreet Road Hernhill Kent ME13 9EN			
RECOMMENDATION Grant, subject to conditions as set out below and the further views of KCC Highways and Transportation, and Highways England, and the receipt further comments following re-consultation (closing date 29 th May 2019)			
SUMMARY OF REASONS FOR RECOMMENDATION/ Proposal is broadly in accordance with national and local planning policy			
REASON FOR REFERRAL TO COMMITTEE Parish Council and local objections			
WARD Boughton And Courtenay	PARISH/TOWN COUNCIL Hernhill	APPLICANT P&S Properties Services (South East) Ltd AGENT Giarti	
DECISION DUE DATE 21/03/19	PUBLICITY EXPIRY DATE 01/02/19	OFFICER SITE VISIT DATE	
RELEVANT PLANNING HISTORY (including appeals and relevant history on adjoining sites):			
App No	Proposal	Decision	Date
18/504147/FULL	Change of use of land and development of 43no. general industrial units, a secure lorry park, cafe and associated landscaping.	Withdrawn	29/11/2018
15/505213/FULL	Part retrospective application for the importation of waste material and engineering operations to form landscape bunds, construction of a 3 metre high Gabion basket stone wall, change of use of land and construction of van and HGV lorry park, access and construction of a roadside transport cafe for A3/A5 uses plus 24 hour WC and driver wash	Approved	30/11/2016

1.0 DESCRIPTION OF SITE

- 1.01 The site is located on a vacant parcel of land on the south-east side of the A299 Thanet Way at the Dargate interchange, north east of Plumpudding Lane, and to the north-west of the slip road to the A299, which as Members may be aware is part of the local road network maintained by KCC Highways and Transportation. The site extends to 1.2 hectares and is presently a cleared site. It is partly bounded by trees and vegetation to the northwest side adjacent to the Thanet Way. The northeast part of the site is visible from the highway, and there are existing bunds on these sides of the site, as well as to the southeast.

- 1.02 Directly to the southeast of the site is an existing business park and freight terminal. A short distance to the north of the site on the coast bound carriageway there is an established petrol filling station, a shop, a Travelodge and a café. On the London bound carriageway there is another filling station and a coffee shop.
- 1.03 The site slopes downward from the southwestern end to the northeastern end, in two distinct but separate gradations. A drawing is included within the application showing these changes of levels.
- 1.04 To the northeast of the site, on Highstreet Road and Dargate Road, there are a number of residential properties.
- 1.05 An application for a change of use of the land and construction of a van and HGV lorry park, access and construction of a roadside transport cafe for A3/A5 uses plus a 24 hour WC and driver washing facilities were approved in November 2016 under planning reference 15/505213/FULL. This proposal has not been implemented.
- 1.06 In 2018, a similar application for forty one industrial units and a truckstop was withdrawn when the agent became aware of the fact that part of the boundaries to the site shown on the site layout for that application were not within the ownership of the applicants (18/504147/FULL).

2.0 PROPOSAL

- 2.01 The proposal is for thirty four new-build small industrial units with associated parking and landscaping, and a small truckstop café and secure lorry park.
- 2.02 The industrial units would be faced with grey panels with cedarwood panels to provide a visual variation in the appearance of the units. They would have the appearance of two-storey buildings, but with no first floor, making each unit single floor only, and have shallow, steel profile roofs. The units would each measure 8 metres by 12 metres floor area and extend to a ridge height of 8.5metres. Each unit would have two allocated parking spaces adjacent to the unit, and one delivery space outside the roller shutter door serving each unit. Units 10, 28 and 34 will also have side windows, as these units are in prominent positions, and a window will break up a blank expanse of side wall.
- 2.03 Following amendments to the initially-proposed design of the building, the proposed truckstop café would be one and a half storeys in height, giving an eaves height of 3.5 metres and a ridge height of 7.2 metres, and finished in a similar manner to the industrial units, but with large dormer windows to the eaves. The truckstop which would have a floor area of 16metres by 12 metres would offer café facilities and washrooms for visiting drivers.
- 2.04 The submitted drawings show parking spaces for fourteen lorries and seven smaller vehicles surrounding the truckstop
- 2.05 The lorry park proposed would offer free lorry parking.
- 2.06 The proposal is accompanied by a landscaping scheme, which shows a scheme of soft landscaping to the boundaries of the site as well as landscaping within the site.
- 2.07 Vehicular access to the site would be provided from the slip road leading to/from the Thanet Way.

- 2.08 The applicant suggests that the development would support 80 jobs. The buildings would be restricted to the following Use Classes: B2 and B8 for the industrial units and A3 for the café.
- 2.08 The proposal is also accompanied by a drainage plan; an ecological and reptile survey; a surface water management plan and flood risk assessment; a waste assessment criteria report; a transport statement; and two letters from local estate agents, confirming a need for small industrial units in the Borough.

3.0 SUMMARY INFORMATION

	Existing	Proposed	Change (+/-)
Site Area (ha)	1.238ha	1.238ha	-
Approximate Ridge Height (m) Industrial Units	-	8.2m	+8.2m
Approximate Eaves Height (m) (Industrial Units)	-	7.2m	+7.2m
Approximate Ridge Height (m) (Café)	-	3.5m	+3.5m
Approximate Ridge Height (m) (Café)	-	7.2m	+7.2m
Approximate Depth (m) (Industrial Units)	-	12m (per unit)	+12m (per unit)
Approximate Width (m) (Industrial Units)	-	8m (per unit)	+8m (per unit)
Approximate Depth (m) (Café)	-	12m	+12m
Approximate Width (m) (Café)	-	16m	+16m
No. of Storeys	-	2 or 1 ½ (Café)	+2 or +1 ½
Parking Spaces	-	68 (Industrial Units) 21 (Truckstop)	+ 89 (Total)

4.0 PLANNING CONSTRAINTS

- 4.01 Outside established built-up area boundaries.

5.0 POLICY AND OTHER CONSIDERATIONS

The National Planning Policy Framework (NPPF)

- 5.01 Chapter 2 – Achieving sustainable development
Chapter 6 – Building a strong, competitive economy
Chapter 9 – Promoting sustainable transport
Chapter 12 – Achieving well designed places

Bearing fruits 2013: The Swale Borough Local Plan 2017

- 5.02 Policy ST1 – Delivering sustainable development
Policy CP1 – Building a strong, competitive economy

Policy CP 4 – Requiring good design
 Policy DM 6 – Managing transport demand and impact
 Policy DM 7 – Vehicle parking
 Policy DM 14 – General development criteria
 Policy DM 19 – Sustainable design and construction
 Policy DM 21 – Water, flooding and drainage

6.0 LOCAL REPRESENTATIONS

- 6.01 The Yorkletts Residents' Committee has raised the following comments with regard to the application:
- The developer has met with us to discuss the proposal
 - Concern over traffic travelling along narrow lanes, which have no pavements and few street lights
 - Local lanes used by walkers, cyclists and horse riders
 - Represents an unsustainable increase in traffic
 - Public transport for area is poor
 - Disagree with KCC Highways and Transportation's assessment of the traffic impact
- 6.02 Four letters and emails of objection have been received from local residents. Their comments may be summarised as follows:
- Dargate Road is narrow and winding
 - Satellite Navigation system issues (*not specified*)
 - HGVs will not pay for parking and will park on the public road, which has just been resurfaced
 - Lorry park will create litter
 - *'Overnight parking of vehicles is open to security issues from theft and vandalism which effect properties in the vicinity putting them in danger of a higher chance of burglary and therefore increasing insurance premiums and decreasing property value.'*
 - We have more industrial units in the area than we need
 - Drivers will attempt to access the site via Fox's Cross Hill and Dargate Road, rather than the Thanet Way; these roads are narrow and for the most part unlit
 - Site is too near to Dover; lorries want to get nearer to or further from the port before they stop
 - The proposal will lead to increased road signage
 - There is too much café competition locally to allow this one to succeed

I have re-consulted 3rd parties on the amendments and will let Members know if any further comments are received.

7.0 CONSULTATIONS

- 7.01 Hernhill Parish Council raises objection to the application, noting:

'The Parish Council objects to the proposal. Whilst there has been a reduction in the number of units the proposal still over intensifies the use of the site; there is concern over the visual impact of the proposals due to a lack of information on the proposed landscaping and site levels; there is a significant change in level from the site to the Thanet Way and units 1-10 in particular would appear to be too close to the highway. The Parish Council consider that the approved plans for a lorry park (15/505213/Full) to be a more appropriate use of the site.'

I have re-consulted 3rd parties on the amendments and will let Members know if any further comments are received.

- 7.02 KCC Highways and Transportation have requested further parking/turning details. These have been received, and I await their further comments. I shall report these at the meeting. They also comment that the impact of the development on the surrounding highways network would not be severe, and note a number of minor changes to the layout, which have been incorporated into the amended site plan by the applicant. As noted above, a swept path analysis has also been requested. I shall report progress to the Committee at the meeting.
- 7.03 Highways England has also requested further highways details, though they note that the A299 does not form part of the strategic road network for which they are responsible. I await such details and I will report these, and Highways England's comments, at the meeting.
- 7.04 The Environment Agency raises no objection.
- 7.05 The Environmental Protection Team Leader raises no objection, subject to the inclusion of a Construction Environmental Management Plan, noting that "I acknowledge that there are residential properties to the north of Highstreet Road and the issue of potential noise disturbance by this proposal was considered, however, it was deemed that the background noise level is likely to be already elevated due to existing industry and the Thanet Way traffic noise."
- 7.06 Southern Water raises no objection, subject to the inclusion of an Informative listed below.
- 7.07 No response has been received from KCC Ecology. I have again requested same, and will report any response to the Planning Committee at the meetings.
- 7.08 Kent Police has requested a number of Informatives to be included; those specific to this site are listed below.
- 7.09 Natural England raises no objection
- 7.10 KCC Flood and Water Management raises no objection, subject to the inclusion of drainage conditions listed below.

8.0 APPRAISAL

- 8.01 The key material planning issues to consider in this case are those of the principle of development, effect upon local highway safety and convenience; the effect upon residential amenity; and the effect upon visual amenity and the local landscape. For the sake of regularity, I shall consider each of these in turn.
- 8.02 Principle of Development – The site is situated some distance outside any established built-up area boundary, where policies of rural restraint apply. The Council generally would not support development outside the established boundaries, but I am of the opinion that the proposal should be treated as an exception for the following reasons:

- Members will note the planning history, particularly the previous permission for a truckstop and lorry parking granted under reference 15/505213/FULL, which shows that the principle of development on this site is acceptable.
- Historical use – The proposed site has seen various works to its levels in the past, all of which were regularised by the previous application for a truckstop/ lorry park
- The site does not currently present a pleasing visual aspect
- The location has superb road transport links, adjacent to the Thanet Way and approximately two miles from both the M2 and A2 ultimately connecting with the port of Dover in one direction and London in the other direction. As such, the site is in a sustainable location
- The site is not situated in an isolated rural location; existing freight and industrial facilities are also to be found in the immediate vicinity

As such, the site is in a very sustainable location, in accordance with Policy ST1 of Bearing Fruits 2031 – The Swale Borough Local Plan 2017, and offers a well-placed location for this use. I therefore find the principle of development to be acceptable in this case, noting that the development would support up to approximately 80 jobs.

- 8.03 Highway Safety and Convenience - I note the comments from local residents with regard to highways concerns, but have to acknowledge that this is anecdotal evidence which is not supported by the views expressed by KCC Highways and Transportation. Much as I have every sympathy with the concerns of local residents, in this matter I must take the expert advice of the Highway Authority responsible for the A299 and the other roads in the vicinity of the site.
- 8.04 I also acknowledge concerns raised that many drivers, if going to Canterbury, might choose to drive via Dargate Road, Fox's Cross Hill and Fox's Cross Road. However, it is far more likely that HGVs and delivery vehicles would be travelling either east towards the coast, or west towards London. Nonetheless, even assuming that some drivers will need to go to Canterbury from the site, unless they have local knowledge of the nearby roads system, it seems unlikely that this will have a significant detrimental impact on road safety and amenity. My own satellite navigation, when on site and programmed for a location in Canterbury, gave a route along the Thanet Way and onto the A2, not via the rural lanes.
- 8.05 Residential Amenity - With regard to the effect of the proposal on residential amenity, I note that the nearest property to the site is situated approximately 120 metres away. Bearing in mind that the dual-carriageway Thanet Way is a similar distance away from these dwellings, I consider it unlikely that the proposal, if approved, would increase any instance of noise issues. The main residential amenity issues raised are traffic issues which would have a knock-on effect on residential amenity; this issue is considered in the previous two paragraphs.
- 8.06 Members will also note that the Environmental Protection Team Leader raises no objection.
- 8.07 It should also be noted that there are a number of nearby sites which have industrial units on them for heavy and light industry, storage and distribution, etc. This suggests that the immediate area is a suitable area to provide such commercial sites, supporting local businesses and encouraging enterprise, probably due to the excellent transport links provided.
- 8.08 Moving onto the issue of visual amenity, it should be noted that Officers have held extensive negotiations with the applicants and their agent in order to achieve a well-

designed scheme, with a good level of landscaping both softening and screening the development visually. It is difficult to produce visually pleasing industrial units, but the applicant has taken pains to amend the proposal to show modest units, with suitable cladding options, and with a conscious effort to visually break blank elevations by the insertion of windows.

- 8.09 I note the comments received from a local resident noting that there are already cafes at both of the nearby petrol stations, but the proposed truckstop, with its commensurate parking for HGVs, is likely to attract a different clientele from the cafes (lorry drivers, delivery drivers, etc.), and would thus not be detrimental to their commercial viability. In any event, this is not an issue upon which the application could be determined.
- 8.10 As such, I am of the opinion that the proposal, if approved, will bring benefits far in excess of any detrimental impact of the scheme, which I consider to be minor. The preamble to Policy CP1 of Bearing Fruits 2031 – The Swale Borough Local Plan 2017 notes at paragraph 5.1.14 that ‘priority locations’ for appropriate sites for employment include those which are ‘*well related to either the A249, A2, Sittingbourne Northern Relief Road or A299 Thanet Way*’. The applicant estimates that 80 new jobs would be created by the proposal, which further supports the aims of Policy CP1 in supporting the local economy and creating new jobs for the area. Similarly, Policy DM3 (the rural economy) states that ‘*planning permission will be granted for the sustainable growth and expansion of business and enterprise in the rural area.*’ As such, I am of the opinion that the proposal is in full accord with both the NPPF and the adopted Local Plan.
- 8.11 Ecology – It is important that ecological gain is an aspect of any permission granted. The detailed planting scheme submitted, with the inclusion of native species is an important aspect of this gain. However, to ensure that an ecological gain for the site is obtained, I have included a condition below.

9.0 CONCLUSION

- 9.01 As such, I recommend that the proposal be approved, subject to the conditions set out below, and subject to the further views of KCC Highways and Transportation, and Highways England, and to any further comments from 3rd parties or the Parish Council.

- 10.0 RECOMMENDATION – GRANT** Subject to conditions as set out below, and the further comments of consultees and 3rd parties as described above:

CONDITIONS

- (1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission is granted.

Reason: In pursuance of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

- (2) The development hereby permitted shall be carried out in accordance with the following approved drawings:
1564.001E; 1564.002A; 1564.003C; 1564.004A; 1564.005B; 1564.006A; 1564.007B; 1564.008A; 1564.009B; 1564.010A; 1564.011B; 1564.012A; 1564.013B; 1564.014A; 1564.015B; 1564.016C; 1564.017C; 1564.019; and 5224-LLB-XX-XX-DR-L-0001-S3-P01.

Reason: For the avoidance of doubt, and in the interests of proper planning.

- (3) No development beyond the construction of foundations shall take place until details in the form of samples of external finishing materials to be used in the construction of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority, and works shall be implemented in accordance with the approved details.

Reason: In the interest of visual amenity.

- (4) No floodlighting, security lighting or other external lighting shall be installed or operated at the site, other than in accordance with details that have first been submitted to and agreed in writing by the Local Planning Authority. These details shall include:
- A statement of why lighting is required, the proposed frequency of the use and the hours of illumination.
 - A site plan showing the area to be lit relative to the surrounding area, indicating parking or access arrangements where appropriate, and highlighting any significant existing or proposed landscape or boundary features.
 - Details of the number, location and height of the lighting columns or other fixtures.
 - The type, number, mounting height and alignment of the luminaries.
 - The beam angles and upwards waste light ratio for each light.
 - An isolux diagram showing the predicted illuminance levels at critical locations on the boundary of the site and where the site abuts residential properties.

Reason: In the interests of visual amenity and the residential amenities of occupiers of nearby dwellings.

- (5) No development shall take place until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- i. the parking of vehicles of site operatives and visitors
 - ii. loading and unloading of plant and materials
 - iii. storage of plant and materials used in constructing the development
 - iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - v. wheel washing facilities
 - vi. measures to control the emission of dust and dirt during construction
 - vii. a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: In the interests of the amenities of the area and highway safety and convenience.

- (6) No construction work in connection with the development shall take place on any Sunday or Bank Holiday, nor on any other day except between the following times:

Monday to Friday 0730 – 1900 hours, Saturdays 0730 – 1300 hours unless in association with an emergency or with the prior written approval of the Local Planning Authority.

Reason: In the interests of residential amenity.

- (7) No impact pile driving in connection with the construction of the development shall take place on the site on any Saturday, Sunday or Bank Holiday, nor any other day except between the following times:-
Monday to Friday 0900-1700hours unless in association with an emergency or with the written approval of the Local Planning Authority.

Reason: In the interests of residential amenity.

- (8) Development shall not begin in any phase 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 Surface Water Management Strategy incorporating a Flood Risk Assessment (October 2018) by RMB Consultants. The drainage scheme shall also 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 at an agreed discharge rate 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 then 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.

- (9) No building on any phase (or within an agreed implementation schedule) 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 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 (July 2018).

- (10) The scheme of tree planting and landscaping shown on the submitted Planting Plan numbered 5224-LLB-XX-XX-DR-L-0001-S3-P01 shall be carried out within 12 months of the completion of the development. Any trees or shrubs removed, dying, being

severely damaged or becoming seriously diseased within five years of planting shall be replaced with trees or shrubs of such size and species as may be agreed in writing with the Local Planning Authority.

Reason: In the interests of the visual amenities of the area.

- (11) The trees shown on the plans hereby approved as "existing trees to be retained" shall be retained and maintained. Any trees removed, dying, being severely damaged or becoming seriously diseased within five years of the date of this permission shall be replaced with trees or shrubs of such size and species as may be agreed with the Local Planning Authority.

Reason: In the interests of visual amenity.

- (12) The units hereby permitted shall be used for the purpose of offices, research and development, light or general industrial uses; or storage and distribution, and for no other purpose, including any other purposes in Classes B1, B2 or B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: In the interests of the amenities of the area.

- (13) The truckstop/café building hereby permitted shall be used for the purposes of a café only and for no other purpose, including any other purposes in Class A3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: In the interests of the amenities of the area.

- (14) Notwithstanding Section 55 of the Town and Country Planning Act 1990 (as amended) no additional floor space in the form of a mezzanine floor shall be provided within units 1-34 of the development hereby approved.

Reason: In order to reduce the potential for the intensification of use of the site and in the interests of residential amenity and highway safety in accordance.

- (15) The area shown on the submitted plan as loading, off-loading and parking space shall be used for or be available for such use at all times when the premises are in use and no development, whether permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking or re-enacting that Order) or not, shall be carried out on that area of land or in such a position as to preclude vehicular access to this reserved area; such land and access thereto shall be provided prior to the commencement of the use hereby permitted.

Reason: Development without adequate provision for the parking, loading or off-loading of vehicles is likely to lead to parking inconvenient to other road users.

- (16) No external storage of parts, equipment, raw materials or products shall take place within the site.

Reason: In the interests of visual amenity.

- (17) No development shall take place until details in the form of cross-sectional drawings through the site showing existing and proposed site levels and finished floor levels have been submitted to and approved by the Local Planning Authority. The development shall then be completed strictly in accordance with those approved details.

Reason: In order to secure a record of existing site levels and to ensure a satisfactory form of development having regard to the sloping nature of the site,

- (18) The buildings hereby approved shall be constructed to BREEAM 'Good' Standard or an equivalent standard and prior to the use of the buildings the relevant certification shall be submitted to the Local Planning Authority confirming that the required standard has been achieved.

Reason: In the interests of promoting energy efficiency and sustainable development.

- (19) Prior to the use hereby approved commencing, a Biodiversity Enhancement Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and thereafter maintained.

Reason: To ensure that there is a net gain in biodiversity.

Informatives

- (1) The following advice is provided by Kent Police:
1. Wave kerbs can be installed to deflect potential of vehicles parking on them and potentially blocking access routes or causing nuisance.
 2. The pedestrian routes between units 4 and 5, 11-14 and 15-18 and 23-28 and 29-34 should all be gated at both ends to help maintain security.
 3. Vehicle parking for each unit inc. visitor spaces to be allocated.
 4. Lighting and CCTV: a plan for both is essential to meet security needs without causing light pollution. CCTV Monitors to be on live feed in the café, reception and rest areas.
 5. Access Control – Essential to all commercial units and the whole café block.
 6. An option for security staff 24/7 was suggested by the agent but no details to date. If an ATM is to be installed, then we would comment further.
 7. Doorsets (including rear doors), roller shutter doors, windows and glazing to meet SBD Commercial standards.
 10. Alarms to be fitted to the commercial unit rear doors and a panic alarm should be installed at the reception.

If the points above are not addressed, they can affect the development and have a knock on effect for the future services and local policing.

- (2) A formal application for connection to the public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk. Please read our New Connections Services Charging Arrangements documents which has now been published and is available to read on our website via the following link: <https://beta.southernwater.co.uk/infrastructurecharges>

Council's Approach to this Application

In accordance with paragraph 38 of the National Planning Policy Framework (NPPF), July 2018 the Council takes a positive and proactive approach to development proposals focused

on solutions. We work with applicants/agents in a positive and creative way by offering a pre-application advice service, where possible, suggesting solutions to secure a successful outcome and as appropriate, updating applicants/ agents of any issues that may arise in the processing of their application.

In this instance;

Amendments and additional information were submitted by the applicant; and the application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the Committee and promote the application.

NB For full details of all papers submitted with this application please refer to the relevant Public Access pages on the council's website.
The conditions set out in the report may be subject to such reasonable change as is necessary to ensure accuracy and enforceability.

