

<b>2.5 REFERENCE NO - 20/504922/FULL</b>			
<b>APPLICATION PROPOSAL</b> Erection of 2no. pairs (4 in total) of three bedroom semi-detached dwellings with associated access and parking.			
<b>ADDRESS</b> Land At Thorn Hill Road And Knoll Way Warden Sheerness Kent ME12 4NZ			
<b>RECOMMENDATION</b> Grant subject to the receipt of a SAMMS payment and to conditions			
<b>REASON FOR REFERRAL TO COMMITTEE</b> Parish Council Objection			
<b>WARD</b> Sheppey East	<b>PARISH/TOWN</b> Warden	<b>COUNCIL</b>	<b>APPLICANT</b> Gemma Nash <b>AGENT</b> S Graham Architects Limited
<b>DECISION DUE DATE</b> 22/12/20		<b>PUBLICITY EXPIRY DATE</b> 19/02/21	
<b>Relevant Planning History</b>			
<b>Ref No.</b>	<b>Decision</b>	<b>Proposal</b>	<b>Determination Date</b>
SW/03/0973	Approved	Demolition of existing dwelling and erection of 2 replacement dwellings, including integral garage and vehicular access.	11/03/2003

## 1. DESCRIPTION OF SITE

- 1.1 The site is located at the junction of Thorn Hill Road and Knoll Way, Warden. The plot is currently vacant land with the demolition of the original bungalow 'Sundial' having taken place some significant time ago. The site is roughly square in shape and occupies an area of approximately 0.085ha . Both of the roads abutting the site are unmade roads.
- 1.2 The application site is surrounded on all sides by residential development of various periods and architectural styles. Immediately adjoining are to the west on Knoll Way is a detached property known as Meadow Bank and to the south on Thorn Hill Road is 'The Warren'.
- 1.3 The site is located within the built up area boundary of Warden.

## 2. PROPOSAL

- 2.1 This proposal follows a previous application for the demolition of the original detached dwelling and the replacement with two (2) x four bedroom, two storey dwellings including integral garages and vehicle access (Ref: SW/03/0973 dated 11.03.2003). The original dwelling was demolished however the new dwellings were not constructed.

- 2.2 This application seeks permission for the erection of 2no. pairs (4 in total) of three bedroom, semi-detached dwellings with associated access and parking. The application has been amended, reducing the overall size and scale of the dwellings, increasing the length of the rear gardens and reconfiguring the first-floor layouts.
- 2.3 The proposed development would be arranged as two pairs of semi-detached dwellings fronting Knoll Way. They would be set back from the highway by 7.3m and a distance of 10m retained for the rear gardens. A separation distance of 2.5m would be retained between each pair of semi-detached properties. The development would be set in 1.8m from Thorn Hill Road and by 1.7m from the western side boundary.
- 2.4 The dwellings would be two storeys in height, with an eaves height of 5.2m and a maximum ridge height of 8.4m. Each dwelling would have a length of 9.3m, with a maximum width of 6.3m. Each property would have an internal living area of 92sqm comprising of open plan kitchen and lounge and w/c on the ground floor and three (3) bedrooms and a bathroom at first floor level.
- 2.5 The dwellings would be of contemporary design, constructed from red stock brickwork with grey dressing, slate roof and uPVC dark grey windows with uPVC contrasting grey doors to front and rear elevation.
- 2.6 Access to the dwellings would be from Knoll Way with vehicle access and associated permeable hardstanding to the front to accommodate two car parking spaces per property.

### **3. PLANNING CONSTRAINTS**

- 3.1 No planning constraints identified.

### **4. POLICY AND CONSIDERATIONS**

- 4.1 The National Planning Policy Framework (NPPF): Paragraphs 8, 11, 117, 118, 124, 128, 130 and 131 are relevant.
- 4.2 National Planning Practice Guidance (NPPG)
- 4.3 Development Plan: Bearing Fruits 2031: The Swale Borough Local Plan 2017: Policies ST1 (Delivering Sustainable Development in Swale); Policy ST3 (The Swale Settlement Strategy); Policy CP3 (Delivering a Wide Choice of High Quality Homes); Policy CP4 (Requiring Good Design; DM7(Parking); DM14 (General Development Criteria); DM19 (Sustainable Design and Construction)
- 4.4 Departments for Communities and Local Government: Technical Housing Standards Nationally described space standards
- 4.5 Swale Borough Council Parking Standards (SPD) 2020

### **5. LOCAL REPRESENTATIONS:**

- 5.1 **Warden Parish Council** raise objection to application as originally submitted on the following grounds

- *It is an over development on a small site, it is again putting more pressure on services, like water. This will increase run off down a road which is already in very poor state of repair. This road IS classed as a definition by Kent Highways - a bridle path. So increasing traffic is unacceptable.*
- *Is the development going to respect the boundary of this unmade road, by ensuring telegraph poles are not included in their property line?*
- *Again we rigorously object to this small copse of trees, being cleared again BEFORE planning permission was granted. Again, we have lost some valuable old trees, without planning permission being granted.*
- *We understand the council have initiated a policy to plant more trees, and the Parish Council take a very serious view of this land clearance without any permission.*

5.2 Following the submission of revised drawings and subsequent reconsultation **Warden Parish Council** provided the following response:

- *The application is still an over development of the land, and will continue to put added pressure on services, such as water. The road is classed as a definition from Kent Highways as a bridle path - so added traffic will cause further damage and is unacceptable.*

5.3 Three (3) letters of objection were received from local residents. Their comments can be summarised as follows:

- *Poor layout fronting onto Knoll Way which is an unmade, narrow road and in a bad state of disrepair.*
- *Increased traffic - potential impact upon the highway due to over-intensified use.*
- *Road collects water to a natural spring and of very poor quality and at its narrowest at the junction with Thornhill Drive*
- *Out of keeping with Knoll Way that is characterized by bungalows*

## 6. CONSULTATIONS

6.1 **KCC Highways** do not comment.

6.2 **Environmental Health** raises no objection subject to conditions

6.3 **Natural England** raises no objection subject to SAMMS mitigation payment

6.4 **Lower Medway Internal Drainage Board** The development may require land drainage consent in line with the Board's 'Bylaw 3; and watercourse in line with 'Byelaw 4'. However, this is a separate matter and does not require the involvement of the Planning Authority.

6.5 **A Ward Member** (Cllr Tatton) comments as follows, '*The site is already creating problems for the long term residents of Knoll Way re plant vehicles breaking down the surrounding earth banks causing the collapse of the unmade track on entry.*'

Following the submission of revised plans and the Councils subsequent re-consultation the following points were raised:

- *Over development of the site by 2 properties.*
- *Design out of character with the rest of the properties in Knoll Way*
- *That the residence known as Chaps Corner will be overlooked from the proposed bedrooms.*
- *Access to the proposed property already has an enforcement notice against it due to causing the collapse the Knoll way track. Knoll Way being an un adopted bridle track of compacted clay with a grit & stone (not tarmacadam) top surface.*
- *As a result of 4 above any additional vehicle movements due steering into / out off the property will cause considerable rutting of the present surface. This may create additional difficulties for present residence vehicular access / exit & as there are no footpaths or pavements there could be a safety aspect for pedestrians or visitors that are not familiar with Knoll Way in its present conditions.*
- *Similarly any additional vehicle use will create further issues with the present un adopted section of Thorn Hill Road access / exit into / from Knoll way.*
- *An alternative is a suggestion for consideration by the site owner would be to construct two detached bungalows in keeping with all the other properties in Knoll Way with access / exit into onto Thorn Hill Road.*

## **7. BACKGROUND PAPERS AND PLANS**

7.1 Site Location Plan 2077-001 Rev E, Existing Site Plan 2077-005 Rev D

7.2 Proposed Site Plan 2077-105H, Proposed Ground Floor Plans 2077-120F, Proposed First Floor Plans 2077-130F, Proposed Roof Plan 2077-150E, Proposed Elevations 01 2077-170D, Proposed Elevations 02 2077-171, Proposed Elevations Three 2077-172C, Proposed Elevations 04 2077-173D, Proposed Elevations Knoll Way 2077-180D, Proposed Site Elevations Thorn Hill Way 2077-181D

## **8. APPRAISAL**

### **Principle of Development**

- 8.1 The application site lies within the built up area of Warden, with its range of facilities and services in a residential area where the principle of minor infill residential development accords with Policy ST3 of Bearing Fruits 2031 – The Swale Borough Local Plan 2017. The adopted Local Plan directs development towards these areas.
- 8.2 In terms of housing supply, the Council does not currently have a five-year supply of housing land. In this regard, the proposal would albeit make a small contribution to helping address Swales housing shortfall and it is considered that the proposal complies with both the environmental and social objectives of sustainable development.
- 8.3 For the reasons set out above, I consider the principle of development acceptable and consistent with the aims of policy ST3 of the Local Plan (2017)

### **Visual Impact**

- 8.4 The principal objective of policy CP3 of the adopted local plan is to deliver a wide choice of high quality homes within the borough. The policy requires that residential densities are determined by the context and the defining characteristics of an area.
- 8.5 The development comprises of two pair of semi-detached dwellings set back from the highway (Knoll Way) by 7.3m. The development would follow the general building line of Knoll Way and would align with the adjacent dwelling 'Meadow Bank' to the west. The eastern side elevation of the development would project forward of the properties along Thorn Hill Road, however this is the same situation as the previous approval, and I do not envisage significant harm to visual amenity in this mixed streetscene.
- 8.6 In regard to height, the built form of development would be two storeys in height, with an eaves height of 5.2m and a maximum ridge height of 8.4m. Whilst it is recognised that the dwellings located along Knoll Way are generally bungalows, the dwellings immediately to the rear (south) of the site along Thorn Hill Road and immediately east of the site, Imperial Drive, are also two storey dwellings of comparable height as shown on drawing No. 2077-181 D: Proposed Site Elevation'. As such, I do not consider that the development would be overly prominent or obtrusive in the streetscene.
- 8.7 Turning to scale and site density, each dwelling would have a length of 9.3m, with a maximum width of 6.3m. In terms of footprint, the dwellings would be of much smaller scale than the detached bungalows and comparable to the scale of the two storey dwellings along Thorn Hill Road and Imperial Drive. Furthermore, the dwelling sizes are compliant with National Space Standards and can accommodate a sufficient size amenity spaces and off road parking for two cars without any compromise. As such, I consider the overall scale to be reasonable and does not constitute an over development of the site.
- 8.8 The style is contemporary with a good palate of materials constructed from red stock brickwork with grey dressing, slate roof and uPVC dark grey windows with uPVC contrasting grey doors to front and rear elevation. I am of the opinion that the proposal would reasonably assimilate within the context of its setting, consistent with the aims of policies CP4 and DM14 of the Local Plan (2017)

### **Residential Amenity**

- 8.9 Policy DM14 advises that development should respect the amenities of occupiers of neighbouring properties and uses by ensuring that development does not create loss of sunlight, overshadowing, overlooking or result in excessive noise, activity or vehicular movements or visual intrusion.
- 8.10 Immediately to the rear (south), in relation to 'The Warren', given the separation distance and the site's orientation, in that the development would be north of this property, there would be no loss of light or overshadowing. In regard to overlooking and loss of privacy, the original scheme has been revised to address these issues during the course of this application. The final revisions (No's 2077-130 F & 2077-170 D) show the internal re-configuration of the first floor layout with the bathrooms located to the rear. Bathrooms are non-habitable and in this instance will be served by obscure glazed

windows which would be non-opening under a height of 1.7m and this would be secured by condition. As such I consider that the impact upon the amenities of 'The Warren' have been adequately addressed.

- 8.11 Turning to the detached bungalow 'Meadow Bank' to the west, the difference in the ridge height of these properties is 2.5m with the proposed development having a height of 8.4m and Meadow Back at 5.9m as shown on 'drawing No. 2077-180 D'. Moreover, there would be a distance of 7.8m between properties and given the angled building line of Meadow Bank, the proposal is not considered to adversely impact upon levels of light, overshadowing or sense of enclosure to a degree that would warrant a refusal, in my opinion.
- 8.12 All of the proposed dwellings would be of a sufficient size to meet the minimum gross internal floor areas for 3 bedroom houses as set out in the Nationally Described Space Standard. They would have a good logical layout with access to good light and ventilation. Each dwelling has access to a private rear garden and side access for refuse and cycle storage, consistent with DM14 of the Local Plan (2017)

### **Highways**

- 8.13 Policies DM6 and DM7 of the Local Plan 2017 seek to ensure that new developments do not create unacceptable highways impacts and provide suitable parking.
- 8.14 The proposal has generated several objections from the neighbours which focus primarily upon the state of disrepair of the road and the wider ramifications for both pedestrian and highway safety. Notwithstanding, this is an unmade residential street where vehicle speeds are unlikely to be high, and the development given its size would not, in any case generate a substantial number of vehicle movements. I conclude that the proposal is therefore unlikely to result in adverse highway or pedestrian safety to a degree that would warrant refusal on highways grounds.
- 8.15 With regard to parking, vehicle parking would be located to the front forecourt which is a common design approach and the access would be direct from Knoll Way. Two car parking spaces are proposed per dwelling. Swale Parking Standards states that a dwelling with 3 or more bedrooms has a requirement of 2 accessible spaces per dwelling with a minimum size requirement of 2.5m x 5m. As such, the development would meet the Council's parking standards and therefore the proposal would comply with policy DM7 of the Local Plan.

### **Landscaping**

- 8.16 Only limited details of landscaping have been provided. Therefore in the event of planning permission being granted it is recommended that landscaping and planting details should be secured by condition.

### **Swales Climate Change Emergency**

- 8.17 In matters relating to Swales Climate Change Emergency the applicant has agreed to the imposition of a pre-commencement condition requiring energy efficiency levels of 50% above Part L of Building Regulations, and in accordance with Policy DM19 of Bearing Fruits 2031 – The Swale Borough Local Plan 2017. As such, I am confident that

these issues have been successfully addressed and that this part of the proposal is acceptable.

### **Ecology**

- 8.18 Since this application would result in a net increase in residential accommodation on the site, impacts to the SPA and Ramsar sites may occur from increased recreational disturbance. An HRA/AA is appended below. Due to the scale of the development there is no scope to provide on site mitigation and therefore off site mitigation is required by means of developer contributions at the rate of £250.39 per dwelling. The agent has provided written confirmation that the applicant would be willing to pay this mitigation fee.

## **9. CONCLUSION**

- 9.1 The proposal entails development within the built up area where the principle of minor infill residential development is generally regarded as acceptable. It would contribute towards the Borough's housing land supply at a time when the Council does not currently have a five-year supply of housing land. Impacts upon the character and appearance of the area have been reasonably considered, and on balance the proposal does not result in any material harm to the outlook or amenity of neighbouring occupiers or any significant highways safety concerns. It accords with all the relevant policies of the development plan and government guidance in the revised NPPF and as such, subject to securing of SAMMS contributions, I recommend approval.

## **10. RECOMMENDATION**

GRANT Subject to the receipt of a SAMMS payment and the following conditions:

### **CONDITIONS to include**

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

Reason: In accordance with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. No development shall take place other than in accordance with the following approved plans as amended: Proposed Site Plan 2077-105H, Proposed Ground Floor Plans 2077-120F, Proposed First Floor Plans 2077-130F, Proposed Roof Plan 2077-150E, Proposed Elevations 01 2077-170D, Proposed Elevations 02 2077-171, Proposed Elevations Three 2077-172C, Proposed Elevations 04 2077-173D, Proposed Elevations Knoll Way 2077-180D, Proposed Site Elevations Thorn Hill Way 2077-181D

Reason: To ensure a satisfactory appearance to the development and to safeguard the enjoyment of their properties by existing and prospective occupiers.

3. Before the development hereby permitted is first occupied, the first floor window openings on the south facing elevation serving the bathrooms (as shown on

drawing no. 2077-130 F & 2077-170 D) shall be obscure glazed and shall be incapable of being opened except for a high level fanlight opening of at least 1.7m above inside floor level and shall subsequently be maintained as such in perpetuity.

Reason: To prevent overlooking of adjoining property and to safeguard the privacy of existing and prospective occupiers.

4. No development beyond the construction of foundations shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include existing trees, shrubs and other features, planting schedules of plants, noting species (which shall be native species and of a type that will encourage wildlife and biodiversity), plant sizes and numbers where appropriate, means of enclosure, hard surfacing materials, and an implementation programme.

Reason: In the interests of the visual amenities of the area and encouraging wildlife and biodiversity.

5. 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 agreed in writing with the Local Planning Authority

Reason: In the interest of the visual amenities of the area

6. Upon completion of the approved landscaping scheme, any trees or scrubs that are removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced with tree or shrubs of such size and species as may be agreed in writing with the Local Planning Authority, and within whatever planting season is agreed.

Reason: In the interest of visual amenities of the area and encouraging wildlife and biodiversity.

7. No demolition/construction activities shall take place, other than between 0800 to 1800 hours (Monday to Friday) and 0800 to 1300 hours (Saturday) with no working activities on Sunday or Bank Holiday.

Reason: In the interest of the amenities of occupiers of neighbouring properties.

8. The area shown on the submitted plan as car parking space shall be kept available for such use at all times and no permanent 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 the land so shown or in such a position as to preclude vehicular access thereto; such land and access thereto shall be provided prior to the occupation of the dwellings hereby permitted.

Reason: Development without adequate provision for the parking of cars is likely to lead to car parking inconvenient to other road users.

9. Provision and maintenance of 1m x 1m pedestrian visibility splays behind the footway on both sides of the access with no obstructions over 0.6m above footway level, prior to the use of the site commencing.

Reason: In the interests of pedestrian and highway safety.

10. The dwellings hereby approved shall be constructed and tested to achieve the following measure:

At least a 50% reduction in Dwelling Emission Rate compared to the Target Emission Rates as required under Part L1A of the Building Regulations 2013 (as amended);

No development shall take place until details of the measures to be undertaken to secure compliance with this condition have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

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

11. The development shall be designed to achieve a water consumption rate of no more than 110 litres per person per day, and the dwellings shall not be occupied unless the notice for the dwellings of the potential consumption of water per person per day required by the Building Regulations 2015 (As amended) has been given to the Building Control Inspector (internal or external).

Reason: In the interests of water conservation and sustainability.

12. Prior to the commencement of the development a Code of Construction Practice shall be submitted to and approval in writing by the Local Planning Authority. The construction of the development shall then be carried out in accordance with the approved Code of Construction Practice and BS5228 Noise Vibration and Control on Construction and Open Sites unless previously agreed in writing by the Local Planning Authority. The code shall include:

- Measures to minimise the production of dust on the site during demolition and construction works - mitigation of dust shall be in accordance with the Institute of AirQuality Management (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction'
- Measures to minimise the noise (including vibration) generated by the construction process to include the careful selection of plant and machinery and use of noise mitigation barrier(s)
- Maximum noise levels expected 1 metre from the affected façade of any residential unit adjacent to the site(s)
- Measures to prevent the transfer of mud and extraneous material onto the public highway
- Measures to minimise the potential for pollution of groundwater and surface water

Reason: In the interests of residential amenity and highway safety and convenience

13. EV charging points shall be installed in line with the current Parking Supplementary Guidance document prior to the use commencing.

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

## **INFORMATIVES**

The following information is brought to the applicants attention:

### KCC Highways

It is the responsibility of the applicant to ensure , before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information about how to clarify the highway boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

### Lower Medway Internal Drainage Board

You are referred to the response received by the Council from Lower Medway Internal Drainage Board on 12<sup>th</sup> November 2020. As per the contents of the advisory note, you are advised to liaise directly with Lower Medway Internal Drainage Board prior to the implementation of development.

### **Appropriate Assessment under the Conservation of Habitats and Species Regulations 2017.**

This Appropriate Assessment (AA) has been undertaken without information provided by the applicant.

The application site is located within 6km of The Medway Estuary and Marshes Special Protection Area (SPA) which is a European designated sites afforded protection under the Conservation of Habitats and Species Regulations 2017 as amended (the Habitat Regulations).

SPAs are protected sites classified in accordance with Article 4 of the EC Birds Directive. They are classified for rare and vulnerable birds and for regularly occurring migratory species. Article 4(4) of the Birds Directive (2009/147/EC) requires Member States to take appropriate steps to avoid pollution or deterioration of habitats or any disturbances affecting the birds, in so far as these would be significant having regard to the objectives of this Article.

The proposal therefore has potential to affect said site's features of interest, and an Appropriate Assessment is required to establish the likely impacts of the development.

In considering the European site interest, Natural England advises the Council that it should have regard to any potential impacts that the proposal may have. Regulations 63 and 64 of the Habitat Regulations require a Habitat Regulations Assessment. For similar proposals NE also advise that the proposal is not necessary for the management of the European sites and that subject to a financial contribution to strategic mitigation and site remediation satisfactory to the EA, the proposal is unlikely to have significant effects on these sites.

The recent (April 2018) judgement (*People Over Wind v Coillte Teoranta*, ref. C-323/17) handed down by the Court of Justice of the European Union ruled that, when determining the impacts of a development on protected area, “it is not appropriate, at the screening stage, to take account of the measures intended to avoid or reduce the harmful effects of the plan or project on that site.” The development therefore cannot be screened out of the need to provide an Appropriate Assessment solely on the basis of the mitigation measures agreed between Natural England and the North Kent Environmental Planning Group.

However, the proposed development is of a very small scale and, in itself and in combination with other development, would not have an adverse effect on the integrity of the SPA, subject to the conditions set out within the report.

Notwithstanding the above, NE has stipulated that, when considering any residential development within 6km of the SPA, the Council should secure financial contributions to the Thames, Medway and Swale Estuaries Strategic Access Management and Monitoring (SAMM) Strategy in accordance with the recommendations of the North Kent Environmental Planning Group (NKEPG), and that such strategic mitigation must be in place before the dwelling is occupied.

Due to the scale of development there is no scope to provide on site mitigation such as an on-site dog walking area or signage to prevent the primary causes of bird disturbance, which are recreational disturbance including walking, dog walking (particularly off the lead), and predation of birds by cats.

Based on the correspondence with Natural England (via the NKEPG), I conclude that off site mitigation is required.

In this regard, whilst there are likely to be impacts upon the SPA arising from this development, the mitigation measures to be implemented within the SPA from collection of the standard SAMMS tariff (which has been secured prior to the determination of this application) will ensure that these impacts will not be significant or long-term. I therefore consider that, subject to mitigation, there will be no adverse effect on the integrity of the SPA.

It can be noted that the required mitigation works will be carried out by Bird Wise, the brand name of the North Kent Strategic Access Management and Monitoring Scheme (SAMMS) Board, which itself is a partnership of local authorities, developers and environmental organisations, including SBC, KCC, Medway Council, Canterbury Council, the RSPB, Kent Wildlife Trust, and others (<https://birdwise.org.uk/>).

### **The Council's approach to the application**

In accordance with paragraph 38 of the National Planning Policy Framework (NPPF), February 2019 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.

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.

