

REFERENCE NO - 14/503846/FULL			
APPLICATION PROPOSAL Provision of four 3 bedroom houses seven 2 bedroom houses, two 2 bedroom bungalows and one 2 bedroom disabled persons bungalow with associated parking court parking spaces and access driveways.			
ADDRESS 349-355 Leysdown Road Leysdown Kent ME12 4AS			
RECOMMENDATION Delegation to approve subject to an appropriate legal agreement to secure developer contributions, and any additional consultation replies (deadline for representations 16/2/15)			
SUMMARY OF REASONS FOR RECOMMENDATION The proposal is acceptable in principle and would have minimal impact on the surrounding area including residential amenity and highway safety and convenience.			
REASON FOR REFERRAL TO COMMITTEE Leysdown Parish Council objects.			
WARD Leysdown & Warden	PARISH/TOWN COUNCIL Leysdown	APPLICANT Moat Homes Limited AGENT Kent Design Partnership - Architect	
DECISION DUE DATE 27/3/15	PUBLICITY EXPIRY DATE 16/2/15	OFFICER SITE VISIT DATE 11/11/14	
RELEVANT PLANNING HISTORY (including appeals and relevant history on adjoining sites):			
App No	Proposal	Decision	Date
SW/02/0145	Outline application for erection of up to 10 chalet bungalows (and removal of existing structures).	No Further action	29/10/2009
SW/02/1109	Three detached chalet bungalows.	Approved	20/11/2002
SW/03/0945	Detached bungalow and detached chalet bungalow.	Approved	23/09/2003
SW/04/0127	Four detached chalet bungalows.	Approved	30/3/2004
SW/12/1484	Residential re-development to provide 3 no. x 3 bedroom detached houses with associated garages and parking spaces.	Refused and appeal dismissed	11/03/2013
	Reason for refusal of SW/12/1484 "The proposed two storey dwellings are considered to be out of character with the area, and harmful to the streetscene and visual amenities of the area by virtue of the fact that the area is characterized by bungalows and chalet bungalows." The subsequent appeal ref:APP/V2255/A/13/2196956 was dismissed. The Inspector commented "However, whilst the proposed ridge heights would not be significantly greater than those of previously approved chalet-bungalows on the site, they would be considerably higher than the existing bungalows nearby. The buildings would clearly appear as		

	<p>two-storey houses with eaves above the first floor windows, meaning that they would seem quite out of place and overly dominant in the Danes Drive street scene. Furthermore, the site lies alongside a main road, and the house on plot 3 would be sited only a short distance from the footway meaning that the proposal would be prominent when approaching from either the east or the west. The three houses would appear as a stand alone and incongruous form of development, that would contrast starkly with the nearby bungalows and fail to integrate into or respect its surroundings.”</p>
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MAIN REPORT

1.0 DESCRIPTION OF SITE

- 1.01 The application site is located at the junction of Leysdown Road and Danes Drive. It consists of a flat empty concrete pad with an area of 0.35 hectares. The existing boundary treatments include a dwarf wall and post and rail fence to the road frontages and close boarded fences to the north and east boundaries with residential properties. The neighbouring properties are mostly detached bungalows to the west and north, with some semi-detached bungalows to the east and chalet bungalows and two storey properties beyond. To the south are agricultural fields.
- 1.02 The site is currently vacant but was formerly the Bay View Garage site associated with the sale of caravans, petrol and vehicle maintenance workshop. The wider Bay View area is characterised by organic residential growth using a variety of designs and materials.

2.0 PROPOSAL

- 2.01 The general form of the development would be 2 no two bedroom bungalows fronting on to Danes Drive, two Alms Houses at right angles to Leysdown Road containing 4 no three bedroom dwellings and 7 no two bedroom dwellings, and 1 no two bedroom bungalow fronting Leysdown Road. The development would be entirely social rented housing.
- 2.02 Each bungalow would be L shaped with plots 1 and 2 measuring 10 metres wide, 9.5 metres deep and 5 metres to ridge. The disabled persons bungalow at plot 14 would measure 8.5 metres wide, 11.5 metres deep and 5.5 metres to ridge. The western Alms Houses would measure 26.5 metres wide, 10 metres deep and 7.5 metres to ridge. The eastern Alms Houses would measure 32 metres wide, 10 metres deep and 7.5 metres to ridge.
- 2.03 The design includes a variation in the form of the bungalows with gable ends in different positions whilst the Alms Houses use front and rear gable ends to the three bedroom units as well as front and rear dormer windows and canopies to add interest to the design. The Alms Houses have been designed to reflect the character of a large chalet bungalow in that they have accommodation in the roof space.
- 2.04 The Alms Houses gardens are typically 8-10 metres in depth whilst those of the bungalows are significantly larger. Each bungalow would have two car parking

spaces whilst the Alms Houses would have a single parking court providing 21 car parking spaces. Each dwelling would have bicycle parking in a rear garden shed. Three vehicle accesses would be created in place of the two that currently exist.

- 2.05 The application form states the walls would be made of clay stock facing bricks with natural mortar with Marley eternity cedar boarding. Roof tiles would be Redland or Marley duo interlocking tiles, windows and doors white PVCU and boundary treatment dark stained close boarded fences 1.8 metres high.
- 2.06 The land is potentially contaminated given its previous use as a petrol station/vehicle repairs therefore a desk study contaminated land assessment has been submitted by the applicant.

3.0 SUMMARY INFORMATION

	Existing	Proposed	Change (+/-)
Site Area (ha)	0.35	0.35	NA
Approximate Ridge Height (m)	NA	5 to 7.5	+5 to 7.5
Approximate Eaves Height (m)	NA	2.2, 2.5 & 3.6	+2.2, 2.5 & 3.6
Approximate Depth (m)	NA	9.5, 11.5 & 10	+9.5, 11.5 & 10
Approximate Width (m)	NA	10, 8.5, 26.5 & 32	+10, 8.5, 26.5 & 32
No. of Storeys	NA	1 & 2	+1 & 2
Net Floor Area	NA	NA	NA
Parking Spaces	NA	27	+27
No. of Residential Units	NA	14	+14
No. of Affordable Units	NA	14	+14

4.0 PLANNING CONSTRAINTS

- 4.01 The site is within the built up area.

5.0 POLICY AND OTHER CONSIDERATIONS

- 5.01 The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) in relation to achieving sustainable development, promoting sustainable transport, delivering a wide choice of high quality homes, requiring good design and conserving and enhancing the natural environment.
- 5.02 Development Plan: Policies SP1, SP4, SP6, SP7, TG1, SH1, E1, E19, B1, H2, H3, T3, T4, C2 and C3 of the Swale Borough Local Plan 2008.
- 5.03 The Council's Developer Contributions Supplementary Planning Document.
- 5.04 The contents of Bearing Fruits 2031- The Swale Borough Local Plan Part 1- Publication version December 2014 which generally reflects the NPPF and many of the policies of the current local plan. This is to be afforded limited weight due to the stage of development the Plan has reached.

6.0 LOCAL REPRESENTATIONS

- 6.01 A petition signed by 24 people has been received which states “We the undersigned petition the Council to: oppose the building of houses” at the site.
- 6.02 Five further objections have been received which are summarised as follows;
- A similar application was refused on the site and this one should be for the following reasons; houses would be out of character with area; too dense- it should be 6-8 dwellings in keeping with area; contrary to emerging local plan which requires fewer than 14 dwellings for Leysdown and none at all for Bay View; proposal smacks of developer greed with little thought for local area; in fill development should be appropriate to the area.
 - Strain on existing services and facilities including schools and doctors.
 - Highway safety will worsen on Leysdown Road.
 - The driveways near the junction will hinder traffic/safety.
 - Perhaps a site meeting could be arranged to allow residents to voice their concerns.
 - Privacy would be maintained if bungalows were proposed.
 - The plot positions are at odds with the existing properties and will affect the character of Bay View on the main approach road.
 - Flood risk.
 - The number of houses would result in undue noise and disturbance in a retirement area.

Further consultations have been carried out with neighbours and the Parish Council on an amended plan showing additional parking to address parking concerns (closing date for comments 16/2/15). As a result an additional letter of objection has been received raising issues regarding inadequate street lighting and parking provision, plus speed limit on road should be reduced between Eastchurch to Leysdown to between 40 and 30mph or provide speed calming measures and suggest a speeds study be carried out asap. I shall update members at the meeting of any further comments received.

7.0 CONSULTATIONS

- 7.01 Leysdown Parish Council objects on the grounds that the development is over-intensive and there is a lack of parking. Further comments are awaited on the amended plan as mentioned above (closing date for comments 16/2/15).
- 7.02 The Council’s Head of Service Delivery notes the submitted contaminated land assessment and requests standard conditions in relation to contaminated land, pile driving, construction hours and dust suppression.
- 7.03 The Council’s Housing Strategy and Enabling Officer supports the 14 dwellings as a 100% affordable housing site and in particular the three bungalows including the 2 bed fully adapted property for disabled tenants as this will meet an identified need in the Borough. It is requested that instead of each dwelling being affordable rent, the split should be 70% affordable rent and 30% intermediate housing as per the Council’s Developer Contributions SPD.
- 7.04 The Council’s Green Spaces Manager requests developer contributions totalling £9,482 towards the nearest play facility. This request relates to the 11 dwellings, not the bungalows.

- 7.05 Kent Highway Services considers the amended layout plans submitted to have addressed its initial concerns. It is noted that the amended parking provision is more aligned to the requirements of adopted standards and is acceptable in number which minimises the possibility of overspill parking on the highway. The provision of four independently accessible parking spaces to the two dwellings fronting Danes Drive should prevent parking on street. The sightlines are appropriate. Subject to the standard conditions noted below no objection is raised.
- 7.06 Southern Water clarified that they require a formal application for connection to the public sewer and request an informative in this regard. There are no public surface water sewers in the area to serve the development. Alternative means should be found not including disposal to a public foul sewer. Sustainable urban drainage systems guidance is given. A condition regarding details of foul and surface water sewerage is requested. Sewer ownership guidance is also provided as well as what the developer should do if a sewer is found during construction. The applicant is advised to contact Southern Water.
- 7.07 The Environment Agency considers the application to have a low environmental risk and makes no comment.
- 7.08 Kent County Council request developer contributions totalling £3216.
- 7.09 Kent County Council Archaeology considers there to be archaeological potential at the site and recommends an associated condition.

8.0 APPRAISAL

- 8.1 Contrary to the Parish Councils views, I do not agree that the development is over-intensive for the reasons given below. The petition does not give any reason for opposing the proposal other than opposing the building of houses. I consider the principle acceptable for the reasons given below. Whilst there was a refused application on part of this site the current scheme is markedly different. Whilst the site is not an allocated housing site, the proposal is considered as a windfall site which is factored into the emerging local plan and is therefore not contrary to it. The developer contributions should help address strain on services. The impact on highway safety and convenience is considered acceptable as below. As Members know the request for a committee site meeting is at Members discretion. The impact on privacy is acceptable in my opinion as set out below. The plot positions are not considered a reason for refusal here as there is no set character in the area. The site is not in a flood risk zone so this is not an issue. The number of dwellings would not give rise to noise concerns or harmful disturbance.

Principle of Development

- 8.02 The site is located within the built up area boundary where the principle of development is considered acceptable. The loss of the former business use of the site has been accepted under the aforementioned approved residential schemes on the site therefore it is acceptable in this instance in my view.
- 8.03 The proposal would reuse brownfield land which complies with current policies. The proposal would be entirely social rented affordable housing provided by Moat Housing. The number of dwellings proposed does not actually exceed the threshold of 15 or more set out in the Local Plan whereby affordable housing would be

required. I note the views of the Council's Housing Strategy and Enabling Officer but as there is no policy requirement for affordable housing I do not believe the Council is in a position to demand an SPD compliant tenancy type split.

- 8.04 The amount of development proposed in relation to the size of the site, whilst more dense than the surroundings, is reasonable in my view and would not be harmful to the character and appearance of the area. The provision of housing on the site would also help to address the Council's housing shortfall. Members should note that the Council currently has a 3.17 year housing land supply as opposed to the 5 years required by the NPPF.

Visual Impact and Design

- 8.05 The visual impact of the proposal is a key consideration especially given the previous refusal and dismissed appeal for SW/12/1484. This previous application entailed the redevelopment of one corner of the site as opposed to the whole site. In my opinion, when viewed from Leysdown Road the provision of bungalows to the eastern and western extremities of the site eases the scheme into the streetscene in visual terms and enables the provision of more substantial buildings in the centre of the site. There is space to the south of the development for some landscaping to lessen the visual impact. The amended plans move the eastern Alms Houses further north in the site to enable more landscaping to take place between it and the road.
- 8.06 The design of the bungalows would be consistent with the character of the area. The Alms Houses, whilst taller than the majority of the surrounding housing stock, seek to reflect the character of their surroundings in that they feature lowered eaves and rooms within the roof space served by dormer windows which leads me to the view that the general form of the Alms Houses attempts to reflect that of chalet bungalows as opposed to traditional two storey dwellings. It is noteworthy that the previous use of the land for the sale of caravans created a jarring visual appearance that was out of character with the residential nature of the area in my opinion.
- 8.07 The proposal addresses to an acceptable level the visual harm identified by the Inspector under the appeal for SW/12/1484. The visual impact from Leysdown Road and Danes Drive as well as the design of the proposal are acceptable in my opinion.

Residential Amenity

- 8.08 The three proposed bungalows are an acceptable distance from the existing surrounding dwellings in my view. Mutual overlooking would be extremely limited because both the proposed and existing surrounding dwellings are bungalows so the provision of a fence along the common boundary would secure privacy.
- 8.09 The Alms Houses would be 21 metres from the nearest dwellings to the north and would feature no openings to the northern elevations. This distance and design would result in minimal overbearing, overshadowing, loss of light and overlooking between properties in my view. The impact on residential amenity is acceptable in my opinion.

Highways

- 8.10 The number and layout of vehicle parking spaces is considered acceptable by Kent Highway Services. The vision splays are similarly considered acceptable. The position of the three vehicle accesses onto Leysdown Road and Danes Drive raises no objection from Kent Highways in relation to highway safety and convenience. The

provision of a bicycle store in each rear garden is also acceptable. The impact on highway safety and convenience is acceptable in my opinion contrary to the views of the Parish Council.

Landscaping

- 8.11 There is fairly limited space for landscaping within the proposal generally. The most important location for planting is along Leysdown Road to soften the appearance of the development and the space provided is acceptable in my view.

Other Matters

- 8.12 The submitted contaminated land desk study report and its recommendations are considered acceptable by the Head of Service Delivery. A series of conditions are recommended and attached to deal with contaminated land, pile driving, hours of construction and dust suppression.
- 8.13 Developer contributions for this proposal total £14438.63 (Kent County Council £3216, Swale Greenspaces £9482, Swale Wheelie Bins £1053.08 and Swale's 5% monitoring charge £687.55). A suitably worded S106 agreement is currently being prepared therefore delegation from Committee is sought to approve the scheme subject to this being resolved, along with any additional consultation replies.

9.0 CONCLUSION

- 9.01 The proposal is acceptable in principle as the site is within the built up area. The impact on residential amenity, visual amenity and highway safety and convenience are acceptable. The developer contributions have provisionally been agreed and are as required. Any concerns relating to contamination can be dealt with by condition.

10.0 RECOMMENDATION – GRANT, Subject to the further views of adjoining occupiers, the Parish Council and to the signing of a suitably worded Section 106 agreement to secure appropriate developer contributions and the following 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) Prior to the commencement of development, details of the external finishing materials to be used on the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with the approved details.

Reason: In the interest of visual amenity

- 3) The dwellings hereby approved shall achieve at least a Level 3 rating under The Code for Sustainable Homes or equivalent, and no development shall take place until details have been submitted to, and approved in writing by the Local Planning Authority, which set out what measures will be taken to ensure that the development incorporates sustainable construction techniques such as rainwater harvesting, water conservation, energy efficiency and, where appropriate, the use of local building materials; and provisions for the production of renewable energy such as wind

power, or solar thermal or solar photo voltaic installations. Upon approval, the details shall be incorporated into the development as approved.

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

- 4) Prior to the works commencing on site details of parking for site personnel / operatives / visitors shall be submitted to and approved by the Local Planning Authority and thereafter shall be provided and retained throughout the construction of the development. The approved parking shall be provided prior to the commencement of the development.

Reason: To ensure provision of adequate off-street parking for vehicles in the interests of highway safety and to protect the amenities of local residents.

- 5) During construction provision shall be made on the site, to accommodate operatives' and construction vehicles loading, off-loading or turning on the site, to the satisfaction of the Local Planning Authority,

Reason: To ensure that vehicles can be parked or manoeuvred off the highway in the interests of highway safety.

- 6) Prior to the works commencing on site details of parking for site personnel / operatives / visitors shall be submitted to and approved by the Local Planning Authority and thereafter shall be provided and retained throughout the construction of the development. The approved parking shall be provided prior to the commencement of the development.

Reason: To ensure provision of adequate off-street parking for vehicles in the interests of highway safety and to protect the amenities of local residents.

- 7) As an initial operation on site, adequate precautions shall be taken during the progress of the works to guard against the deposit of mud and similar substances on the public highway.

Reason: In the interests of amenity and road safety.

- 8) The area shown on the submitted layout as vehicle parking and turning space shall be provided, surfaced and drained to the satisfaction of the Local Planning Authority before the use is commenced or the premises occupied, and shall be retained for the use of the occupiers of, and visitors to, the premises, and no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order), shall be carried out on that area of land so shown or in such a position as to preclude vehicular access to this reserved parking space.

Reason: Development without provision of adequate accommodation for the parking and turning of vehicles is likely to lead to parking inconvenient to other road users and be detrimental to highway safety and amenity.

- 9) No dwellings hereby permitted shall be occupied until space has been laid out within the site in accordance with the submitted details for cycles to be securely stored and sheltered and such facilities shall be retained as such thereafter.

Reason: To ensure the provision and retention of adequate off-street parking facilities for cycles in the interests of sustainable development and promoting cycle visits.

- 10) The access details shown on the approved plans shall be completed to the satisfaction of the Local Planning Authority prior to the commencement of any other works authorised by this permission, the occupation of any buildings hereby approved, the use of the site being commenced, and the access shall thereafter be maintained.

Reason: In the interests of highway safety.

- 11) The development hereby permitted shall not be occupied until the visibility splays shown on the submitted plan have been provided with no obstruction to visibility at or above a height of 900mm above the nearside carriageway level. The visibility splays shall thereafter be maintained free of obstruction at all times.

Reason: In the interests of highway safety.

- 12) Pedestrian visibility splays 2 m x 2 m with no obstruction over 0.6 m above the access footway level shall be provided prior to the commencement of any other development in this application and shall be subsequently maintained.

Reason: In the interests of highway safety.

- 13) No development approved by this permission shall be commenced prior to a contaminated land assessment (and associated remediation strategy if relevant), being submitted to and approved in writing by the Local Planning Authority, comprising:

- a) An investigation, including relevant soil, soil gas, surface and groundwater sampling, carried out by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology.
- b) A site investigation report detailing all investigative works and sampling on site, together with the results of analyses, risk assessment to any receptors and a proposed remediation strategy which shall be of such a nature as to render harmless the identified contamination given the proposed end-use of the site and surrounding environment, including any controlled waters.

Reason: To ensure any contaminated land is adequately dealt with.

- 14) Before any part or agreed phase of the development is occupied, all remediation works identified in the contaminated land assessment and approved by the Local Planning Authority shall be carried out in full (or in phases as agreed in writing by the Local Planning Authority) on site under a quality assured scheme to demonstrate compliance with the proposed methodology and best practice guidance. If, during the works, contamination is encountered which has not previously been identified, then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the Local Planning Authority.

Reason: To ensure any contaminated land is adequately dealt with.

- 15) Upon completion of the works identified in the contaminated land assessment, and before any part or agreed phase of the development is occupied, a closure report shall be submitted which shall include details of the proposed remediation works with quality assurance certificates to show that the works have been carried out in accordance with the approved methodology. Details of any post-remediation sampling and analysis to show the site has reached the required clean-up criteria

shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from the site.

Reason: To ensure any contaminated land is adequately dealt with.

- 16) 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 on any other day except between the following times :-

Monday to Friday 0900 - 1700 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.

- 17) 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 - 1800 hours, Saturdays 0830 - 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.

- 18) The commencement of the development shall not take place until a programme for the suppression of dust during the demolition of existing buildings and construction of the development has been submitted to and approved in writing by the Local Planning Authority. The measures approved shall be employed throughout the period of demolition and construction unless any variation has been approved by the Local Planning Authority.

Reason: In the interests of residential amenity.

- 19) Construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water. The approved details shall be implemented in full.

Reason: To ensure foul and surface water drainage are dealt with appropriately at the site.

- 20) No development 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 should be native species where possible and of a type that will enhance or encourage local biodiversity and wildlife), 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.

- 21) 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 the programme agreed in writing with the Local Planning Authority.

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

- 22) Upon completion of the approved landscaping scheme, any trees or shrubs that are 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, and within whatever planting season is agreed.

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

- 23) Prior to the commencement of development details of ecological enhancement measures to be incorporated into the development shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be incorporated in full prior to the occupation of the development and shall be retained in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason: To secure ecological enhancements within the development site.

- 24) No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written specification and timetable which has been submitted to and approved by the Local Planning Authority.

Reason: To ensure that features of archaeological interest are properly examined and recorded.

- 25) The development shall proceed in accordance with the following approved plan numbers; 12.58.201B, 202B, 203B, 204B, 205B, 210B, 211B, 215, 2011B, 2021A, 2031A, 2041B, 2051B, Design and Access Statement and Soiltec Desk Study Report dated 27/8/14.

Reason: In the interests of proper planning.

INFORMATIVES

Kent Highway Services wishes to make the applicant aware of the following; Planning permission does not convey any approval for works within the highway for which a statutory licence must be obtained. 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. 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.

Kent County Council wishes to make the applicant aware of the following; it is requested that the development provides 'fibre to the premises' (Superfast fibre optic broadband) to all buildings (residential, commercial, community etc) of adequate capacity (internal min speed of 100mb to each building) for current and future use of the buildings.

Southern Water wishes to make the applicant aware of the following; A formal application for connection to the public sewerage system is required in order to service this development. To initiate a sewer capacity check to identify the appropriate connection point for the development. Please contact Southern Water, Sparrowgate House, Sparrowgrove, Otterbourne, Hampshire, SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk)

The Council's approach to this application:

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework (NPPF), the Council takes a positive and proactive approach to development proposals focused on solutions. We work with applicants/agents in a positive and proactive manner by:

Offering pre-application advice.
Where possible, suggesting solutions to secure a successful outcome.
As appropriate, updating applicants/agents of any issues that may arise in the processing of their application.

In this instance:

The applicant/agent was advised of changes required to the application.
The applicant/agent was provided formal pre-application advice.
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.