

2.5 REFERENCE NO - 15/503300/FULL			
APPLICATION PROPOSAL			
Demolition of existing car sales showroom and MOT bay and workshop and the residential development of 4no. four bedroom, two storey houses together with all associated garages, parking spaces and access driveway			
ADDRESS 2 Horsham Lane Upchurch Kent ME9 7AL			
RECOMMENDATION APPROVE			
SUMMARY OF REASONS FOR RECOMMENDATION			
The application proposes redevelopment of an unsightly derelict garage adjacent to a Listed church within a prominent central location, and would amount to the provision of new dwellings within a sustainable location in accordance with adopted local and national policies.			
REASON FOR REFERRAL TO COMMITTEE			
Parish Council objection.			
WARD	Hartlip, Newington & Upchurch	PARISH/TOWN COUNCIL	Upchurch
		APPLICANT	Paul Ashby Developements
		AGENT	Harrison Mutch
DECISION DUE DATE	30/06/15	PUBLICITY EXPIRY DATE	30/06/15
		OFFICER SITE VISIT DATE	Various
RELEVANT PLANNING HISTORY (including appeals and relevant history on adjoining sites):			
App No	Proposal	Decision	Date
SW/14/0267	Redevelopment of site to provide 5 dwellings.	Granted.	2014
Revised application further to withdrawn scheme below. Development provided 5 dwellings on a brownfield site within the built up area, without serious harm to local amenity or to the conservation area and adjacent listed church.			
SW/13/1039	Redevelopment of site to provide 5 dwellings.	Withdrawn	2013
Application was withdrawn following discussions with offices in regards to design and impact upon the conservation area and the listed church.			

MAIN REPORT

1.0 DESCRIPTION OF SITE

1.01 The application site comprises the former Upchurch Garage site and land previously forming part of the rear gardens of 4 and 6 Horsham Lane.

- 1.02 Upchurch Garage is a former car sales and repair premises situated within the centre of the village, adjacent to the Listed village church. The premises have been unoccupied for some years now, but formerly comprised a showroom / sales area and a workshop / MOT bay set to the side and rear of a large open forecourt. The buildings are single storey, utilitarian in design, and are not considered to be of any architectural merit or worthy of retention.
- 1.03 Historically the site also provided a petrol sales although the pumps were removed many years ago.
- 1.04 4 and 6 Horsham Lane are a pair of semi-detached houses that lie immediately adjacent to the garage site on the western side. They are both set back from the road with front gardens facing onto Horsham Lane and rear gardens backing on to the graveyard belonging to the nearby village church. No.4 has been largely unaltered and features a detached rear garage (too small by modern standards) with vehicle access to the side from land immediately adjacent the garage forecourt. No.6 has a single-storey side and rear extension incorporating an integral garage (granted planning permission in 1983 and 1989).
- 1.05 In 2013, application reference SW/13/1039 sought permission for redevelopment of the site with 2 four-bed and 3 three-bed houses. The application was withdrawn following officer concerns in regard to the design of the scheme and its impact upon both the character of the area and the setting of the adjacent Listed church.
- 1.06 Last year Members resolved to approve application ref. SW/14/0267, which granted planning permission for redevelopment of the site for 5 dwellings (one more than under the current scheme). The layout of that scheme was very similar to the current proposal, but made use of a much bulkier block (with a much higher central roof ridge) along the eastern boundary – adjacent to the church – to incorporate a flat above the parking spaces.

2.0 PROPOSAL

- 2.01 The application seeks permission for removal of the existing buildings and erection of 4 no. four-bed, two storey dwellings with associated parking and amenity space.
- 2.02 The development will be arranged with a detached unit (unit 1) fronting on to Horsham Lane, two link-detached units to the rear of that, facing onto the proposed internal access road, and a detached house to the rear of 4 Horsham Lane (with its garden to the rear of no.6).
- 2.03 The submitted Design & Access Statement comments:

“Layout generally follows principles of the previous approval SW/14/0207. The following are key points of this current application:

- *Plot 1 is in the same location (and to the same design) as the previous approval. At this location it addresses the street whilst also permitting views past the frontage towards the church as seen when approaching from the west along Horsham Lane.*
- *Plot 4 is in the same location as previous approval Plot 5 but the house type has been changed to one similar to Plot 1. This reduces the footprint slightly and moves the rear (west) face slightly further away from the side boundary with 8 Horsham Lane.*
- *Plots 2 and 3 replaces Plots 2, 3 & 4 from the previous approval. This reduces the overall built footprint whilst also moving the rear (east) elevations significantly further away from the Grade 1 listed church.*
- *All parking will be to the rear of the site to avoid a “car dominated” appearance.*

2.04 Plot 1 will measure approximately 9.8m wide x 9.8m deep (maximum including front porch and rear lean-to garage) x 8m high to the ridge, with a side garden, a large landscaped area fronting Horsham Lane, and two parking spaces to the rear (one within a lean-to car port).

2.05 Plots 2 and 3 are mirrored, and will measure approximately 8.6m wide x 8.3m deep x 7.6m deep. They feature linking car ports to the side and generous rear gardens (which are wider than their depth, but still provide a good amount of space). The car ports will measure approximately 5.6m wide (total for both) x 6m deep.

2.06 Plot 4 will measure approximately 10m wide x 8.3m deep (maximum, including front porch) x 7.9m high to the ridge, and features an integral garage, a parking space to the side, and a generous rear garden.

3.0 SUMMARY INFORMATION

	Proposed
Site Area (ha)	0.1ha
Parking Spaces	10
No. of Residential Units	4

4.0 PLANNING CONSTRAINTS

4.01 The site lies within and area of Potential Archaeological Importance, Upchurch Conservation Area, and also sits immediately adjacent to the Grade I listed village church.

5.0 POLICY AND OTHER CONSIDERATIONS

Adopted Swale Borough Local Plan 2008

5.01 Policy E1 of the adopted Swale Borough Local Plan 2008 (SBLP) seeks to ensure that all development proposals respond to the characteristics of the site’s location, protect and enhance the natural and built environments, and cause no demonstrable harm to residential amenity, amongst others.

Further to this policy E19 seeks to achieve high quality design on all new developments, while T3 and T4 require the provision of appropriate number of parking spaces and secure cycle storage, respectively.

- 5.02 Policy H2 supports the provision of new residential development within the defined built up area boundaries, and encourages providing a variety of house types and sizes to make efficient use of land and deliver a range of housing options.
- 5.03 Policy E14 seeks to ensure that new development does not harm the special architectural or historic interest of any Listed buildings, and E15 has a similar aim but with respect to the conservation areas of the Borough.
- 5.04 Policy U3 aims to ensure that all new development makes use of sustainable design, build and construction techniques in the interests of minimising and accounting for climate change.

Emerging Local Plan: Bearing Fruits 2031 (Publication version December 2014)

- 5.05 Policy ST1 of the emerging Local Plan aims to deliver sustainable development within the Borough in general, including sustainable residential development, high quality homes and healthy communities.
- 5.06 Policy C3 supports the above but with specific reference to housing, and notes that residential development should be of a scale, density and design appropriate to the local area.
- 5.07 Policies DM32 and 33 relate to listed buildings and conservation areas, respectively, and require all development to respect their appearance and setting, and to enhance local views and visual amenity. Policy DM33 particularly encourages removing *“features that detract from the character of the area and reinstate those that would enhance it.”*

National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG)

- 5.08 The NPPF and NPPG both generally encourage the provision of new housing on previously developed land within the built up area, in sustainable locations, and subject to good design and no serious visual or amenity impacts.

6.0 LOCAL REPRESENTATIONS

- 6.01 Upchurch Parish Council initially objected on a number of grounds, including design, use of black-stained barge boards, vehicle access and parking. Further to the receipt of amended drawings their concerns have largely been addressed but, however, the Parish Council still object to the use of barge boards:

“Upchurch Parish Council have examined the amended diagrams for this application and note the improvement in the parking allocations. We remain concerned about volumes of cars but note that this is more in keeping with the approved design layout.

In correspondence direct from the Developers, it was commented that ‘the black stained barge boards etc. were retained within this design because they were a feature of the earlier approval’. We have revisited the original, approved, application and the only evidence of barge boards is in Design Statement at the time of the ‘pre-application’ submission. Following detailed reports from the Conservation Officer and English Heritage, subsequent drawings no longer reflect any such boarding but promote the use of local bricks. We therefore continue to object to the use of barge boards.”

6.02 Two letters of support have been received, noting that the reduction in units will mean fewer vehicles, and that redevelopment of the site will be a benefit to the character and appearance of the village. They also suggest that the church wall should be protected during construction.

6.03 Three letters of objection have been received raising the following summarised concerns:

- Four houses is too many for the plot;
- Additional traffic will add to local highway pressures;
- Not enough turning space for emergency vehicles; and
- The design of Plot 4 should be revised to reduce impact on neighbours.

7.0 CONSULTATIONS

7.01 Historic England suggested that the *“overall design of the development could be improved to...ensure that new development at the site is visually attractive as a result of good architecture...”* They did not raise an objection, however, and stated that they were happy for the Council to negotiate improvements without their further involvement. [The amended drawings are a result of such negotiations.]

7.02 Kent Highway Services have no objection to the amended drawings (showing car ports rather than garages) subject to conditions as set out below.

7.03 The County Archaeologist has no objection subject to the imposition of a condition to secure a programme of archaeological works, as set out below.

7.04 Southern Water require a formal application for connection to a public foul sewer to be made by the developer.

8.0 BACKGROUND PAPERS AND PLANS

- 8.01 The decision for SW/14/0267 is especially relevant in that it firmly establishes the principle of residential development of up to 5 units on the site. This is the fallback position for the developer should the current application for 4 units be refused.

9.0 APPRAISAL

Principle of Development

- 9.01 The application site lies within the built up area boundary, and close to local shops, services and public transport links. Residential development is normally acceptable as a matter of principle in such an area, subject to matters of detail as set out in the following paragraphs.
- 9.02 I would also note that the Council currently does not have an identified five-year housing supply, and in such instances the NPPF advises that little weight can be placed on adopted housing allocation policies. This issue does not have a serious impact on the bearing of this proposal however, given the sites location within an identified built up area, and an otherwise sustainable location – sustainable development being at the forefront of the NPPF.
- 9.03 The development of windfall sites (such as this) does, however, contribute to the Council's five-year supply and reduces reliance upon development of unallocated sites, potentially within the countryside.
- 9.04 Application SW/14/0267 – approved by Members last year – granted planning permission for the erection of five dwellings on the site (4 houses and 1 flat). The principle of residential development has thus been firmly established, and the current scheme represents a reduction in the number of units on site which will lesson potential impacts.

Visual Impact

- 9.05 The new dwellings would be in a prominent position adjacent to the Listed village church.
- 9.06 I consider that the houses themselves would be of a good design and would not be seriously harmful to the character or appearance of the area or the church. The design of the dwellings, particularly plot 1 to the front, would sit comfortably within the context of the area and would contribute positively to the street scene – particularly given the current appearance of the site. The use of high-quality finishing materials (secured by condition, as above) would also ensure that the development was of as high standard as possible.
- 9.07 I note the comments from English Heritage. They have suggested that the scheme could be altered but ultimately have no objection and “*are content for your Design and Conservation officers to advise on the proposals.*” In this regard I would note that the proposals have been the subject of extensive pre-

application discussions between the agent and the Council's Conservation and Design officers.

- 9.08 Throughout discussions planning officers have been particularly concerned about the aggregate amount of built form on the site, and its impact on not only the Listed church but also the character and appearance of the area as a whole. In this regard the test, as set out by current guidance, is whether or not the proposal is an improvement over the current situation or does it give rise to additional harm to the designated heritage assets of the church and church yard?
- 9.09 Whilst it is accepted that the development will have some impact on the views of the church from the west, this is not considered to be of such significance as to justify refusal of planning permission. The church yard has a number of large, mature trees growing within it and views of the church itself are, to a large extent, screened from the road and neighbouring properties because of this. Therefore the loss of views as a result of the proposed development would not be so serious over and above the current situation as to justify refusal of permission, in my opinion.
- 9.10 Furthermore the positive impact of the development on the setting of the church is a material consideration here. The scheme removes the existing garage buildings, which are considered to heavily detract from the character of the area and the setting of the Listed building. The design of any new development is often subjective but I believe, further to discussions with colleagues in the conservation and design team, that the proposed houses represent a considerable enhancement to the area and thus an improvement to the setting of the church. In this regard I consider that the statutory tests – whether or not the development preserves or enhances the character or appearance of the conservation area; and preserves the setting, or any special architectural or historic features, of the adjacent listed church – has been met.

Residential Amenity

- 9.11 Each proposed dwelling will be of a good internal size and benefit from reasonably-sized private rear gardens. The site lies within the centre of the village, close to the local shop, takeaway restaurant, pub, school and bus stop, and is within 2.3 miles (approximately 8 minutes by car) of the wider range of services within the centre of Rainham. I therefore consider that the site is very sustainable, and future residents will be well-served and have a high standard of residential amenity.
- 9.12 The layout of the development is such that I do not consider it would give rise to any serious issues of overlooking, loss of privacy, or overshadowing of neighbouring dwellings.

Highways

- 9.13 In regards to parking provision at Plot 4 – Members will be aware that garages do not count towards parking provision under current guidance, but the layout of the site is such that there will be little opportunity to park elsewhere, thus forcing the occupant to make use of this space.
- 9.14 The scheme provides 2 parking spaces for no.4 Horsham Lane to replace those lost as a result of this development. The scheme also provides 1 visitor space, and further visitor parking is available on Oak Lane, where there are no on-street restrictions. I consider this acceptable, and note that parking provision accords with current adopted guidance.
- 9.15 The submitted drawings indicate sight lines to be provided to the front of the development, and these are secured by condition below. The development is therefore unlikely to give rise to any highway safety or amenity issues.

Landscaping

- 9.16 The layout of the site provides sufficient space along the frontage to provide a robust landscaping scheme, which is shown on the submitted plans as a native hedgerow along the rear edge of the pavement. This is secured by condition, and will soften the appearance of the development and contribute positively to the character and appearance of the area in my opinion.
- 9.17 There is also sufficient space within the layout to provide gardens of a good size, hedgerow and tree planting, and frontage landscaping.

10.0 CONCLUSION

- 10.01 This application seeks permission for redevelopment of the existing, unused Upchurch Garage site, and part of the rear gardens of 4 and 6 Horsham Lane, to provide a development of 4 three-bed houses and 1 two-bed flat.
- 10.02 The development would make good use of a redundant plot within an existing built up area, and would help the Council to meet its five-year housing supply target. Concern has been raised over the visual impact of the development, highway safety, local residential amenity and the impact upon the adjacent Listed church. I have considered these issues, however, and none contain or amount to a justifiable reason for refusal in my opinion.
- 10.03 Taking the above into account I recommend that planning permission should be granted.

11.0 RECOMMENDATION – GRANT Subject to 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.

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

2. No development shall take place other than in complete accordance with drawings 1144.LP, 1144.02 E, 1144.03 E, 1144.04 E, 1144.05 F, 1144.06 F, 1144.07 C and 1144.08.

Reasons: For the avoidance of doubt.

3. No development approved by this permission shall be commenced prior to a 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 being submitted to and approved in writing by the Area Planning Authority.

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

4. 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 in writing by the Local Planning Authority.

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

5. No development shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reasons: To prevent pollution of groundwater in the underlying aquifer.

6. No development shall take place until samples of all finishing materials to be used on the development hereby permitted, and details of the brickwork courses, bonding, mortar mix and pointing, have been submitted to and approved in writing by the Local Planning Authority.

Reasons: In the interest of visual amenity and the special architectural or historic interest of the adjacent Listed church.

7. No development shall take place until detailed drawings of all external joinery (including details of the position of windows within the opening reveals); eaves details; ridge details; bargeboard details; verge details; and porch details (including posts and upper structures), have been submitted to and approved in writing by the Local Planning Authority.

Reasons: In the interest of visual amenity and the special architectural or historic interest of the adjacent Listed church.

8. No development shall 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 Area Planning Authority.

Reasons: In the interest of local amenity.

9. No development shall take place until full details of both hard and soft landscape works, including full details of any retaining walls and surfacing materials, 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 (plant species shall be native 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. Such landscaping details shall include the provision of tree planting within the rear garden of plot 5 as shown on the approved plans.

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

10. 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 Area Planning Authority.

Reasons: In the interests of residential amenity.

11. 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 Area Planning Authority.

Reasons: In the interests of residential amenity.

12. 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.

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

13. 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.

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

14. The window arches and cills on the development hereby permitted shall be constructed of brick.

Reasons: In the interest of visual amenity and the special architectural or historic interest of the adjacent Listed church.

15. All rainwater goods to be used on the development hereby permitted shall be constructed of cast iron, and details of downpipes, gullies, hopper heads and swan neck connections shall be submitted to and approved in writing by the Local Planning Authority prior to installation.

Reasons: In the interest of visual amenity and the special architectural or historic interest of the adjacent Listed church.

16. Before any part or agreed phase of the development is occupied, all remediation works identified in the contaminated land assessment and approved by the Area Planning Authority shall be carried out in full (or in phases as agreed in writing by the Area 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 Area Planning Authority.

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

17. 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.

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

18. 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.

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

19. 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.

Reasons: In the interests of amenity and road safety.

20. During construction provision shall be made on the site, in accordance with details to be submitted to and approved in writing by the Local Planning Authority, to accommodate operatives' and construction vehicles loading, off-loading or turning on the site.

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

21. 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.

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

22. No dwelling shall be occupied until the vehicle parking and turning spaces shown on the approved drawings, noted in condition 2 above, have been provided, surfaced and drained, and they shall subsequently 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.

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

23. No dwelling shall be occupied until a properly consolidated and surfaced access (not loose stone or gravel) shall be constructed, details of which shall

have been submitted to and approved by the Local Planning Authority prior to construction.

Reasons: In the interests of highway safety and convenience.

24. No dwelling shall be occupied until space has been laid out within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority for cycles to be securely parked and sheltered (providing for 1 cycle per bedroom).

Reasons: To ensure the provision and retention of adequate off-street parking facilities for cycles in the interests of highway safety.

25. The access details shown on the approved plans, including the pedestrian footway shall be completed prior to the occupation of any buildings hereby approved, the use of the site being commenced, and the access shall thereafter be maintained.

Reasons: In the interests of highway safety.

26. No dwelling shall be occupied until the visibility splays shown on the approved drawing 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.

Reasons: In the interests of highway safety.

INFORMATIVES

1. A formal application for connection to the public sewerage system is required in order to service this development. Please contact Southern Water, Southern House, Sparrowgrove, Otterborne, Hampshire, SO21 2SW (tel. 0330 3030119) or www.southernwater.co.uk.
2. Due to changes in legislation that came into force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the property. Therefore, should any sewer found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site. The applicant is therefore advised to contact Southern Water on the above details.
3. **Drainage**
No information was provided on the design of the soakaway system at the site. There should be no discharge into land impacted by contamination or land previously identified as being contaminated. There should be no discharge to made ground. There must be no direct discharge to groundwater.

Only clean uncontaminated water should drain to the surface water system. Roof drainage shall drain directly to the surface water system (entering after

the pollution prevention measures). Appropriate pollution control methods (such as trapped gullies and interceptors) should be used for drainage from access roads and car parking areas to prevent hydrocarbons from entering the surface water system.

4. Pollution Prevention

Please note that all precautions must be taken to avoid discharges and spills to the ground both during and after construction. For advice on pollution prevention measures, the applicant should refer to our guidance "PPG1 - General guide to prevention of pollution", which is available on our website at www.environment-agency.gov.uk.

5. Waste

Please also note that waste from the development must be re-used, re-cycled or otherwise disposed of in accordance with section 34 of the Environmental Protection Act 1990 and in particular the Duty of Care Regulations 1991. Any waste generated on site is to be stored in a safe and secure manner in order to prevent its escape or its handling by unauthorised persons. Details should be made available of where waste is going to be taken as soon as an agreement is made with disposal sites, especially exempt sites.

All area where waste is stored, handled or transferred shall be underlain by impervious hard-standing with dedicated drainage to foul sewer or sealed tank. This is to prevent pollution of the water environment and to ensure that no risk is posed to the groundwater aquifer from the possible leachate of contaminants in the recycled materials.

6. 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.

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 minor changes required to the application and these were agreed.

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.