

## REPORT SUMMARY

<b>REFERENCE NO - 14/500679/FULL</b>			
<b>APPLICATION PROPOSAL</b> Replacement forecourt building and forecourt alterations as shown on drawing numbers WPS-GEN003-07; dated April 2014 and WPS-GEN003-08; dated May 2014 and WPS-GEN-04 Rev6; dated 24-09-14 and WPS-GEN003-05 Rev9; dated 17-03-15 and WPS-GEN003-06 Rev3; dated 26-09-14 and WPS-GEN003-09 Rev4; dated 18-03-15 and WPS-GEN003-12 Rev 5; dated 18-03-15 and Transport Note Rev B by Transport Potential; dated May 2014.			
<b>ADDRESS</b> Star Service Stations Ltd, Ashford Road, Lenham, Kent, ME17 2DB			
<b>RECOMMENDATION</b> Approve with conditions			
<b>SUMMARY OF REASONS FOR RECOMMENDATION</b>  The proposal is considered to comply with the Development Plan and National Planning Policy Framework and there are no overriding material considerations to indicate a contrary decision.			
<b>REASON FOR REFERRAL TO COMMITTEE</b>  Lenham Parish Council has objected to the proposal and has requested the application be heard at planning committee.			
<b>WARD</b> Harrietsham And Lenham Ward	<b>PARISH/TOWN COUNCIL</b> Lenham	<b>APPLICANT</b> Lenham Service Stations Ltd <b>AGENT</b> Mr Derek Squibb	
<b>DECISION DUE DATE</b> 30/10/14	<b>PUBLICITY EXPIRY DATE</b> 30/10/14	<b>OFFICER SITE VISIT DATE</b> 19/12/14	
<b>RELEVANT PLANNING HISTORY (including appeals and relevant history on adjoining sites):</b>			
<b>App No</b>	<b>Proposal</b>	<b>Decision</b>	<b>Date</b>
10/1623	Raise forecourt canopy by 1.0 metre	Permitted	10.11.2010
07/0882	Construction of two single storey extensions	Permitted	28.06.2007
02/1235	Single storey ATM enclosure extension	Permitted	16.08.2002

## MAIN REPORT

### 1.0 DESCRIPTION OF SITE

- 1.1 The application site relates to an established petrol filling station and associated shop and forecourt. The petrol station is located on the north side of Ashford Road and has four car petrol pumps and an HGV pump island, with a car washing area to the rear / side of the service station. The site is located within the open countryside as defined on the Maidstone Borough Plan 2000 Proposal Maps.
- 1.2 To the north of the application site is the Marley factory. To the west of the site is a small cul-de-sac development comprising three detached residential properties with access onto Dickley Lane.

### 2.0 PROPOSAL

- 2.1 This application proposes a replacement forecourt building and forecourt alterations including the replacement of the existing canopy and four petrol pumps, dedicated customer and staff parking areas, refuse area and jet wash to the east of the proposed service shop, new acoustic fence along the western boundary of the site and minor alterations to the existing northern access point onto Dickey Lane.
- 2.2 The proposed building would be formed of facing brickwork to the rear and flank walls and Kingspan colour coated steel insulated wall panels to the front and flank walls. The proposed building would have a curved roof over a floor area of approx. 525sqm. The forecourt pump layout would remain in broadly the same location as existing and a new forecourt canopy would be erected above the existing column supports. The jet wash area and refuse storage area would be located to the east of the main service building. The proposed building would be utilised as a petrol service station including the creation of a subway food area and retail shop of approximately 300sqm.

### **3.0 POLICY AND OTHER CONSIDERATIONS**

The National Planning Policy Framework (NPPF)  
National Planning Practice Guidance (NPPG)  
Development Plan: T13, ENV28, R10 (xvii)

### **4.0 LOCAL REPRESENTATIONS**

- 4.1 Some three neighbours have objected to the proposed development on the following (summarised) grounds:

- Increased vehicle traffic
- Highways safety issues
- Removal of trees
- Location of staff parking areas
- Detrimental impact on the rural area
- Impact of the proposed shop on the local villages of Harrietsham and Lenham
- Additional noise from vehicle movements
- Shop and pumps relocated closer to residential properties to west of site
- Increased capacity of shops and pumping station
- Loss of amenity – noise and light pollution
- Detrimental effect on our living conditions
- Location of the gas bottle cage adjacent neighbour boundary
- Location of air/water/car vac bay.
- Lorries parking on Dickey Lane

Lenham Parish Council object to the proposed development for the following reasons: -

*'Concerns relate to the proximity of the development to neighbouring residential properties. Parking and traffic flow problems, light and noise pollution and ventilation of food preparation areas. The building has a considerably increased footprint and roof height and is a significant departure from the site layout and visual appearance. We would request the application is reported to planning committee for consideration'.*

### **5.0 CONSULTATIONS**

**5.1 MBC Landscape:** Tree Protection Orders (TPO) have been issued on an umber of trees during the course of the planning application to prevent the felling these trees. No objections raised by the Council Arborist following the final submission of amended plans which alter the layout and safeguards the existing trees located to the north and west of the proposed building. The Councils Arborist recommends a number of conditions to safeguard the existing trees on the site.

**5.2 MBC Environmental Health Officer:** No objections following the submission of the amended details, subject to a number of conditions.

**5.3 Environment Agency:** No objections subject to further contamination assessment conditions.

**5.4 KCC Highways:** No objections following the removal of the proposed vehicle access on the northern point of the site. Advise that the minor alterations to the existing vehicle would improve access into the site for HGVs.

## **6.0 BACKGROUND PAPERS AND PLANS**

6.1 Amended plans have been submitted on two separate occasions since the original submission. The latest set of amendments were received in March 2015 and seek to address neighbour and Parish Council objection and to safeguard the existing trees located on the site. The proposal plans are as follows:-

6.2 WPS-GEN003-07; dated April 2014 and WPS-GEN003-08; dated May 2014 and WPS-GEN-04 Rev6; dated 24-09-14 and WPS-GEN003-05 Rev9; dated 17-03-15 and WPS-GEN003-06 Rev3; dated 26-09-14 and WPS-GEN003-09 Rev4; dated 18-03-15 and WPS-GEN003-12 Rev 5; dated 18-03-15 and Transport Note Rev B by Transport Potential; dated May 2014.

6.3 In comparison to the original plans the amendments include / change the following:-

- Omission of the staff parking area at rear of the building
- Omission of new vehicle access onto Dickley Lane
- Move the proposed building some 7.75m distance from the west boundary
- Retain the air/water/car vac facilities in the existing location
- Retain broadly the same petrol pump and HGV pump arrangement as existing
- Additional parking provided on the semi-circular grassed area to the east of the building
- Retention of trees on the west and north boundary.

## **7.0 APPRAISAL**

### **Principle of Development**

7.1 As this is an existing, lawful use, I raise no objections to the alterations to the petrol filling station. There are no policy objections to the intensification of the site, subject to all material considerations being assessed.

7.2 Policy R10 advises that development which would harm the vitality and viability of local centres will not be permitted.

- 7.3 The application site is located on the A20 in between Lenham and Harrietsham villages. Harrietsham village has one village shop offering day-to-day essentials such as foodstuffs and newspapers while Lenham has a slightly largely selection of shops including a recently approved Co-op providing for the day-to-day needs of local people. Given the limited selection of services in Lenham and Harrietsham it is expected that a majority of the local residents travel to supermarkets / major centres to purchases a wider range of groceries.
- 7.4 Given the distance of the application site from the centre of Lenham and Harrietsham, which would make walking inconvenient, I am of the view that the proposed retail shop would not be of a size or in a location which would likely have an unacceptable impact on the existing local convenience shops and facilities within either of these village centres.

### **Visual Impact**

- 7.5 I do not consider that the proposal would significantly alter the character and appearance of the site and locality as an existing petrol filling station building would be replaced. The existing building is of no particular architectural merit and its replacement is accepted.
- 7.6 The form of the development would be functional, but this is an accepted approach for such facilities, and bearing in mind the established use and building, I do not consider that this proposal would be of a significantly different character than the functional building it would replace.
- 7.7 The proposed building would have a larger footprint and the overall height would be higher than the existing service station. However, I do not consider the additional height and scale would unacceptably harm the character and appearance of the open countryside as the building would be set in the foreground of a number of large trees with the Marley factory located to the north forming a backdrop to the site. It is also considered that the proposed building footprint could be successfully accommodated on the site.
- 7.8 In terms of landscaping, it is regrettable that a number of tree species have been removed from the east of the site, however, further trees on the site have be safeguarded by a TPO during the course of this planning application. Given the loss of the trees on the eastern boundary new native landscaping and tree planting will be sought via condition to improve screening of the proposed development from east and produce a softer backdrop to the development, which I consider an enhancement to the existing situation.
- 7.9 I therefore consider the impact upon the character of the area to be acceptable.

### **Residential Amenity**

- 7.10 Concerns have been raised by the three residential properties located to the west of the site regarding the intensification of the site, and the impact the physical alterations would have on residential amenity. Key concerns are noise and disturbance and visual impact of the proposed building.
- 7.11 With regards to the noise and disturbance, it is noted that this is an established use, and as such there is a fallback position for the applicants. The existing petrol filling station does not have any restriction on hours of operation and I do not consider it would be appropriate to limit the hours as the proposal does not increase the number

of petrol filling pumps on the site. It is understood that there would be some noise and disturbance generated by a petrol filling station. However, it is important to look at the existing situation and assess whether the proposed situation would exacerbate this. Reviewing the existing layout it is apparent that the proposed building would be located closer to the neighbouring boundary than the current situation, however, the open forecourt and petrol filling pumps would remain in broadly the same location as existing and the number of pumps would not increase and, I therefore consider that these external activities would not result in an unacceptable increase in noise and disturbance above the existing situation. It is noted that the proposal includes the installation of a new 2m high acoustic fence along the western boundary which would limit the impact of the proposed development in terms of noise and disturbance and represent betterment over the current boundary treatment.

- 7.12 The shop floor sales area would increase in size, however, I do not consider the increase would be so significant as result in an unacceptable loss to neighbour amenity from intensification of use or to warrant any time restrictions. It is noted that the ATM and jet wash area would be located further away from the residential properties in the small cul-de-sac to the west of the site, than at present.
- 7.13 Following submission of the latest set of plans the layout and siting of the proposed building has been amended and the trees along the west and northern boundary of the site would be retained. The proposed building would be located some 7.75m distance from the west boundary and some 15.7m distance from the flank wall of the nearest neighbouring property. The proposed building would be higher than the existing petrol station, however, I consider the separation distance proposed is sufficient and together with the established tree screening and proposed 2m high acoustic fence along the western boundary, the proposal would not result in any unreasonable loss of neighbour amenity in terms of loss of light, outlook or privacy.
- 7.14 The proposal includes forecourt lighting which would be similar to the existing arrangement and would be fully recessed non glare on the underside of the forecourt canopy. I do not consider the proposal would result in a significant increase in light pollution over or above the existing situation. However, on a site of this nature it is important to ensure that there is no significant light spill to the neighbouring properties therefore further details will be required via condition. Any new advertisements would require advert consent.
- 7.15 Neighbours have objected to the location of the air/water/car vac locations adjacent to the western boundary. These operations would remain in the same location as existing therefore no amenity objections are raised as a result of this application.
- 7.16 Objections have also been raised as regard to the gas bottle display. This would be located to the side of the main building some 5m from the western boundary of the site which is considered acceptable and the safe storage of these bottles in cages would be the responsibility of the business.
- 7.17 Overall, it is therefore considered that the proposed development, by virtue of the scale, height, siting and design, would not result in any unacceptable loss of residential amenity to the neighbouring properties

### **Highways**

- 7.18 KCC Highways were consulted and raise no objections to this proposal. The existing vehicle access onto Dickley Lane would be altered following

recommendations from KCC Highways to improve this access point into the site. I therefore see no reason to object to the proposal on highways safety grounds.

### **Landscaping**

- 7.19 As stated above it is regrettable that a number of tree species have been removed from the east of the site however these trees were not protected by TPO and the land owner was therefore able to fell the trees without restrictions. However, further trees on the site have been safeguarded by a TPO applied during the course of this planning application. Given the loss of the trees on the eastern boundary new native landscaping and tree planting will be sought via planning conditions. The Council Arborist has recommended a number of conditions as set out below to ensure the existing trees on the site are protected during the course of construction.

### **Other Matters**

- 7.20 The Environment Agency and MBC Environmental Health Officer has assessed the application, and has recommended the imposition of conditions and informatives to ensure that contamination is dealt with appropriately. These conditions are set out at the end of this report.

## **8.0 CONCLUSION**

- 8.1 Given the above, I am satisfied that this proposal would have no adverse impact upon the character and appearance of the locality, upon residential amenity, or upon highways safety.

## **8.0 RECOMMENDATION – GRANT** Subject to 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) Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) An additional site investigation scheme, based on the 'Preliminary Land Quality Risk Assessment' to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

2) The results of the site investigation and detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of any remediation measures required and how they are to be undertaken.

3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

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Reason: For the protection of Controlled Waters. The site is located over a Principal Aquifer and it is reported to have residual hydrocarbon contaminants in groundwater.

(3) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

Reason: There is always the potential for unexpected contamination to be identified during development groundworks. We should be consulted should any contamination be identified that could present an unacceptable risk to Controlled Waters.

(4) Prior to occupation of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of this to the local planning authority. Any long-term monitoring and maintenance plan shall be implemented as approved.

Reason: Should remediation be deemed necessary, the applicant should demonstrate that any remedial measures have been undertaken as agreed and the environmental risks have been satisfactorily managed so that the site is deemed suitable for use.

(5) No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters. The development shall be carried out in accordance with the approval details.

Reason: Infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil/made ground which could ultimately cause pollution of groundwater.

(6) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. the parking of vehicles of site operatives and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- v. wheel washing facilities
- vi. measures to control the emission of dust and dirt during construction
- vii. a scheme for recycling/disposing of waste resulting from demolition and construction works

Reasons: In the interest of highways safety and residential amenity.

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(7) Prior to the first use of the premises, details of any plant or ducting system to be used in pursuance of this permission shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The scheme shall ensure that the noise generated at the boundary of any noise sensitive property shall not exceed Noise Rating Curve NR35 as defined by BS8233: 1999 Sound Insulation and Noise Reduction for Building Code of Practice and the Chartered Institute of Building Engineers (CIBSE) Environmental Design Guide 2006. The equipment shall be maintained in a condition so that it does not exceed NR35 as described above, whenever it's operating. After installation of the approved plant, no new plant or ducting system shall be used without the prior written consent of the Local Planning Authority

Reason: To protect the residential amenity of the locality in accordance with Policy EN1 of the Local Plan.

(8) Before the use hereby permitted begins, equipment to control the emission of fumes and smell from the premises shall be installed in accordance with a scheme to be first submitted to and approved in writing by the local planning authority. All equipment installed as part of the approved scheme shall thereafter be operated and maintained in accordance with that approval and retained for so long as the use continues.

Reason: To protect the residential amenity of the locality in accordance with Policy EN1 of the Local Plan.

(9) Any facilities used for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The bund capacity shall give 110% of the total volume of the tanks.

Reason: To prevent pollution of the water environment in accordance with Policies EN1 and EN16 of the Local Plan.

(10) Prior to the first operation of the premises, a scheme and maintenance schedule for the extraction and treatment of fumes and odours generated from cooking or any other activity undertaken on the premises, shall be submitted to and approved in writing by the Local Planning Authority. Any equipment, plant or process provided or undertaken in pursuance of this condition shall be installed prior to the first operation of the premises and these shall thereafter be operated and retained in compliance with the approved scheme.

Reason: To prevent the transmission of odours into neighbouring properties to protect amenity in accordance with Policy EN1 of the Local Plan.

(11) No development shall take place until details of all types of illumination within the site, including canopy soffit illumination (if any) has been submitted to and approved in writing by the Local Planning Authority. All illumination within the site shall be installed in accordance with the approved details and thereafter maintained.

Reason: In the interests of residential amenity in accordance with the National Planning Policy Framework (2012).

(12) The development shall not commence until, details of all fencing, walling and other boundary treatments, including details of the acoustic fence proposed on the east boundary, have been submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved details before the first occupation of the building(s) or land and maintained thereafter. Boundary treatment shall include:



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

(13) The development shall not commence until an Arboricultural Method Statement (AMS) in accordance with BS5837:2012 has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The AMS shall include, but may not be limited to:-

- o demolition or construction methodology and phasing of works;
- o demolition or construction details for any activity within the RPA or crown spread (whichever is the larger) of retained trees, including all excavation operations and level changes;
- o a programme of arboricultural supervision and/or monitoring during demolition or construction operations;
- o a schedule of access facilitation pruning works;
- o location of any new service/drainage runs, soakaways etc. in relation to retained trees and their RPAs;
- o consideration of location of site offices, contractor parking, rubbish and materials storage during demolition and construction;
- o details of construction of any new hard surfacing within RPAs of retained trees.
- o Details of tree protection measures during the course of the construction

Note: The ground contamination remediation scheme and the AMS should be developed together to avoid potential conflicts.

Reason: To ensure a satisfactory external appearance to the development and to safeguard the trees on site.

(14) The development shall not commence until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping, using indigenous species which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection during the course of development in the form of a Tree Protection Plan undertaken by an appropriately qualified party in accordance with BS5837:2012 and a programme for the approved scheme's implementation and long term management.

The landscape scheme shall be designed using the principle's established in the Council's adopted Landscape Character Assessment 2012 and shall include enhancements to the semi-circular island on the east side of the site

The landscaping of the site and its management thereafter shall be carried out in accordance with the approved details over the period specified;

Reason: To safeguard existing trees and hedges to be retained and ensure a satisfactory external appearance to the development and a high quality of design, and safeguard and enhance the character and appearance of the setting of adjacent listed buildings.

(15) The use or occupation of each phase of the development hereby permitted shall not commence until all planting, seeding and turfing specified in the approved landscape details has been completed. All such landscaping shall be carried out during the planting season (October to February). Any seeding or turfing which fails to establish or any trees or plants which, within ten years from the first occupation of a property, commencement of use or adoption of land, die or become so seriously damaged or diseased that their long term amenity value has been adversely affected shall be replaced in the next planting season with

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plants of the same species and size as detailed in the approved landscape scheme unless the local planning authority gives written consent to any variation.

Reason: To ensure a satisfactory landscaped setting for the development.

(16) The development shall not commence until, written details and samples of the materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and approved in writing by the Local Planning Authority and the development shall be constructed using the approved materials;

Reason: To ensure a satisfactory appearance to the development in accordance with the National Planning Policy Framework (2012).

(17) The development hereby permitted shall be carried out in accordance with the following approved plans:

WPS-GEN003-07; dated April 2014 and WPS-GEN003-08; dated May 2014 and WPS-GEN-04 Rev6; dated 24-09-14 and WPS-GEN003-05 Rev9; dated 17-03-15 and WPS-GEN003-06 Rev3; dated 26-09-14 and WPS-GEN003-09 Rev4; dated 18-03-15 and WPS-GEN003-12 Rev 5; dated 18-03-15 and Transport Note Rev B by Transport Potential; dated May 2014.

Reason: To ensure the quality of the development is maintained and to prevent harm to the residential amenity of neighbouring occupiers.

### Informatives:

(1) Foul drainage should be connected to the main sewer. Where this is not possible and it is proposed to discharge treated effluent to ground or to a surface watercourse the applicant may require an Environmental Permit from the EA. The granting of planning permission does not guarantee the granting of a permit under the Environmental Permitting Regulations 2010. A permit will only be granted where the risk to the environment is acceptable. We advise the applicant to refer to our Pollution Prevention Guidelines (PPG) 4: Treatment and Disposal of Sewage where no Foul Sewer is available which can be found at: <https://www.gov.uk/government/publications/sewage-treatment-and-disposal-where-there-is-no-foul-sewer-ppg4>

We refer you to our document Groundwater Protection: Policy and Practice (GP3) that is a report that highlights the importance of groundwater and encourages industry and other organisations to act responsibly and improve their practices. This can be found at: <https://www.gov.uk/government/publications/groundwater-protection-principles-and-practice-gp3>

(2) We will only allow for the discharge of clean, uncontaminated roof drainage to ground provided that all roof water down-pipes are sealed (capable of preventing accidental/unauthorised discharge of contaminated liquid into the soakaway) against pollutants entering the system from surface run-off, effluent disposal, or other forms of discharge.

There must be no discharge into land impacted by contamination or land previously identified as being contaminated. There must be no direct discharge to groundwater, a controlled water. There must be no discharge to made ground.

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(3) All precautions must be taken to avoid discharges and spills to the ground both during and after construction. For advice on pollution prevention, the applicant should refer to our guidance "PPG1 - General guide to prevention of pollution", which can be found at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/290124/LIT\\_1404\\_8bdf51.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/290124/LIT_1404_8bdf51.pdf)

(4) The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Contaminated soil that is, or must be disposed of, is waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:

- o Duty of Care Regulations 1991
- o Hazardous Waste (England and Wales) Regulations 2005
- o Environmental Permitting (England and Wales) Regulations 2010
- o The Waste (England and Wales) Regulations 2011

(5) 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.

Case Officer: Andrew Jolly

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.