

APPLICATION: MA/09/0455 Date: 16 March 2009 Received: 16 March 2009

APPLICANT: MJ Gleeson Group PLC &, MF Strategic Land Ltd.

LOCATION: HEN & DUCKHURST FARM, MARDEN ROAD, STAPLEHURST,
TONBRIDGE, TN120PD

PROPOSAL: Outline planning application to develop land for employment purposes within classes B1, B2 and B8 with access to be considered at this stage and all other matters reserved for future consideration.

AGENDA DATE: 15th October 2009

CASE OFFICER: Peter Hockney

The recommendation for this application is being reported to Committee for decision because:

- it is contrary to views expressed by Staplehurst Parish Council

POLICIES

Maidstone Borough-Wide Local Plan 2000: ENV6, ED2, ED9
South East Plan 2009: CC1, CC4, RE2, RE3, NRM4, NRM10, W2, M1, BE1, BE6
Government Policy: PPS1, Draft PPS4, PPG4, PPS7, PPS9, PPG24

HISTORY

MA/07/0200 – Outline planning application to develop land for employment purposes within classes B1, B2 and B8 with access road, parking and ancillary works to be considered at this stage and all other matters reserved for future consideration – WITHDRAWN.

MA/99/1505 – Variation of condition 01 (parts (ii) & (iii)) of outline planning permission reference MA/96/0970 (For the erection of buildings for uses that fall within use classes B1 (c) and B2 forming an extension to the industrial estate) to allow a further period – APPROVED WITH CONDITIONS.

MA/96/0970 – An Outline Application for the erection of buildings for uses that fall within use classes B1 (C) and B2 to form an extension to the existing industrial estate. All matters are reserved for future consideration. Access to be via Lodge Road – APPROVED WITH CONDITIONS.

MA/80/1218 – Outline application for residential development (27 units) on 5.24 hectares, industrial (50,000 sq.ft.) and warehousing (200,000 sq. ft.) on 4.23 hectares – REFUSED – DISMISSED AT APPEAL.

CONSULTATIONS

Staplehurst Parish Council wishes to see the application REFUSED on the following grounds:-

- The environmental impact of the development should be assessed in respect of wildlife habitats (newts, badger, dormice, bats, etc.) as well as noise, lighting and socio-economic issues. Mitigation measures are recommended.
- The siting of the proposed units on the south-eastern corner of the site is close to a residential area and Councillors had concerns about noise issues.
- The wider impact of the proposal needs to be addressed in relation to traffic and the proximity of the railway station with its large car parks, the existing industrial development and future development potential of the area for a supermarket. In the absence of a bypass which was envisaged originally when this area of land was identified as suitable for industrial development, it is considered that at least some form of traffic management is urgently required for the Station Approach junction with Station Road. Traffic problems exist at this junction, particularly at peak times which will be further exacerbated by this proposal. Whilst the proposal is not particularly employment dense in it, when consideration is given to the traffic generated by it and traffic from the whole area funnelling into the one junction with Station Road, some form of traffic management infrastructure becomes more obvious and necessary. Insufficient highway safety measures exist and these issues should be addressed.
- The documentation supplied makes reference to "good links to M20". Councillors refuted this claim as additional traffic would have to be directed through the already congested Maidstone Town Centre or via inappropriate narrow and unclassified country roads.

EDF Energy have no objections to the application.

Southern Gas Networks raise no objections to the application.

Kent Wildlife Trust objects on the basis that the mitigation, enhancement and compensation measures, including method statements and a commitment to an on-going management/monitoring regime have not been submitted. The applicant should provide adequate habitat to suitably compensate for the loss.

Natural England raise no objections to the application stating that they support the recommendations within the report and request an informative be imposed in relation to bats, a condition relating to a mitigation strategy for Great Crested Newts and reptiles (as the study found viviparous lizard, slow worm and grass snake). They also state:-

"As mentioned in the ecological report, this application has many opportunities to incorporate features into the design which are beneficial to wildlife such as the incorporation of roosting opportunities for bats, the installation of bird nest boxes or the use of native species in the landscape planting, for example. As such we would recommend that should the Council be minded to grant permission for this application, measures to enhance the biodiversity of the site are secured from the applicant."

The Environment Agency have no objection to the development subject to the imposition of conditions relating to surface water drainage and biodiversity.

Southern Water raise no objections to the development and request that an informative be added to any approval.

KCC Archaeology raise no objections to the application subject to the imposition of a condition requiring a watching brief.

Kent Highway Services raise no objections to the development subject to the receipt of the following contributions:-

£5000 is required towards bus stop improvements.

£10000 is required towards improved pedestrian facilities in Staplehurst.

An assessment of the Station Approach/Station Road junction has been undertaken and it is considered that no improvements are required.

MBC Environmental Health raise no objections to the application subject to a condition regarding noise and informatives.

REPRESENTATIONS

One letter of objection has been received on the following grounds:-

- The increase in traffic and congestion from the development.
- Road improvements including traffic lights and pedestrian crossings on both the A229 and Station Approach should be required.

The Staplehurst Society supports the application for additional employment in Staplehurst but has major concerns on the following areas:-

- Concern regarding flooding from the loss of the existing permeable surface.
- Concern with the additional traffic generation and the potential highway dangers caused by additional traffic and congestion. Improvements to the Station Approach/Station Road junction are requested as is the reintroduction of the Staplehurst bypass.
- The proposed units should be no greater than two storeys in height.

- Staplehurst should remain as a village and not expand into an urban area.
- The development should use sustainable construction methods in the design of the scheme, including the potential use of rainwater for non-potable water uses.

SITE LOCATION AND DESCRIPTION

The application site is just over 3 hectares in area and is generally flat, open land located to the west of Lodge Road industrial estate, Staplehurst. It is bounded to the north by the railway line and predominantly open land to the west and the south. There is an existing pond on the western boundary of the site, which the red line site area abuts, with others in the nearby vicinity. There are significant mature trees located on the boundaries of the site, particularly as blocks along the northern and eastern boundaries.

The site is within a designated employment site by policy ED2 of the Maidstone Borough-Wide Local Plan (2000). The access to the site would be via Lodge Road and the site falls within the village boundary of Staplehurst.

PROPOSED DEVELOPMENT

The application is in outline form and is to develop land for employment purposes within classes B1, B2 and B8 with a new access extending Lodge Road to be considered at this stage and matters of layout, scale, appearance and landscaping reserved for future consideration.

The indicative scheme shows a total floorspace of 8700m² with 25% of this as mezzanine floors. The scale of the units would vary in height from 5m to 8m with the width between 6.5m and 9.5m and the length between 5m and 10m. The roof form would be shallow pitched roofs.

The indicative level of car parking illustrates the provision of 203 car parking spaces and 10 spaces for vans/lorries.

The development includes a Sustainable Urban Drainage System (SUDS) with the creation of a balancing pond in the southernmost part of the site in order to meet the requirements of the drainage strategy for the site.

There would be wildlife enhancements made as part of the development including the creation of a wildlife corridor to the east of the site as well as the area around the balancing pond. These areas would provide routes for wildlife to travel without disturbance from the developed area. They would be bounded by exclusion fencing in order to prevent damage to the wildlife areas from the adjacent business activity.

PRINCIPLE OF DEVELOPMENT

The site is located within an area designated as employment land by policy ED2 of the Maidstone Borough-Wide Local Plan (2000). This policy has been saved by GOSE's Directive of September 2007. The policy identifies the site as employment land for class B1(c) and B2 uses and prevents the redevelopment of sites within the designated areas for non-employment uses unless in exceptional circumstances.

Policy ED9 of the Maidstone Borough-Wide Local Plan (2000) is another saved policy and deals with the issue of storage and distribution uses (B8). It states that:-

“Permission for class B8 storage and distribution uses will be restricted to sites designated for B2 uses under policies ED1 and ED2 (except for land adjoining the Hilton Hotel) provided the B8 use proposed supports existing manufacturing or commercial operations and is well related to the primary road network.”

The site is a designated employment area covered by saved policy ED2 of the Maidstone Borough-Wide Local Plan (2000), which allows its use for B1(c) and B2 uses. In addition, policy ED9 allows for B8 uses to be incorporated within these designated sites and the A229 is part of the primary road network. Therefore the principle of the development complies with the policies of the Maidstone Borough-Wide Local Plan (2000).

There are no policies in the South East Plan (2009) that conflict with the provisions of the policies of the Maidstone Borough-Wide Local Plan (2000).

In addition, the Council has recently commissioned research that has been undertaken by GVA Grimley on behalf of the Council in terms of the Employment Land Study and this indicates that there is a requirement for additional industrial floorspace in the southern area of the Borough. An extract from this is reported below and from this it can be concluded that within the southern part of the Borough additional employment uses are required and therefore does not conflict with the provisions of the Maidstone Borough-Wide Local Plan (2000) policies ED2 or ED9.

“There is an overall balance between demand and supply of industrial land up to 2016. However there is little vacant industrial land in the southern part of the Borough to provide for the demand of additional industrial floorspace. Industrial sites across Maidstone Borough are generally well occupied and vibrant and some recent development (e.g. at Honeycrest Industrial Park) demonstrated the local demand. This is particularly the case for the larger sites in the south of the Borough at Marden, Staplehurst and Headcorn. These sites should remain allocated for business use. Consideration should be given to the provision of an additional 3 to 5 hectares as extensions of existing industrial parks in the southern part of the Borough. Preference should be given to light industrial, general industrial and small scale warehousing uses.”

Overall, I consider that the proposed development would conform to the provisions of the development plan, particularly in relation to the allocated employment policy of ED2 and the policy for B8 uses in ED9. The principle of the development is therefore acceptable. The previous approvals of applications MA/96/0970 and MA/99/1505 support this view.

No criteria based Local Plan Policy exists for the site, however, the determining issues for the application are visual impact, ecological issues, residential amenity and highway considerations. These issues are dealt with under the appropriate headings below.

VISUAL IMPACT

The site is an open area of land and therefore any development would result in an element of visual impact. However, given that the site is an allocated employment site it is clear that this was always envisaged and deemed acceptable in principle.

The application is currently in outline form with only access for formal consideration and therefore a detailed assessment of the impact would not be appropriate at this stage. However, the indicative layout and proposals submitted give an indication of the proposed development. The indication of the proposed units would be comparable in scale to those within the remainder of the Lodge Road industrial estate. This would be envisaged by Policy ED2 of the Maidstone Borough-Wide Local Plan (2000).

The proposal includes a significant level of landscaping as part of the development including a new belt of landscaping along the western boundary of the site. A comprehensive landscaping strategy and management plan would be submitted as part of the reserved matters application.

I consider that given the information available and the scope of the outline application that no reason for refusal could be sustained on visual impact grounds.

ECOLOGICAL CONSIDERATIONS

The issue of ecology is a significant one in determining the application. The land is open and undeveloped and there are a number of ponds and mature trees surrounding the site.

This issue has been carefully considered by the applicant with an extensive ecological report examining the general botany, bats, badgers, dormice, invertebrates with a separate Herpetofauna assessment surveying great crested newts and reptiles included for the site and the surrounding area. The survey area extends to the south to the boundaries of the properties on Marden Road, to the south east to the boundaries of the properties within Lime Trees, Marlfield, Further Field and Greenhill and the fields to the west.

In terms of bats, the survey indicates the presence of bats but found no evidence of bats emerging from trees on the site or any roosts on the site, despite the mature trees around the margins of the site having potential for roosting. The trees at the margins of the site are proposed to be maintained as part of any scheme and during the detailed design of the scheme enhancements with regard to bats will be explored.

A survey of badgers has been undertaken and no badger setts were found on the site. A badger was observed in the survey foraging in an adjacent field approximately 120 metres from the site boundary.

The partial survey of dormice indicates that the network of hedgerows within the survey area are likely to be of importance to the viability of the population of the area. There are no proposals to remove the network of hedgerows within the survey area, furthermore, with the enhancements proposed including the wildlife corridor this would enhance the habitat available and the proposal would not be of detriment to the viability of the dormouse population in the area.

A survey of water and land invertebrates was undertaken. The results indicated that the species richness of the ponds were relatively low with low potential for rare/protected species. The land invertebrate survey identified various species of butterflies, moths, dragonfly, damsel, grasshopper, cricket, wasps, bees and beetles, however, all of these were common and widespread with no rare or protected species being recorded. The conclusion on this aspect is that the development of part of the surveyed site would not be of significance to the long term viability of invertebrate populations.

A separate Herpetofauna assessment was carried out and established that Great Crested Newts were confirmed to be breeding in two ponds within 100m of the application site with newts occupying a transitory pond on the site's western boundary. The survey also identified the presence of viviparous lizard, slow-worm and grass snake within the survey area. The report recommends mitigation and compensation methods, which are to be used to shape the development in the reserved matters application.

The mitigation measures that are included for all the ecological aspects have been used to shape the indicative design with the creation of the wildlife corridor that maintains the mature trees located to the north of the site and the creation of the balancing pond. The recommendations of the reports would be used to shape the final design of the scheme as well as the strategic landscape scheme, wildlife corridor and a scheme of mitigation.

I note the concerns of the Kent Wildlife Trust in terms of the lack of final mitigation proposals and a management regime. However, the final development scheme has not yet been designed and therefore the mitigation proposals and management regime

cannot be finalised until the design has been completed. The recommendations contained within the reports will be used to design the final scheme and therefore until that is finalised I do not consider that a detailed mitigation strategy can be formulated. Natural England raise no objections to the proposal without the detailed mitigation strategy but recommend conditions that would be appropriate for imposition.

Overall, I consider that the application assesses the ecological issues on the site and surrounding areas through the detailed surveys. Through the detailed design stage and the subsequent reserved matters application would seek to maintain and enhance the habitat available with a view to protecting the biodiversity of the area whilst developing an allocated employment site. I consider this an acceptable approach that would not result in significant harm to wildlife habitat or protected species.

RESIDENTIAL AMENITY CONSIDERATIONS

The nearest dwelling to the application site would be 13 Greenhill, which would be approximately 88 metres to the south east of the application site. This distance is sufficient to ensure that there would be no significant impact on the residents in terms of the levels of light and privacy as well as preventing an overwhelming impact.

Deliveries to the development would occur from the access onto Lodge Road via Station Approach and the A229. These deliveries would not disrupt the enjoyment of nearby dwellings by the occupiers.

The noise generated by the potential businesses would be sufficiently mitigated by the insulation of the buildings and the distances between the industrial buildings and the nearby residential development. Furthermore, the Environmental Health Manager raises no objections on noise grounds.

I consider that the development of this site would not result in an unacceptable impact on residential amenity.

HIGHWAY CONSIDERATIONS

The application is accompanied by a transport assessment, which assesses the likely traffic arising from the proposed development and confirms that there would be no significant impact on the capacity of the surrounding road network.

The site is located adjacent to Staplehurst Railway Station and is well served by nearby bus services (that run along Station Road through Staplehurst) that provide an hourly link to Maidstone during the day, Monday to Saturday with a restricted Sunday service. The fact that the site is within the village boundary of Staplehurst means that the site is accessible for the local population by foot and cycle. In this respect it is a sustainable location that is served by a variety of modes of transport.

The proposed access would be onto Lodge Road, which serves a number of other industrial premises. The access is of an adequate standard to serve the proposed development. The illustrative level of car parking provision of 203 car parking spaces and 10 spaces for vans/lorries would be adequate for the development. Kent Highway Services raise no objections in terms of parking provision.

There is no criteria based policy contained within the Maidstone Borough-Wide Local Plan (2000) for the allocated employment site and therefore no requirement to provide for junction improvements. Kent Highway Services have assessed the likely impact of the development on the surrounding road network including Lodge Road and the junction of Station Approach and Station Road and conclude that the proposed development would not result in a significant increase in traffic that would justify any improvements for the junction, including traffic lights.

Kent Highway Services have concluded that the demand caused by development would require improvements to the bus stops and request a £5000 contribution towards this. An additional £10000 is required towards improved pedestrian facilities in Staplehurst to cope with the additional footfall generated by those employed or visiting the site. The applicant has agreed to provide the requested contributions and this would be secured by way of a legal agreement.

OTHER CONSIDERATIONS

A flood risk assessment has been produced and the surface water drainage would be dealt with in two drainage catchments split between the northern part of the site and the southern part of the site. The first would be in the northern portion of the site and would discharge into the existing surface water drainage sewer in Lodge Road. This would incorporate a pre-cast concrete box culvert to restrict the discharge to 24.4l/s, which is in line with the agreement in place with Southern Water for the overall Lodge Road industrial estate. The second being in the southern portion of the site and would be SUDS based and would discharge into the existing drainage ditch to the south west of the site. It is proposed to use a balancing pond to restrict the discharge rate to 8.6l/s and the proposed balancing pond would achieve this goal and provide capacity to accommodate the 1 in 100 year flood plus 20% climate change event without surface water flooding occurring. The scheme raises no objections from Southern Water or the Environment Agency.

No indication of the BREEAM level has been submitted, however, in accordance with policies CC4, M1 and W2 of the South East Plan (2009) I consider that a condition requiring at least a GOOD level for the BREEAM Industrial premises.

CONCLUSION

The site is an identified employment site for B1(c) and B2 uses under policy ED2 of the Maidstone Borough-Wide Local Plan (2000). Policy ED9 of the Maidstone Borough-Wide

Local Plan (2000) allows for the B8 uses to be accommodated within these developments.

The necessary ecological surveys have been undertaken and provide recommendations that will be used to shape the final development. Natural England do not raise any objections to the application.

The nearest residential property would be approximately 88 metres from the site boundary and there would be no significant impact on the level of amenity enjoyed by the occupiers.

The submitted transport assessment concludes that the development would have no significant impact on the capacity of the surrounding road network. The applicant has agreed to pay £5000 towards bus stop improvements and £10000 towards improved pedestrian facilities. Kent Highway Services have considered the application and raise no objections to the proposal subject to the above contributions being paid. There is no requirement for improvements to the Station Approach/Station Road junction as a result of this development.

I consider that the proposed development conforms to the provisions of the Development Plan and there are no justifiable reasons for refusal.

RECOMMENDATION

SUBJECT TO:-

The prior completion of a legal agreement, in such terms as the Head of Legal Services may advise, to secure the payment of £5000 towards the improvements to bus stops and £10000 towards improved pedestrian facilities in Staplehurst.

I BE DELEGATED POWER TO GRANT PLANNING PERMISSION subject to the following conditions:

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

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

2. No development shall take place 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

in the course of development and a programme for the approved scheme's implementation and long term management. The scheme shall be designed using the principles established in the Council's adopted Landscape Character Assessment and Landscape Guidelines;

Reason: No such details have been submitted in accordance with policy ENV6 of the Maidstone Borough-Wide Local Plan (2000).

3. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building(s) or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation;

Reason: To ensure a satisfactory setting and external appearance to the development in accordance with policy ENV6 of the Maidstone Borough-Wide Local Plan (2000).

4. Prior to the commencement of any works which may affect reptiles, great crested newts or their habitat, a detailed mitigation strategy shall be submitted to, and approved in writing by the Local Planning Authority. All works shall then proceed in accordance with the approved strategy unless any amendments are agreed in advance in writing with the Local Planning Authority.

Reason: In order to prevent damage to protected species or their habitat in accordance with policy NRM4 of the South East Plan (2009) and guidance contained within PPS9.

5. No development approved by this permission shall commence until the applicant has submitted a report containing details of assessment of noise from the industrial activities to be carried out on the application site and of any scheme necessary for the attenuation of audible sound affecting the residential amenity of occupiers of the dwellings nearby.

The assessment of noise from the industrial activities should be judged against the guidance in BS 4142:1997 "Method for Rating Industrial Noise in mixed Residential and Industrial Areas", as stated in PPG 24 and MBC's Planning Guidance Note 11 "Planning and Noise". This would provide a prediction of the expected noise rating levels in order that the likelihood of complaints arising from the proposed industrial use may be assessed.

Any necessary attenuation scheme shall ensure that the rating level of noise, at the

relevant time, does not exceed the pre-existing background noise level at nearby dwellings.

The subsequently approved scheme shall be fully implemented prior to the first use of the premises and maintained thereafter.

Reason: In the interest of the amenity of the occupiers of residential properties in accordance with policy NRM10 of the South East Plan (2009) and guidance in PPG24.

6. No development shall take place until the applicant, or their agent or successors in title has secured the implementation of a watching brief to be undertaken by an archaeologist approved by the Local Planning Authority so that the excavation is observed and items of interest and finds are recorded. The watching brief shall be in accordance with a written programme and specification, which has been submitted to and approved in writing by the Local Planning Authority;

Reason: To ensure items of archaeological interest are properly examined and recorded in accordance with policy BE6 of the South East Plan (2009).

7. The development hereby permitted shall be constructed to the BREEAM for Industrial Units standard to achieve at least a GOOD rating. Prior to the commencement of the construction of the development, details of the rating achieved shall be submitted to and approved by the local planning authority and the development shall thereafter be constructed in accordance with the subsequently approved details;

Reason: To ensure a sustainable and energy efficient form of development in accordance with Kent Design and PPS1 and policies CC4, W2 and M1 of the South East Plan (2009).

8. 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:

- 1) The parking of vehicles of site operatives and visitors
- 2) Loading and unloading of plant and materials
- 3) Storage of plant and materials used in constructing the development
- 4) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- 5) Wheel washing facilities
- 6) Measures to control the emission of dust and dirt during construction
- 7) A scheme for recycling/disposing of waste resulting from demolition and construction works.

Reason: To protect the amenity of the area and to prevent a hazard to highway safety in accordance with policy ED2 of the Maidstone Borough-Wide Local Plan (2000) and BE1 of the South East Plan (2009).

Informatives set out below

The reserved matters application shall include full details of the following matters:-

Full details of a SUDS based surface water drainage system.

Full scheme of mitigation measures for protected species.

Full details of biodiversity enhancements with management regime.

An arboricultural report in accordance with BS5837 for the site and the trees near the boundaries including details of protection methods and the root protection areas.

A fully worked up strategic landscape scheme.

All proposed external lighting with an assessment of its impact on wildlife.

Full details of the balancing pond including its contribution to biodiversity.

Details of cycle parking.

Should any bats or evidence of bats be found occupying trees that are to be affected by the works, works must stop immediately and a specialist ecological consultant or Natural England contacted for further advice before works can proceed. All contractors working on site should be made aware of this advice and provided with Natural England's contact details.

Attention is drawn to Sections 60 & 61 of the COPA 1974 and to the Associated British Standard Code of Practice BS 5228:2009 for noise control on construction sites.

Statutory requirements are laid down for control of noise during works of construction and demolition and you are advised to contact the Environmental Health Manager regarding noise control requirements.

Clearance and burning of existing woodland or rubbish must be carried without nuisance from smoke etc to nearby residential properties. Advice on minimising any potential nuisance is available from the Environmental Health Manager.

Plant and machinery used for demolition and construction shall only be operated within the application site between 0800 hours and 1900 hours on Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays and at no time on Sunday and Bank Holidays.

No vehicles may arrive, depart, be loaded or unloaded within the general site outside the hours of 0800 hours and 1900 Mondays to Fridays and 0800 to 1300 hours on Saturdays and at no time on Sundays and Bank Holidays.

Reasonable and practicable steps should be used during any demolition or removal of existing structure and fixtures, to dampen down, using suitable water or liquid spray system, the general site area, to prevent dust and dirt being blown about so as to cause a nuisance to occupiers of nearby premises.

Where practicable, cover all loose material on the site during the demolition process so as to prevent dust and dirt being blown about so as to cause a nuisance to occupiers of nearby premises.

Adequate and suitable measures should be carried out for the minimisation of asbestos fibres during demolition, so as to prevent airborne fibres from affecting workers carrying out the work, and nearby properties. Only contractors licensed by the Health and Safety Executive should be employed.

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 Atkins Ltd., Anglo St James House, 39A Southgate Street, Winchester, SO23 9EH (tel 01962 858688) or www.southernwater.co.uk

The proposed development, subject to the conditions stated, is considered to comply with the policies of the Development Plan (Maidstone Borough-Wide Local Plan 2000 and South East Plan 2009) and there are no overriding material considerations to indicate a refusal of planning consent.