

REPORT SUMMARY

REFERENCE NO - 15/505942/FULL		
APPLICATION PROPOSAL Redevelopment of the existing petrol filling station to include new sales building, canopy, fuel pumps, car wash, boundary treatments, service compound, hard and soft landscaping and ancillary rearrangements to the forecourt.		
ADDRESS Tudor Garage London Road Maidstone Kent ME16 0HE		
RECOMMENDATION - APPROVE		
SUMMARY OF REASONS FOR RECOMMENDATION The proposed development is considered to comply with the policies of the Maidstone Borough-Wide Local Plan 2000 and the National Planning Policy Framework, and there are no overriding material considerations to indicate a refusal of planning consent.		
REASON FOR REFERRAL TO COMMITTEE Councillor Robertson and Councillor Daley have requested the application be reported to Planning Committee.		
WARD Allington Ward	PARISH COUNCIL N/A	APPLICANT BP Oil (UK) Ltd AGENT Rapleys LLP
DECISION DUE DATE 11/12/15	PUBLICITY EXPIRY DATE 23/11/15	OFFICER SITE VISIT DATE 10/08/15
RELEVANT PLANNING HISTORY (including appeals and relevant history on adjoining sites):		

MA/11/0018 - Extension to existing sales building – Approved

MA/09/0785 - Replacement of underground tanks and replacement pumps (Resub of MA/08/0873) - Approved

MA/08/2203 – Advert consent – Approved

MA/05/1385 – Redevelopment of petrol filling station comprising of replacement underground tanks, installation of new forecourt and canopy. Erection of class A1 shop with ATM and car wash, new pump islands, car care facilities, car parking, modified crossovers - Refused

MA/03/0847 - Redevelopment of existing petrol filling station to provide fuel forecourt, canopy, fuel and LPG tanks, solar energy, sales building/shop, car wash, modified crossover, parking and ancillary services – Refused

MA/02/1119 - Redevelopment of existing petrol filling station to provide fuel forecourt, canopy, fuel and LGP tanks, solar energy, sales building/shop, ATM, car wash, modified crossover, parking and ancillary services - Refused

MA/01/1949 - Advert consent – Approved

MA/01/1546 - Redevelopment of service station to provide new forecourt and canopy, sales bungalow, car wash and ancillary services – Refused

MA/97/2999 - Advert consent – Refused

MA/97/0564 – Advert consent – Approved

MA/97/0113 – Advert consent – Approved

MA/96/1402 - Alteration to existing sales building by installation of bank cash machine and security bollards - Approved

MA/87/0605 - Replacement of existing pumps by 3 dual delivery pumps and installation of 2 underground tanks – Refused

MA/85/1191 - Installation of 2 self-serve pumps - Approved

MA/84/1727 - Plant housing and refuse area - Approved

MA/84/0786 - 4 underground fuel storage tanks to replace existing - Approved

MA/84/0811 - Advert consent – Approved

MA/83/1227 - Demolition of existing garage and erection of petrol filling station with car wash - Approved

MA/79/0450 - Outline application for demolition of garage and house and erection of self-service petrol station - Refused

MA/77/0877 - Outline application for demolition of existing garage premises and house and construction of self-service petrol sales forecourt and office with new workshop to the rear for repairs servicing and M.O.T. testing - Refused

1.0 Relevant policy

- Development Plan: ENV6, T13, R1, R3
- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (NPPG)

2.0 Consultation responses

2.01 **Councillor Robertson and Councillor Daley** have called the application into Planning Committee with concerns regarding highway safety issues and the impact on local residents.

2.02 **KCC Highways:** Raise no objection.

2.03 **Environmental Health Officer:** Raises no objection in terms of noise from the plant equipment, car wash facility (including the new access), and shop, but does raise concerns over the repositioned fuel delivery area in terms of noise and odour.

2.04 **Environment Agency:** Raises no objection.

2.05 **KCC Biodiversity:** Raises no objection.

2.06 **KCC Flood Risk Project Officer:** Raises no objection.

2.07 **Southern Water:** Raises no objection.

3.0 Neighbour representations

3.01 4 local residents have made representations raising concerns over traffic generation; highway safety; noise and disturbance at construction phase; noise/disturbance from deliveries and car wash; light pollution; odours/fumes (ventilation pipes); general noise; and unsuitable location for larger retail space.

4.0 Background information

- 4.01 It should be noted that a planning application for a similar development on this site was refused under MA/05/1385 for the following reason;

"The enlarged and redeveloped service station would be detrimental to the levels of amenity enjoyed by neighbouring residents in general, by virtue of the increased scale of the development and the increased activity it is likely to support, and in particular to the occupants of 4 Conway Road, by reason of vehicle movements associated with the proposed car wash facility. The proposals would therefore be contrary to policy ENV15 of the Kent Structure Plan 1996 and policy ENV2 of the Maidstone Borough-Wide Local Plan 2000."

- 4.02 Whilst the Kent Structure Plan 1996 is no longer part of the development plan and policy ENV2 of the MBWLP is no longer a saved policy, the impact of any development on the residential amenity of surrounding properties is clearly still a material planning consideration in the determination of any planning application. In addition, this refused application is also a material consideration in the determination of this application, and will be discussed further in the main body of this report.

5.0 Site description

- 5.01 Tudor Garage is a petrol filling station located on the corner of London Road, which runs along the site's northern boundary and Conway Road, which runs along the site's eastern boundary.

- 5.02 The proposal site currently consists of 6 pumps covered by a large canopy; a single storey shop building close to the western boundary of the site; a car wash close to the southern flank of the shop; an area of planting/scrub along the southern boundary. The 2 vehicle entrances into the site are from Conway Road and the north-east corner of the site from London Road; and egress is from the north-west corner onto London Road. The carwash plant room and the refuse and trolley area are located towards the southern end of the site.

- 5.03 The surrounding area is predominantly characterised by residential properties of differing scale, age and design; a public footpath (KB35) runs along the site's western boundary; and for the purposes of the Maidstone Borough-Wide Local Plan 2000 (MBWLP), the application falls within the defined urban area.

6.0 Proposal

- 6.01 The proposal is for the redevelopment of the existing petrol filling station, to include a new sales building, canopy, lighting, fuel pumps, car wash, and rearrangements to the forecourt to include changes to the vehicle access and egress. The existing underground fuel tanks are to be retained. The forecourt would also extend southwards into a landscaped area.
- 6.02 The existing sales building measures some 15m by 6.5m in footprint, is single storey and with its hipped roof stands some 5.5m in height from its

ridge to ground level. The proposed shop building would be relocated further back into the site, close to the southern boundary, with its front elevation facing northwards. This new building would measure some 18m by 12m in area, and with its mono-pitched roof would stand some 4.4m in height. This increase in footprint would extend the gross internal floor space by approximately 125m² to a total of 216m². The walls will be of composite steel cladding panels, with large glazed elements; and the roof of composite metal sheeting. An ATM machine would also be installed to the front of the building.

- 6.03 The existing canopy area measures some 22m in length and some 8m wide; and it stands some 5.5m in height. The proposed canopy would measure some 24m in length and some 8.5m wide; and it would stand some 5.8m in height. The pumps will be increased from 6 to 8; the tank refilling station has been relocated towards the north-western corner of the site; and the service area, plant equipment, and the car wash have been sited along the western boundary/south-western corner of the site. The proposed car wash would stand some 3m in height.
- 6.04 In terms of parking provision, the proposal would provide 9 allocated parking spaces; and the development would see an access and agrees from Conway Road and London Road (with the access on the exposed north-eastern corner of the site being closed).

7.0 Principle of development

- 7.01 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that all planning applications must be determined in accordance with the Development Plan unless other material considerations indicate otherwise.
- 7.02 The application site is within the defined settlement boundary of Maidstone, and whilst there is no specific saved policy relating to this type of development, the redevelopment of an existing use is considered to be an appropriate form of development; policy R1 of the MBWLP permits appropriate retail development within the defined urban area; and policy ENV6 of the MBWLP looks for appropriate soft landscaping with any development.
- 7.03 There is also a presumption in favour of sustainable development within the National Planning Policy Framework (NPPF). Indeed, the NPPF seeks to proactively drive and support sustainable economic development to meet the development needs of business and support an economy fit for the 21st century; and it also seeks to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 7.04 I therefore consider the principle of this development in this location to be acceptable; and from this, the key issues to consider are visual impact, residential amenity, highway safety, and ecological/arboricultural issues.

8.0 Visual impact

- 8.01 The proposed development would see the new shop building set further south into the site; it would be set back more than 14m from any public highway (including the footpath); and whilst its footprint would be larger than the existing building, its overall height would be approximately 1m lower than the existing building. The walls will be of composite steel cladding panels, with large glazed elements; and the roof of composite metal sheeting. I consider this acceptable in the context of the development and the surrounding area, and will request details of the materials to be used to ensure a satisfactory appearance of the development. The proposed canopy would be generally sited perpendicular to the canopy it will replace; it is not significantly larger or taller than the existing canopy; and again details of its appearance will be requested by condition. This element of the proposal would not appear significantly more dominant or visually harmful than what currently exists on site.
- 8.02 The loss of the band of landscaping along the southern boundary of the site is unfortunate, but is of limited arboricultural and visual worth and its loss is not a reason alone to refuse this application; the carwash unit is modestly scaled, low level, and it is not unusual to find such a facility on the forecourt of a petrol station; and the new plant equipment, paraphernalia and hardstanding would cause no further visual harm given the modest scale, nature and location of it. I am also of the view that the proposed fencing; the retention of the Cherry trees along the site's eastern boundary; and the additional soft landscaping shown would provide some screening and softening of the development.

9.0 Residential amenity

- 9.01 The proposal would involve the installation of air conditioning units and refrigeration plant equipment, to be placed at either end of the new shop building. The submitted acoustic specification which demonstrates a sound level of at least 5dB below background is considered acceptable by the Environmental health Team, and a suitable condition will be imposed to safeguard the amenity of local residents. No other objection is raised to the noise levels of other plant equipment within the site. After requesting additional information from the applicant, the Environmental Health Team is now also satisfied that the submitted details regarding the security floodlighting and its operation would not cause unacceptable harm to the amenity of local residents, and an appropriate condition will be imposed to ensure the development is carried out in accordance with this detail. With the advice of the Environmental Health Team, I therefore raise no objection to the proposal on these issues.
- 9.02 The proposed carwash would be repositioned further towards the south-western corner of the site; and it would be an enclosed unit unlike the existing carwash. The submitted acoustic detail in this respect demonstrates that the new carwash will effectively halve the perceived noise levels experienced by neighbours, and so the Environmental Health Team raise no objection to the proposal in this respect. I am satisfied with these findings. However, as specifically mentioned in the reason for

refusal under MA/05/1385, concern has been raised over the new access road to the carwash and the potential harm this would have on the amenity of 4 Conway Road (as it would be moved closer to their northern boundary), in terms of noise levels caused by vehicles using the access road. In response, the applicant has submitted an acoustic technical note to address this concern. This report demonstrates that the erection of 2m high acoustic fencing along the southern and western boundaries of the site, and the restriction of hours of use of the carwash (07:00-21:00), would provide adequate mitigation in terms of noise, and the Environmental Health Officer is satisfied with its findings in this respect. Appropriate conditions will be imposed restricting the hours of use of the carwash, and to ensure the proposed fencing is erected before first operation of the development. I am also of the view that emissions from vehicles waiting to use the carwash would not cause a significant increase in harm to the living conditions of local residents.

- 9.03 The fuel delivery area has been moved closer to the neighbouring residential property on London Road, and concern has been raised by the Environmental Health Team that this could result in greater nuisance for this property in terms of noise and odours. The offset fills have been positioned to optimise access and egress for tankers and to ensure that deliveries can take place as efficiently as possible. The applicant has confirmed that there are only 3 spirit tanks which will be linked together under vapour recovery; and the delivery process is such that the vapour recovery hose is connected first below and then the driver connects the delivery hose to the tanker and site tank. The only release of vapour would be when the site tank cap is removed to allow the tanker hose to be connected, and this would only be for a couple of minutes during the whole delivery. Whilst it is accepted that a certain level of nuisance on the neighbouring property is likely from the repositioning of the refuelling tanks, on balance I am of the view that this would not be of such significance to refuse the application on these grounds alone, given the existing use of the site and the limited time these tanks would be in use. This opinion is also weighed up against the other improved environmental benefits resulting from the proposed development (improved car wash unit and plant equipment for example), in terms of noise.
- 9.04 With regard to planning refusal MA/05/1385, the Officer's objection was raised on the cumulative impact of noise and disturbance likely to be caused by deliveries, moving the carwash and its access road, and the plant equipment/air conditioning units closer to the neighbouring properties. Specific noise reports were not initially submitted as part of this application, but were submitted after being requested. I am satisfied that these supporting documents have demonstrated that these elements of the proposal would not cause adverse harm to the living conditions of local residents. On balance and given the environmental attenuation measures to be put in place by the applicant, I am of the view that the increased site area, 2 additional pumps, additional parking spaces, and a larger shop area would not significantly increase the activity and intensification. In my view the use of the shop is likely to be a linked trip with the need for getting petrol; and the additional pumps and parking spaces address a capacity issue, potentially alleviating potential queueing

onto the highway. The Environmental Health Team has also not raised any objection in this respect.

- 9.05 Given the original permission for the petrol station did not restrict hours of use, I do not consider it reasonable to do so now given the scale and nature of the proposal. I am also satisfied that the proposed building, canopy and other structures within the site would not have an adverse impact on neighbouring properties in terms of loss of privacy, light and outlook.

10.0 Highway safety implications

- 10.01 The proposal would include the addition of 2 more petrol pumps; 9 allocated parking spaces (including 1 disabled space); and an access and egress from Conway Road and London Road (with the access on the exposed corner of the site being closed).

- 10.02 The parking provision provided within the site is considered to be acceptable for a development of this nature within this sustainable location; and the Highways Officer raises no objection in terms of the reconfigured access and egress points or the visibility splays (for both vehicles and pedestrians). The Highways Officer did specifically comment that...*"I am pleased to note that the existing access at the corner of Conway Road with London Road is proposed to be removed. This access is susceptible to unclear or unorthodox manoeuvres"*. After the applicant has reviewed the technical aspect of how the new junctions will operate, amended details have been received to show some minor changes to the access and egress from London Road in order to retain the traffic light head that serves the junction at Castle Road. Given the modest scale and nature of these changes, it was not considered necessary to reconsult all interested parties again, except for KCC Highways who have raised no objection to the changes.

- 10.03 The submitted Transport Statement suggests that the proposal would generate a modest increase in the number of vehicle movements to and from the site that being 655 additional movements over a 13 hour day, and that there is unlikely to be further queuing onto the highway. It is also considered that the proposal would not significantly increase the number of cars on the surrounding network, given its relatively modest scale and the fact that vehicles will probably use the facility as a linked trip. The Highways Officer is satisfied with these findings and raises no highway safety objection on these issues.

- 10.04 In addition, swept path analyses have been submitted and the applicant has confirmed that there is likely to be 3 daily vehicle deliveries (the longest lasting approximately 30 minutes) and fuel deliveries. This situation is not significantly different to the current situation and the Highways Officer raises no highway safety objection in terms of both delivery vehicles and customer vehicles coming and going from the site. I therefore consider it unreasonable to restrict times of deliveries (given the current unrestricted situation), and do not object to the proposal on these grounds.

10.05 The applicant will also be required through a S278 agreement with KCC Highways to reinstate the pavement on the corner of London Road and Conway Road which is considered necessary and reasonable.

11.0 Biodiversity implications

11.01 The proposal will involve the loss of the band of planting and scrub along the southern edge of the site. Given this and the site's connectivity to the gardens within the surrounding area, it was considered reasonable to request a Phase 1 Ecological Survey to assess the potential impact on any protected species and any necessary mitigation. The applicant duly submitted a report (as amended), and the Biodiversity Officer is satisfied that there has been sufficient ecological information provided to determine the planning application.

11.02 In summary, the lack of suitable basking areas within the site gives low potential for reptiles to be present. Notwithstanding this, due to the connectivity to the adjacent gardens, the presence of reptiles cannot be ruled out. To minimise the potential for reptiles to be impacted, the report recommends that the site is cleared using a precautionary approach. The Biodiversity Officer is satisfied with this and recommends that a condition is imposed requesting a report that provides details of the methodology to clear the vegetation on site. The ecological survey has also confirmed that a fox den has been recorded within the site. To prevent foxes being killed/injured by the proposed development the report has recommended that the foxes are deterred prior to works starting. The Biodiversity Officer is satisfied that details of the deterrent can be incorporated into the precautionary approach report.

11.03 Other recommendations within the report include the installation of bird boxes within the site; and that in order to minimise any impact upon breeding birds any vegetation clearance works are undertaken outside of the breeding bird season (March – September inclusive) or are supervised by an ecologist. Suitable conditions will be imposed to ensure these recommendations are put in place.

12.0 Arboricultural implications

12.01 The submitted Arboricultural Report and tree constraints plan identified a number of 'B' and 'C' category trees within the proposal site and confirmed that these trees would be removed as part of the development, except for the 4 Cherry trees along the eastern boundary of the site which are to be retained. The Landscape Officer has raised no objection to the findings of the report or to the proposed removal of these trees. I have no reason to doubt this view and raise no objections to the development in this respect.

12.02 The proposal would see the loss of the landscaped buffer along the southern boundary, but as established already there are no trees of high quality and in my view its loss would not result in significant visual harm to the character and appearance of the surrounding area. The forecourt is dominated by landscaping, and whilst the layout shows limited indicative planting, this would be an improvement for the forecourt area

and clearly given the constraints of the site, more landscaping would be unreasonable. To ensure the soft landscaping is planted out, an appropriate condition will be imposed to safeguard a satisfactory appearance to the development.

13.0 Impact on vitality and viability of area

13.01 Saved policy R1 of the MBWLP states that retail development will normally be permitted in the defined urban area provided that the proposal would not threaten the overall economic vitality and viability of established retail centres. Putting it into context, this proposal involves a modest increase in the size of an existing shop associated to the petrol filling station. Indeed, the retail unit would not exceed 500m² of gross floor space (as stated in policy R2 of the MBWLP), which is considered to be a major retail development that would require a detailed sequential/impact assessment that measures the impact of the proposal on Maidstone town centre's vitality and viability. It is also worth noting that the NPPF states that the floor space threshold for out of town retail development for local plans that are not up to date is defaulted to 2,500m². Clearly this retail unit of some 216m² falls well within these limits. Therefore, given the scale and nature of the proposal it would certainly not have an adverse impact on the overall economic vitality and viability Maidstone town centre or any Local Centre; and in my view would be of an appropriate scale for its urban location.

14.0 Other considerations

14.01 The Environment Agency is satisfied that the submitted Groundwater Verification Monitoring Report adequately describes previous investigations and includes recent groundwater monitoring data from May 2015, and no significant concentrations of hydrocarbons were identified. The Environment Agency therefore raises no objection to the proposed development subject to a condition where if during construction contamination not previously identified is found to be present at the site, then no further development should be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been approved by the local planning authority. I am satisfied with this approach and take the view this is adequate in addressing potential contamination of controlled waters. No objection is also raised to flood risk, given the existing use of the site and its location.

14.02 The KCC Flood Risk Project Officer raises no objection in terms of the proposed discharge of surface water to the main foul sewer in view of the use of this site as a filling station; and Southern Water also raises no objection in terms of foul and sewage disposal. I therefore consider it unreasonable to pursue these issues any further and raise no objection in this respect.

15.0 Conclusion

15.01 The main objections raised by the neighbours have been dealt with in the main body of the report. However, I would like to add that potential

disturbance during construction is not a material planning consideration in the determination of this application.

15.02 I am of the view that the proposal would represent appropriate sustainable development that would not be visually harmful to the character and appearance of the surrounding area; and would not cause unacceptable harm to residential amenity, highway safety, ecology, or arboricultural issues. It is therefore considered that the proposal is in accordance with the relevant provisions of the Development Plan and the National Planning Policy Framework, and I therefore recommend approval of the application on this basis.

RECOMMENDATION – GRANT 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 above ground level shall take place until full details and samples of the materials to be used in the construction of the external surfaces of the building, canopy, and hard surfacing, have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details and maintained thereafter unless the Local Planning Authority gives written consent to any variation;

Reason: In the interests of amenity and to ensure that the development is satisfactorily integrated with its immediate surroundings.

- (3) No development above ground level shall take place until full details of hard boundary treatments, to include 2m high acoustic fencing along the southern and western boundaries of the proposal site, have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details and maintained thereafter unless the Local Planning Authority gives written consent to any variation;

Reason: In the interests of residential amenity and to ensure that the development is satisfactorily integrated with its immediate surroundings.

- (4) The approved details of the 2m high acoustic fencing along the southern and western boundaries of the proposal site shall be fully implemented prior to the first operation of the development hereby approved;

Reason: In the interests of residential amenity.

- (5) No development shall take place above ground level until a landscaping scheme for the site has been submitted to and approved in writing by the local planning authority. The said scheme shall include planting plans;

written specifications; schedules of plants, plant sizes and proposed numbers/densities where appropriate; and an implementation programme. Thereafter, the approved landscaping scheme shall be carried out fully within 12 months of the completion of the development. Any trees or other 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 a similar size and species unless the local planning authority give prior written consent to any variation.

Reason: To ensure the development is satisfactorily integrated in to its setting and provide for landscaping.

- (6) No development shall take place above ground level until full details of the recommendations contained within the GC Design Phase 1 Habitat Survey dated August 2015 have been submitted to and approved in writing by the local planning authority. Such details as may be approved shall be provided before first operation of the site to which they relate and thereafter retained as approved.

Reason: In the interests of supporting and promoting the biodiversity interests of the site.

- (7) The development hereby approved shall be carried out in accordance with the lighting specification report and The Graham White Consultancy drawing (ref: BP139) received 15/10/15, and maintained thereafter unless otherwise agreed in writing by the local planning authority;

Reason: To safeguard the amenity of occupants of surrounding properties.

- (8) The development hereby approved shall be carried out in accordance with the Sharps Redmore technical Notes regarding the plant and carwash noise assessments dated 6th October 2015 and maintained as such thereafter unless otherwise agreed in writing by the local planning authority;

Reason: To safeguard the amenity of occupants of surrounding properties.

- (9) The carwash hereby approved shall not be in use outside the hours of 07:00hrs to 21:00hrs Mondays to Sundays;

Reason: To safeguard the enjoyment of their properties by adjoining residential occupiers.

- (10) No operation of the development hereby permitted shall take place until Highway works, to include the reinstatement of the pavement on the corner of London Road and Conway Road (as shown on plan 15-189-100) have been made in full;

Reason: In the interests of highway safety.

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- (11) No operation of the development hereby permitted shall take place until the existing access on the north-eastern corner of the site has been closed and incapable of use by motor vehicles (as shown on plan 15-189-100);

Reason: In the interests of highway safety.

- (12) The parking areas shown on the approved plans shall be provided before first operation of the development to which they relate. Thereafter parking areas shall be kept permanently available for parking use and no development, whether permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any other order revoking and re-enacting that order with or without modifications) shall be carried out on those areas of land;

Reason: In the interests of road safety.

- (13) If, during redevelopment, 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: Potential contamination of controlled waters.

- (14) The development hereby permitted shall be carried out in accordance with the following approved plans: 13546-26 received 31/07/15, 13546/23 Rev A and 24 Rev A received 11/08/15, and 15-189-100 Rev A received 27/11/15;

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

INFORMATIVES

- (1) A formal application for the connection to the public sewerage system is required in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire, SO21 2SW (tel: 0330 303 0119) or www.southernwater.co.uk.
- (2) Areas used for vehicle washing should only be connected to the foul sewer after consultation with Southern Water. The applicant is advised to discuss the matter further with Southern Water's Trade Effluent Inspectors. Please see www.southernwater.co.uk/BusinessCustomers/wasterServices/tradeEffluent/ for further information.

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- (3) Land uses such as general hardstanding that may be subject to oil/petrol spillages should be drained by means of oil trap gullies or petrol/oil interceptors.
- (4) 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.
- (5) The applicant is advised to undertake clearance works outside of the breeding bird season (March - September inclusive) to minimise potential impact upon breeding birds.

Case Officer: Kathryn Altieri

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.