



Delegated Report

Planning Application

Application no: 20220388

Location: Unit J Imperial Retail Park Thames Way Gravesend

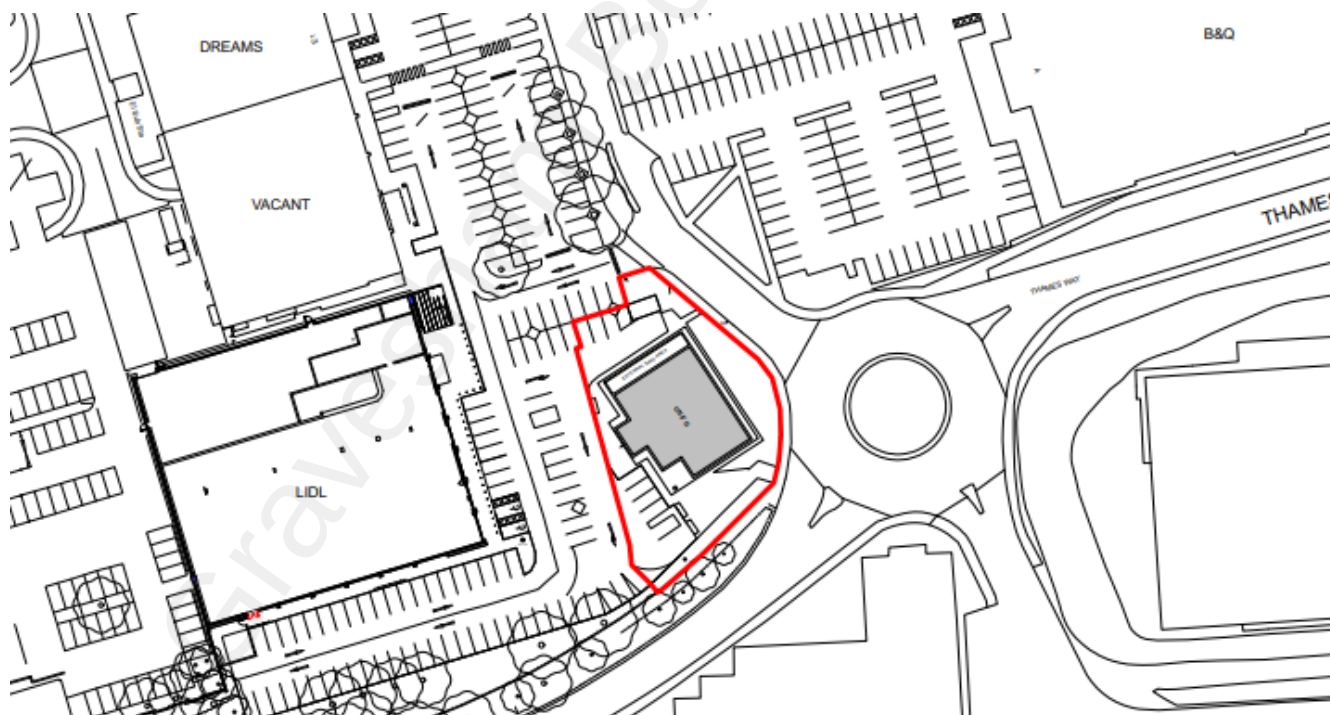
Description: Application for approval of condition 3 attached to planning permission reference number 20210185 relating to a Code of Construction Practice (CoCP) covering all construction environmental impacts.

Applicant: TH UK & Ireland Ltd

Site Visit Date: 25 March 2021 and 28 January 2022

The Site and Surroundings

The former Pizza Hut premises, Unit G (but also referred to as Unit J) Imperial Retail Park off Thames Way, is located within the southern end on the west side of the Imperial Retail Park Gravesend which forms part of a larger Business Estate originally developed in phases in the late 1980's/early 1990's originally under Enterprise Zone status. The location of the building and the planning application site area are shown in the extract from the applicant's red line plan below. The site area is 0.132 hectares.



It occupies a modern single storey detached stand-alone unit of brick construction with timber panelling features and a curved metallised roof and with a shared surface car park adjacent to the unit to the west. It has a projecting curved entrance canopy. There is an enclosed flat roofed yard area attached to the north side and a separate brick enclosed bin store area to the north of the unit. The unit comprises approximately 435 sq. m. (4,682 sq. ft.) externally of restaurant floor space plus kitchen, preparation, toilets etc. It had seating for approx. 120 customers (pre-pandemic).

See recent photograph below as now vacant.



The Pizza Hut restaurant was a later addition to the retail park from 2007/8 as a stand-alone unit built on the site of a part of the overall customer car park which resulted at the time in the net loss of 39 parking spaces. It is currently vacant having closed over a year ago but formerly was a Pizza Hut restaurant with an ancillary takeaway element.

Imperial Retail Park is located to the west of the Gravesend town centre and is accessed by car and foot from Thames Way. There is also a link to the town centre via the travellator that provides pedestrian access between the Overcliffe and the Asda food retail store.

The Imperial Retail Park is shown in the Google Earth aerial view below



The retail park in total comprises a mixture of bulky goods type retail units and a Lidl supermarket across 10 units of which two units, including the application building, are vacant. It is currently occupied by the following traders:

Unit A: B&Q

Unit B: Poundland (but was 99p store and formerly Comet Electricals)

Unit C: Bensons Beds and BED (previously Harvey's Furniture Store) - Now vacant and has a planning permission for a gymnasium use
Unit D: Carpet Right/ Sleep Right Beds
Unit E: Halfords
Unit F: Pets at Home (formerly Pet City)
Unit E1: Dreams
Unit E2: Poundstretcher (formerly Lidl)
Unit F: Lidl, formerly AMF Bowling
Unit G: Pizza Hut Restaurant – Vacant but now permission for to flexible Use Class E(b) (sale of food and drink for consumption (mostly) on the premises), coffee shop/restaurant or Sui Generis use (Tim Hortons)

The former leisure use of Unit F, which was a ten-pin bowling alley (AMF Bowling), closed some three years ago and is now in use as a food retail unit occupied by Lidl who vacated their smaller unit immediately adjacent.

The whole of the retail park has a large, shared customer car park either side of a circulation and access road with 432 free parking spaces for customers (that figure being based on information provided in connection with the Pizza Hut planning application). Following an officer site count of the parking spaces in 2019 in connection with the use of the bowling alley unit by Lidl there was then a total of 423 parking spaces available (169 on the western half and 254 on the eastern half). Internally, the car park operates on a one-way system in the main with vehicles exiting the western side of the car park via an exit only at the northern end of the two-way entrance aisle. There is a mobile refreshment unit within the eastern car park (The Lunch Box) next to the access road to the car park which does currently take up 5 public parking spaces thus leaving currently a total of 418 parking spaces.

To the south of the Imperial Retail Park is the Asda food retail store which has its own dedicated customer car park, including a decked parking structure. Beyond the retail park to the west is Imperial Business Park at East and West Mill where there are modern blocks of principally industrial units (and limited trade/retail - Topps Tiles/Screwfix) of varying sizes.

Orchard Street Investment Fund manage the Imperial Retail Park and the units are owned by the Railway Pension Fund Trustees Co Ltd who did at one time own all the units except Lidl (unit E2) and the industrial unit next to (rear of) Halfords. However, submitted information in connection with other planning proposals indicated that they only own the Pizza Hut unit, Unit A - B&Q, Unit C - Bensons Beds and the industrial units to the west. They would also appear to own and manage all of the shared car parking on the site. The retail leases were for circa 10 years.

The retail park, business park and Asda store are all located at low level within a former quarry that was once occupied by the Imperial Paper Mills. The Imperial Paper Mills site, including the wharf/jetty, was acquired by TBF Thompson following closure of the paper mills, during the 1980's and part of the paper mills site was being used for a few years temporarily for an asphalt plant pending its redevelopment in the late 1980's. It is now used by F M Conway for the storage and distribution of bitumen.

Planning History

Ref No	Description and Site	Decision	Date
20050621	Erection of a detached single storey building fronting Thames Way to provide a restaurant with ancillary take-away facilities and associated car parking and bin store and to be used by Pizza Hut.	Permission	09.11.2005
20060127	Display of internally illuminated 'Pizza Hut' signs at roof level on the front (west) and rear (east) elevations; internally illuminated 'Takeaway' and 'Restaurant' signs above the entrance doors on the front (west) elevation; internally illuminated 'Pizza Hut' signs on the two side (north & south) elevations; and a double-sided directional sign with internally illuminated lettering, arrow and logo on	Consent	11.04.2006

	the north side of the vehicular access.		
20060345	Display of internally illuminated freestanding 12-metre-high pole sign fronting Thames Way.	Refused	31.05.2006
20070663	Display of internally illuminated fascia sign above entrance doors; internally illuminated roof mounted sign on east and west elevations and internally illuminated individual wall mounted letters on north and south elevations.	Consent	04.09.2007
20080595	Application for the approval of conditions 4 attached to planning permission reference number 20050621 relating to the submission of details of the extraction equipment and a landscaping scheme.	Approved	07.08.2008
20210185	Change of use from Use Class A3 restaurant with ancillary takeaway to flexible Use Class E(b) (sale of food and drink for consumption (mostly) on the premises), coffee shop/restaurant or Sui Generis use consisting of a coffee shop/restaurant selling food and drink for consumption on and off the premises; installation of a drive thru facility including drive thru lane on east side, and associated external alterations including reconfiguration of car park; and extension to the existing opening hours to operate on a 24 hour, 7 day a week basis.	Permission	18.03.2022
20211004	Application for consent to display various advertisements for the period of five years and comprising: Northern elevation, 1,210mm x 5,845mm internally illuminated, 355mm x 2,700mm internally illuminated; Eastern elevation, 1,375mm x 6,640mm internally illuminated, 860mm x 1,305mm internally illuminated, 1,840mm x 1,900mm externally illuminated backlit; Southern elevation, 1,210mm x 5,845mm internally illuminated, 355mm x 2,700mm internally illuminated; Western elevation, 1,210mm x 5,845mm internally illuminated, 285mm x 2,160mm internally illuminated; Other site signage, 9,000mm high red internally illuminated totem, 3,950mm high post sign, 1,600mm high sign with integral 15" display screen, 2,110mm high internally illuminated display screen, 1,590mm high billboard banner frame.	Withdrawn	15.09.2021
20220169	Display of 9 no. internally illuminated fascia signs, 1 no. internally illuminated "totem" sign, 2 no "information signs" (order point with 1 no. integral digital display screen and menu board with 3 no. integrated digital displays) and 1 no. height limiter sign with illuminated signage.	Consent	07.04.2022
20220463	Application for approval of conditions 8, 9 and 13 attached to planning permission reference number 20210185 relating to details of the ventilation extraction system, particularly regarding odour elimination abilities, residence time of the air within	Pending	

	the filters and likely noise emissions (condition 8), details of all proposed external lighting of the site and building (condition 9), and a Delivery Service Vehicle Management Plan (DSMP) (condition 13).		
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Proposal

This application is for the approval of condition 3 attached to planning permission reference number 20210185 relating to a Code of Construction Practice (CoCP) covering all construction environmental impacts.

Drawings and Documents, as revised

Application Form

Construction Environmental Management Plan (prepared by Universal Safety Practitioners (USP)) revision 004 dated 12 May 2022

Development Plan and other related Planning Policies and Guidance

The Development Plan for Gravesham currently comprises:

- *The Gravesham Local Plan Core Strategy (September 2014)*
- *Remaining Saved Policies of the Local Plan First Review (1994)*
- *The Kent Minerals and Waste Local Plan 2013 - 2030 (July 2016, revised 2020)*

Local Planning Guidance

Gravesham Local Plan Core Strategy, September 2014

The Core Strategy sets out the Council's spatial vision and strategic objectives for the Borough to 2028 and the policies which will deliver them. It identifies the main areas where major change is likely to take place and allocates sites which are key to achieving the strategy.

The application site is shown being within the **Gravesend Town Centre Opportunity Area** (Core Strategy Policy CS05) in the Gravesham Local Plan Policies Map. The most relevant policies from the adopted Core Strategy in relation to this development are as follows:

Core Strategy Policy CS01: Sustainable Development
Core Strategy Policy CS02: Scale and Distribution of Development
Core Strategy Policy CS05: Gravesend Town Centre Opportunity Area
Core Strategy Policy CS07: Economy, Employment and Skills
Core Strategy Policy CS08: Retail, Leisure and the Hierarchy of Centres
Core Strategy Policy CS10: Physical and Social Infrastructure
Core Strategy Policy CS11: Transport
Core Strategy Policy CS18: Climate Change
Core Strategy Policy CS19: Development and Design Principles
Core Strategy Policy CS20: Heritage and the Historic Environment

Gravesham Local Plan First Review 1994

The Gravesham Local Plan First Review was adopted in November 1994. A substantial number of policies of the Gravesham Local Plan First Review were saved by a Direction dated 25 September 2007 of the Secretary of State under paragraph 1 (3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 as transitional arrangements pending adoption of the Core Strategy.

Saved policies contained in the Gravesham Local Plan First Review should still be accorded significant weight, albeit that the weight accorded should be greater where policies are consistent with the National

Planning Policy Framework (NPPF, paragraph 215). Those Local Plan First Review policies that remain in force are listed in Appendix 1 of the Local Plan Core Strategy. The remaining saved policies will be replaced following the adoption of the Site Allocations and Development Management Policies Development Plan Document.

The following remaining saved policies from the Gravesham Local Plan First Review (1994) are considered to be of relevance to this pre-application enquiry:

Policy S7: Policy for Hot Food Shops and Restaurants and other A3 uses

Policy TC9: Shopfronts

Policy T1: Impact of Development on Highway Network

Policy T2: Channelling Traffic onto the Primary and District Distributor Network

Policy T5: New Accesses onto Highway Network

Policy P3: Policy for Vehicle Parking Standards

Policy P5: Change of Use of Buildings and Vehicle Parking Standards

Note: Proposal PM6 of the Local Plan First Review which set out the policies for the Imperial Business and Retail Park and which was a saved policy at the time of a previous pre-application enquiry in 2014 has not been saved since the adoption of the Core Strategy.

Review of Local Plan

Paragraph 33 of the NPPF (2021) sets out those policies within adopted local plans should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary. Such reviews are also a legal requirement as set out in Regulation 10A of the Town and Country Planning (Local Planning) England Regulations 2012.

The Council undertook such a review in September 2019 and the review found that the adopted Local Plan Core Strategy is in need of a partial review in terms of Policy CS02 due to the increased need for housing since the Local Plan Core Strategy was adopted and the need to ensure a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan First Review (1994) general conform with the National Planning Policy Framework (2021), the Council will also seek to replace these.

Gravesham Local Plan Regulation 18 Stage 2 Consultation Part 2: Draft Development Management Policies Document October 2020

The Council published in 2020 a Regulation 18 (stage 2) consultation on its proposed Development Management Policies Document, replacing the 2018 Stage 1 version, which will in due course form part of and update the Gravesham Local Plan. Under paragraph 48 of the NPPF 2021, policies in this document may be accorded weight in the decision-making process with this varying according to its stage of preparation; the extent to which there are unresolved objections; and the degree of consistency of policy with those in the Framework. As the Development Management Policies Document is at an early stage and the fact that the consultation has only recently concluded, the policies therein should at this stage be given very limited weight. It should be noted, in any event, that many of the relevant policies reflect those set out in the Framework and for the purposes of this pre-application these should be relied on instead.

The following draft policies from the Regulation 18 (Stage 2) Development Management Policies Document (2020) show the direction of travel the Council is going and are considered as being relevant to the consideration of this application, albeit the weight that these emerging policies may be accorded at this stage is very limited.

Proposed Policy RE 4: Food and Drink Establishments

Proposed Policy INF 2: Transport Design Principles

Proposed Policy INF 3: Understanding and Mitigating Transport Impacts

Proposed Policy INF 4: New Accesses and Junctions

Proposed Policy INF 5: Electric Vehicle Charging Points

Proposed Policy GI 4: Trees, Hedgerows and Woodland

Proposed Policy FW 3: Managing Flood Risk

Proposed Policy AM 1: Air Quality

Proposed Policy AM 2: Contaminated Land

Proposed Policy AM 4: Sunlight and Daylight within New Development

Proposed Policy AM 5: Noise and Vibration

The National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) July 2021 is a material consideration. At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 11) which means approving development proposals that accord with the development plan without delay and where there are no relevant development plan policies or where the policies are out of date planning permission should be granted unless policies of the Framework provide a clear reason for refusing the development or any adverse impacts would so significantly and demonstrably outweigh the benefits or specific policies in the NPPF taken as a whole. The NPPF includes (in paragraph 8) three overarching objectives to achieving sustainable development:

- An economic objective
- A social objective, and
- An environmental objective

The following paragraphs are specifically highlighted as being of importance to the consideration of the development proposals, but it should not be taken that these are the only parts of the NPPF that need to be considered.

Section 2, Paragraphs 7 - 14: Achieving sustainable development
Section 4, Paragraphs 38 - 59: Decision Making
Section 9, Paragraphs 104 - 113: Promoting Sustainable Transport
Section 12, Paragraphs 126 - 136: Achieving well-designed places
Section 14, Paragraphs 152 - 173: Meeting the Challenge of Climate Change, Flooding and Coastal Change
Section 15, Paragraphs 174 - 188: Conserving and Enhancing the Natural Environment
Section 16, Paragraphs 189 - 208: Conserving and Enhancing the Historic Environment

The National Planning Practice Guidance (NPPG)

Planning Practice Guidance (<http://planningguidance.planningportal.gov.uk/>) supports and clarifies areas in the NPPF. It contains guidance on assessing housing need; design; public consultation; open space provision in new development; travel plans, transport assessments and statements in decision-taking; health and wellbeing; water supply, wastewater and water quality; light pollution; determining a planning application; the use of planning conditions and viability, amongst other things. The NPPG gives guidance on what is a material planning consideration in determining a planning application indicating that the impact of a development on the value of a neighbouring property or loss of private rights to light could not be material considerations.

The NPPG includes more detailed advice on the use of planning conditions (replacing the cancelled Circular 11/95). It outlines the six tests.

Supplementary Planning Guidance and other Documents

The Council has adopted a number of Supplementary Planning Guidance documents, Development Briefs and Conservation Area Appraisals. These elaborate on saved policies in the Gravesham Local Plan First Review and policies in the Gravesham Local Plan Core Strategy and are material considerations in determining planning applications. In addition, the Council has adopted a number of documents that have been produced by Kent County Council also as Supplementary Guidance.

The following documents are relevant to the consideration of this application:

- Kent Design Guide (SPG 5 published December 2005, adopted July 2006)
- Adopted Kent Vehicle Parking Standards (SPG 4 published in 2003 and adopted in 2006)
- Vehicle Accesses on Classified Highways (SPG 6 November 1992)
- Security measures for shopfronts and commercial premises (SPG 4, Adopted July 1996 - amended April 2020)

Consultations, Publicity and Representations

Internal Consultations

GBC Regulatory Services (Environmental Protection)

This is in relation to condition 3 relating to a Code of Construction Practice (CoCP) covering all construction environmental impacts. Submitted is a Construction Environmental Management Plan. This plan does cover the construction environmental impact. Therefore, condition three can be approved.

GBC Highways Development Management Officer

I have no objections to the proposed document, but there is an error in section 1.1 Project Details as the dates given relate to 2021 and not 2022.

1.1	Project Details
Project Details	Thompson's demise is a former Pizza Hut retail unit, which is a one storey building located on a retail park. External alterations, internal alterations, fit out, reconfiguration of car park and associated works to form a new Tim Hortons drive through & bake restaurant. • Works comprise the following: • Soft Strip • Demolition of internal walls • New slab • New cladding • Structural Steelwork • Drainage • Glazed screens, Windows & Doors • Partitions • Plumbing, Mechanical & Electrical installation • Alteration of services • Full internal fit out including ceilings, floors • Internal Finishes • Formation of drive through lane • Landscaping and road lining, including drainage. • Site signage and Totem • Electrical & Mechanical & Structural Design a. Planned Start Date of Contract: 31st August 2021 b. Planned Contract Duration: 11 weeks. c. Planned contract finish date: 15th November 2021 d. Minimum Time Allowed from Appointment of Principal Contractor & Instruction to Proceed e. Extent & Location of Existing Plans: As per architects drawing package.

Clarification is also required on which unit it is, the application form states J whilst the Code states G.

GBC Ward Councillors - Pelham Ward

No comments received

External Consultations

Kent Highways and Transportation

I am pleased to note that a Construction Environmental Management Plan has been submitted, which includes a plan of the site during the construction phase. Further details should be provided regarding the type of wheel wash to be used and the location of the wheel washing facilities should be shown on the plan. Subject to the above, I would have no objection to Condition 3 (Code of Construction Practice) being discharged from a highway's perspective.

Requests imposition of standard KCC Highways informative.

Planning Analysis and Assessment

Introduction/Background

Planning permission was granted on 18 March 2022 (ref 20210185) for the change of use from Use Class A3 restaurant with ancillary takeaway to flexible Use Class E(b) (sale of food and drink for consumption (mostly) on the premises), coffee shop/restaurant or Sui Generis use consisting of a coffee shop/restaurant selling food and drink for consumption on and off the premises; installation of a drive thru facility including drive thru lane on east side, and associated external alterations including reconfiguration of car park; and extension to the existing opening hours to operate on a 24 hour, 7 day a week basis.

It was subject to various planning conditions.

The Condition relevant to this submission

Condition 3 states:

No development shall take place until a Code of Construction Practice (CoCP) covering all construction environmental impacts of this development is provided by the applicant and submitted for approval to the Local Planning Authority. No works shall commence until approval of this report has been given by the Local Planning Authority.

The CoCP shall include details, where relevant, of the following, including any other measures deemed reasonably necessary:

- (a) Suitable mitigation measures to minimise noise pollution and vibration during the construction phase including the insulation of fixed plant and the silencing of vehicles and mobile machinery
- (b) A Dust Management Plan to minimise emissions to air and to prevent nuisance from wind-blown dust including fencing and the dampening down with water of excavated construction and cover materials on site, and other areas traversed by plant vehicles and machinery
- (c) A Construction Traffic Management Plan covering:
 - Routeing of delivery vehicles to and from the site
 - Parking and turning areas for construction and delivery vehicles and site personnel
 - The hours of operation for construction traffic and timing of deliveries
 - Type and location of wheel washing and chassis cleaning facilities
 - Temporary traffic management/signage
 - Temporary measures for re-routing of pedestrians and car parking circulation
- (d) Details of the location of the proposed construction compound
- (e) Details of security fencing
- (f) Details of stockpile areas for building materials or for fill or removed topsoil
- (g) A Construction Drainage Design Plan to identify the required devices to prevent construction run off from flowing into existing drainage
- (h) Any necessary ecological mitigation measures
- (i) Any necessary measures to be undertaken to protect any public sewers and water apparatus
- (j) Details of vibration monitoring and mitigation during any necessary piling works
- (k) Details of the location, form and visual appearance of any site hoardings along road frontages and public footpaths
- (l) Details of temporary construction or security lighting, and
- (m) Monitoring and review provisions with the Local Planning Authority.

The construction of the development shall adhere at all times and be carried out in full accordance with the relevant approved document or any subsequent variations that may be approved in writing by the Local Planning Authority.

Reason: To ensure the free flow of traffic on the highway, to protect local amenity, to protect pedestrians, and vehicles visiting the Imperial Retail Park, to safeguard the continued operation of other businesses on the retail park, to protect ecological interests and to mitigate the risks to groundwater, in accordance with adopted Gravesham Local Plan Core Strategy Policies CS11 (Transport), CS12 (Green Infrastructure) and CS19 (Development and Design Principles).

Submitted Details to discharge condition

The details submitted to discharge this condition comprise:

Construction Environmental Management Plan (prepared by Universal Safety Practitioners (USP)) revision 004 dated 12 May 2022

Comments

The document contains the relevant information as required/set out in condition 3 including working hours, drainage, noise, site security, lighting, traffic management, removal of waste, pollution control and ecological measures.

Following the comments of the GBC Highways Development Management Officer relating to incorrect dates the submitted Construction Environmental Management Plan (CEMP) has been amended. Similarly in response to the comments of KCC Highways the CEMP has been amended to include details of the type of wheel wash to be used and the location of the wheel washing facilities shown on the accompanying plan.

There are no objections from GBC Regulatory Services (Environmental Protection).

Recommendation: Discharge condition 3

Conclusions

The details submitted pursuant to this condition accords with national and local policy and notably policies CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy 2014 and the National Planning Policy Framework (NPPF) 2021, Section 15: Conserving and Enhancing the Natural Environment.

There have been no overriding adverse comments from consultees but there were some comments from the highway authority that required amendment to the submitted document. The CEMP has been revised accordingly and can now be supported.

It is therefore recommended that approval be given to condition 3 of application ref 20210185 in relation to the Code of Construction Practice.

Recommendation:

APPROVAL subject to informatives

Additional Planning Conditions

None

INFORMATIVES

1 EXTENT OF THE APPROVAL

For the avoidance of doubt the approval hereby given relates to the details submitted pursuant to condition 3 attached to planning permission reference number 20210185 in respect of the Code of Construction Practice.

It does not amend the permission or discharge any of the other planning conditions relating to that permission subject to those planning conditions still subsisting or capable of taking effect.

2 STATUS OF SUBMITTED PLANS AND DOCUMENTS

For the avoidance of doubt the following plans, details and particulars were submitted in support of this application for approval of details pursuant to planning conditions and were taken into account in making the decision:

Application Form

Construction Environmental Management Plan (prepared by Universal Safety Practitioners (USP)) revision 004 dated 12 May 2022

3 STATEMENT OF POSITIVE AND PROACTIVE APPROACH TO DECISION-MAKING

In accordance with Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), and paragraph 38 of the National Planning Policy Framework (NPPF) 2021, the Local Planning Authority has approached the assessment and determination of this application in a positive and creative way and, where appropriate, has worked pro-actively with the applicant to secure a development that is sustainable and that improves the economic, social and environmental conditions of the area, and that is in accordance with the Development Plan for the area.

In this instance, necessary revisions were identified and made to the proposal, at which point it was able to be given permission.

4 KENT COUNTY COUNCIL HIGHWAYS AND TRANSPORTATION

It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

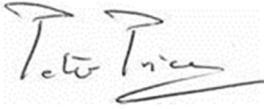
Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in 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 the relevant 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.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions- and-technical-guidance>.

Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

Case Officer:	Mr Peter Price	Team Leader:	Faye Hobbs
Signed:		Signed:	
Dated:	16th May 2022	Dated:	17th May 2022

File Location: F: Plan/Typing/General/Peter/Delegated Reports/Uniform - 20220388 - Delegated Report - Unit G Former Pizza Hut Imperial Business and Retail Park - condition 3 - Code of Construction Practice