

**Platt** **TM/16/03630/OA**  
**Borough Green And Long Mill**

**Outline Application including details of access: New access road from the East side of Platt Industrial Estate, through Nepicar sandpit to join the A25 Maidstone Road at Nepicar Sand Quarry Maidstone Road Platt for Platt Parish Council**

Third party owner: An objection has been submitted as follows:

- Notice was not served on Northfleet by the applicant
- Tenants in units 5 and 6 Mill Place have leases in excess of 7 years and should have been served with notice by the applicant
- Welcome the aim by the route but it passes across several land ownerships and it is impractical for continued safe operation of the businesses in this location
- It would cut across land in front of unit 1, joining at right angles and gives an insufficient turning circle for vehicles using the dedicated yard that serves units 6-9 inclusive.
- The functionality of this junction adversely affects Mill Place and tenants' ability to easily access and egress their units
- The route brings traffic close to the offices in units 1 and 10( first floor), introducing greater traffic noise in close proximity to the business
- The route affects sand extraction permitted for the next 13 years from Nepicar Sand Quarry and KCC have objected to that.

Platt Ramblers: A representation has been received but it appears that it was sent in error and was supposed to be submitted to KCC in regard to a quarry extension to the estate, not to this road proposal.

Private Reps

One email has been received as follows:

- support in terms of HGVs and commercial vehicles the current entrance is dangerous, over-used, causing congestion with lorries turning and non-adherence to any safety or restrictive measures in place.

- Opposed to completely closing off the existing road: should be a simple narrowing of the current entrance be made via traffic management, width control or barriers to allow cars for the residential properties to pass through.
- Having the un-opposed increase of heavy traffic pass by our doors at all hours of the day and night has been penalty enough, but to now be penalised further by having the access to our home removed so that we have to travel through an industrial estate is further detriment to us.

DPHEH: The premises referred to in the letter from the third party were all written to by the LPS notwithstanding any alleged errors by the applicant/agent in terms of serving notice so there has been no prejudice in terms of the ability to make representations which is the key legal test. The publicity was:

5, 10, 6-9 Mill Place were all sent letters on 24 May and 20 July 2017

Northfleet was sent letters on 24 May and 20 July 2017

A site notice was displayed near the entrance to Mill Place on 10 May 2017 (and a second one at the Nepicar access)

The application went in the press on 11 May 2017.

In terms of the merits of the objection from the third party, these issues have been addressed in the main report and Members are reminded that a third party owner is at liberty to retain their land as they wish- there is no obligation on them to allow this scheme to be implemented purely by reason of the grant of a planning permission.

There is already a suggested noise mitigation condition in the main report.

The point made by the local resident in terms of non-industrial traffic is partly reflected in the main report and suggested condition 9 that the existing road being closed should not inconvenience cyclists, pedestrians and emergency vehicles. There is potentially a difficulty with use of road narrowing/bollards to control the type of vehicle as of course a fire engine is as wide as an HGV but this could not be an unsurmountable issue with careful design.

**RECOMMENDATION UNCHANGED**