

Recommendation

1. It is recommended that outline planning permission is granted with all matters reserved.

Background Information

Context

2. The proposed works seek to expand the capacity of Surrey Quays Station to accommodate anticipated increases in passenger numbers due to growth in the sub-region, notably as a result of the Canada Water Masterplan, as well as several other prominent major developments in Southwark and Lewisham. A £10m contribution towards improvement works at the station is secured via the s106 Agreement for the Canada Water Masterplan and further funding has also been secured to facilitate these works and a wider package of measures on this part of the London Overground following a joint bid by the GLA, Council and British Land from MHCLG's Housing Infrastructure Fund (HIF).
3. The applicant (TfL) benefits from a range of permitted development rights that allow a significant amount of the work to be delivered on operational railway land without the need for a formal planning permission. However, the works extend beyond the operational railway land and so other planning consents are required to deliver the station expansion works as a whole.
4. The submitted application is for Outline Permission for those works that are located outside of the operational railway land, as detailed below.

Site location and description

5. Surrey Quays Railway Station is situated at an intersection between Hawkstone Road, Lower Road and Rotherhithe Old Road. The application pertains to two-pieces of land to the north of the existing station building, those being adjacent the Surrey Quays Shopping Centre on Deal Porters Way (adjacent to Development Zones B, C and N of the Canada Water Masterplan ref 18/AP/1604) and a small area of existing car parking accessible from Lower Road.
6. The site at Deal Porters Way is bounded by the Surrey Quays Shopping Centre with Car Park to the north and east, the highway of Lower Road to the south and the railway viaduct serving Surrey Quays station to the west.
7. The site adjacent Lower Road is bounded to the north and east by the railway viaduct and a single storey storage unit serving the neighbouring residential building at No.181 Lower Road to the west. To the south is the highway of Lower Road and the 4 storey residential building opposite.
8. The site is located in the Canada Water Major Town Centre, Canada Water Area Action Core, a Controlled Parking Zone (CPZ) and Flood Zone 3.

Details of proposal

9. The proposal is for outline planning permission for two new structures: a canopy and a single-storey building to contain back-of-house facilities and

- plant.
10. The application seeks to facilitate a new station entrance and ticket hall meeting Deal Porters Way and the existing shopping centre's car park north of the existing railway cutting. This entrance is to provide access to the Surrey Quays Station from the recently approved Canada Water Masterplan development area. The entrance would open on to a new public space linked to Park Walk, a major new boulevard linking the Station to the new Park. The station entrance and ticket hall building itself would be located on operational railway land and is not the subject of this application, however, a proposed canopy over this entrance will extend beyond the principal building and onto the Masterplan site. It is this canopy that therefore requires planning permission and the submitted plans identify the footprint over which this would extend, to a maximum height of 12.1m AoD.
 11. In addition, the land adjacent to Lower Road would see a change of use from a car park to accommodate a single storey station building. The building will facilitate step-free access and stairs down to Platform 1 of the Surrey Quays Station and would also accommodate additional back-of house facilities to support the operation of the upgraded station. The building envelope would extend to a maximum height of 12.1m AoD to allow for a new lift shaft, the precise location of which is yet to be determined, though the building itself is only anticipated to be single storey. This new building will be linked to the new station entrance and ticket hall via an elevated footbridge spanning the width of the tracks, though the footbridge itself is not the subject to this application.

Planning history

12. See appendix 1 for any relevant planning history of the application site.

Key Issues For Consideration

Summary of main issues

13. The main issues to be considered in respect of this application are:
 - Principle of the proposed development in terms of land use;
 - Design, layout, heritage assets and impact on Borough and London views;
 - Impact of proposed development on amenity of adjoining occupiers and surrounding area;
 - Transport and highways;
 - Water resources and flood risk;
 - Mayoral and borough community infrastructure levy (CIL);
 - Community involvement and engagement;
 - Community impact and equalities assessment;
 - Human rights, and;
 - Positive and proactive statement.
14. These matters are discussed in detail in the 'Assessment' section of this report.

Legal Context

15. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires

planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. In this instance the development plan comprises the London Plan 2016, the Core Strategy 2011, and the Saved Southwark Plan 2007.

16. There are also specific statutory duties in respect of the Public Sector Equalities Duty which are highlighted in the relevant sections below and in the overall assessment at the end of the report.

Planning policy

National Planning Policy Framework (the Framework)

17. The revised National Planning Policy Framework ('NPPF') was published in February 2019 which sets out the national planning policy and how this needs to be applied. The NPPF focuses on sustainable development with three key objectives: economic, social and environmental.
18. Paragraph 212 states that the policies in the Framework are material considerations which should be taken into account in dealing with applications.
19. The relevant chapters from the Framework are:
 - Chapter 2 Achieving sustainable development
 - Chapter 7 Ensuring the vitality of town centres
 - Chapter 8 Promoting healthy and safe communities
 - Chapter 9 Promoting sustainable transport
 - Chapter 11 Making effective use of land
 - Chapter 12 Achieving well-designed places

London Plan 2021

20. The new London Plan was adopted on 2 March 2021 and as such forms part of the Development Plan in Southwark. The following policies are relevant to the proposed development, though only some of these policies relate to the outline development that is proposed:
 - Policy SD1 - Opportunity Areas
 - Policy SD10 - Strategic and local regeneration
 - Policy SD6 - Town centres and high streets
 - Policy D2 - Infrastructure requirements for sustainable densities
 - Policy D5 - Inclusive design
 - Policy SI12 - Flood risk management
 - Policy SI13 - Sustainable drainage
 - Policy T1 - Strategic approach to transport
 - Policy T3 - Transport capacity, connectivity and safeguarding
 - Policy T4 - Assessing and mitigating transport impacts

Core Strategy 2011

21. The Core Strategy was adopted in 2011 providing the spatial planning strategy for the borough. The strategic policies in the Core Strategy are

relevant alongside the saved Southwark Plan (2007) policies. The relevant policies of the Core Strategy 2011 are:

- Strategic Policy 1 - Sustainable development
- Strategic Policy 2 - Sustainable transport
- Strategic Policy 12 - Design and conservation
- Strategic Policy 13 - High environmental standards
- Strategic Policy 14 - Implementation and delivery

Southwark Plan 2007 (saved policies)

22. In 2013, the council resolved to 'save' all of the policies in the Southwark Plan 2007 unless they had been updated by the Core Strategy with the exception of Policy 1.8 (location of retail outside town centres). Paragraph 213 of the NPPF states that existing policies should not be considered out of date simply because they were adopted or made prior to publication of the Framework. Due weight should be given to them, according to their degree of consistency with the Framework. The relevant policies of the Southwark Plan 2007 are:

- Policy 3.2 (Protection of amenity)
- Policy 3.3 (Sustainability assessment)
- Policy 3.4 (Energy efficiency)
- Policy 3.6 (Air quality)
- Policy 3.7 (Waste reduction)
- Policy 3.9 (Water)
- Policy 3.11 (Efficient use of land)
- Policy 3.12 (Quality in design)
- Policy 3.13 (Urban design)
- Policy 3.14 (Designing out crime)
- Policy 5.2 (Transport impacts)
- Policy 5.3 (Walking and cycling)
- Policy 5.6 (Car parking)
- Policy 5.7 (Parking Standards for disabled people and the mobility impaired)

Area based AAPs or SPDs

23. Of relevance in the consideration of this application are:

Sustainable Design and Construction SPD (2008)
Canada Water Area Action Plan 2015

Emerging planning policy

New Southwark Plan

24. For the last 5 years the council has been preparing the New Southwark Plan (NSP) which will replace the saved policies of the 2007 Southwark Plan and the 2011 Core Strategy. The New Southwark Plan is undergoing Examination in Public between February and April 2021 and this process will determine when the new plan can be adopted and in what form.

25. NPPF paragraph 48 states that the degree of weight to be afforded to draft

policies should reflect the stage of preparation of the plan, the extent to which there are unresolved objections and the degree of consistency with NPPF policies.

Assessment

Principle of the proposed development in terms of land use

26. It is recognised that the growth brought about by the Canada Water Masterplan and other nearby approved applications is likely to lead to increased passenger numbers using the station and, in principle, the upgrade of London Overground Stations is noted in London Plan Policy T1 as a strategic priority.
27. There is no planning policy that explicitly protects areas of car parking. The loss of the car parking to facilitate the expansion of the overground station represents a sustainable transport intervention. The loss of a small number of private car parking spaces is not considered to present a significant impact on the parking that would outweigh the wider public benefits of increasing the capacity and accessibility of the station.
28. The Canada Water Masterplan (CWM) anticipated the delivery of a new entrance to Surrey Quays Station and the s106 Agreement contains a number of provisions related to these works where they affect the Masterplan site. The application material notes that TfL have been an active stakeholder and have engaged with British Land feeding into proposals to facilitate the integration of the upgrade works with CWM, most notably links to Lower Road through the proposed Surrey Quays Place and Park Walk of the Masterplan. Regular stakeholder meetings ensured an approach to land requirements and the approach to interim uses of land around the station upgrade works were agreed. Officers consider that the submitted documents are consistent with the CWM permission as not to prejudice its delivery. As such, it is considered that the expansion and upgrade of the Surrey Quays Station site is supported in principle.

Design and layout

29. While Layout and Access are not presented in detail at this stage, the proposal demonstrates the general position of the new northern entrance to the station from Deal Porters Way and the back of house facilities to Lower Road. The Design and Access statement notes that step-free access and stairs to platform 1 (northbound) of the station would be provided via the new building in Lower Road, which would only be publicly accessible via the new station entrance and an elevated footbridge spanning the railway cutting. As referenced above, consent for the step-free access and footbridge would be sought through a separate prior approval application.
30. As the development is presented in outline, limited information has been provided on scale, height and massing, however the plans set out that both the canopy and the single storey building would have a maximum height of 12.1m AoD would be situated at the sites. The siting of the Lower Road building would follow the established building line, fronting Lower Road. Being of a single storey would respect the low rise character of the neighbouring properties and is supported in this context.

31. The application material references the provision of an active wall on the eastern side of the building with the potential to incorporate planting or art installation. The pallet of materials would include brickwork to match the local architecture, glazed/ceramic brick, glazing, aluminium cladding, natural stone paving and a colour scheme reflective of the London Overground Orange and the Transport for London blue, supported by monochromatic colours. Further information would be provided when the Appearance of the building is addressed via a Reserved Matters application .

Impact of proposed development on amenity of adjoining occupiers and surrounding area

Daylight and Sunlight

32. The Lower Road development site immediately adjoins residential properties on Lower Road. No.181 Lower Road would abut the application site boundary. This property is served with 3 windows at ground floor and 4 windows at first floor, totalling 7 windows.
33. Aerial photographs and the submitted daylight and sunlight assessment demonstrate that the side elevation of the neighbouring property has only one ground floor window overlooking the site. The other openings in this side elevation have been infilled and no longer provide views towards the application site, therefore have not been tested. The unobstructed ground floor side facing window is of a secondary nature, serving a dual aspect living space. It is identified as W2 in the daylight and sunlight assessment. The primary window serving the living space fronts onto Lower Road and is identified as W1.
34. A Vertical Sky Component (VSC) assessment has taken place demonstrating that there would be a 93% loss in daylight to the secondary window (W2) as a result of the development. In comparison, the primary window (W1) fronting Lower Road would only see a 0.8% loss. Clearly, the side facing window (W2) would not meet the BRE guidance on the VSC test and the impact would be very noticeable to the occupier, as the resultant VSC would be much less than 0.8 times its former value. However, the primary window (W1) facing Lower Road serving the same room would easily meet the VSC guidance. The Daylight distribution/No Sky Line (NSL) test has also been carried out and this test considers the spread of daylight through a room rather than the daylight falling on the window. Given that the main window is largely unaffected, this test indicates no meaningful change in daylight distribution through the living room. While the new station building will undoubtedly affect the amount of light received via the secondary window, the living room will still benefit from good levels of daylight through the main window facing Lower Road and as such it is considered that these impacts are acceptable.
35. The remaining 6 windows distributed across the front and rear elevation of No.181 would see a loss between 0.5% and 1%. BRE guidance is clear that these losses are negligible and would not be noticeable to occupiers.
36. Further testing considers the impact on the amount of sunlight received by the neighbouring property. In terms of Annual Probable Sunlight Hours (APSH), the living room would lose just over 20% of the annual hours of

sunlight it currently enjoys because of the impact on the easterly window, but the number of hours retained is significantly in excess of the levels recommended by the BRE, both annually and in winter. As a result, as with the VSC test, while the impact is noted, the retained levels demonstrate that a good quality living environment will remain and the proposal is not considered to have an unreasonable impact on residential amenity.

Privacy and overlooking

37. It is not possible to assess the impact on the privacy of the residential neighbours on Lower Road until the detailed massing and elevational design of the new building has been presented. However, the nature of this building as described in the application material means that no policy conflicts in this regard are anticipated.

Other amenity considerations

38. The application documents note that these matters including noise, vibration and lighting because of the proposed building would be developed following engagement with residents and the Council to be submitted as part of the Reserved Matters Application.
39. The application has been reviewed by the council's environmental protection team (EPT). No objections are raised subject to a series of conditions on noise, external lighting, contamination and construction management, all of which are recommended. Although a construction management plan would not normally be required for a minor application, the relationship of these works with the wider station expansion works, the need to coordinate with the Canada Water Masterplan and the potential for works to take place outside of the council's conventional construction hours justify its inclusion. A further condition was recommended to require an air quality assessment, however, this is not considered necessary given the nature of the works for which outline consent is sought.
40. The new canopy structure, and by extension the new northern entrance, is not envisaged to cause a significant impact on the amenity of neighbouring properties, given the context within which it sits.

Transport and highways issues

Car Parking

41. Policy 5.2 Transport Impacts of the Saved Southwark Plan 2007 set out that planning permission will be granted for development unless:
42. I. There is an adverse impact on transport networks for example through significant increases in traffic or pollution; and/or
- II. Adequate provision has not been made for servicing, circulation and access to, from and through the site; and/or
- III. Consideration has not been given to impacts of development on the Bus Priority Network and the Transport for London Road Network.

43. The proposal would result in the minor displacement of informal car parking spaces at the land adjacent to No.181 Lower Road to facilitate the development. The submitted Equalities Impact Assessment (EIA) notes that enquiries were made of the landowner and adjoining residents to establish which resident park on the site, what rights they have to park there and the issues that may occur if the parking were removed or relocated.
44. There is no evidence presented to suggest that the car park is heavily used by residents. The EIA acknowledges that one resident indicated that there may be issues associated with relocating the car park. While it is acknowledged that it is used informally, it is not formally designated for the use by residents on Lower Road. Further, no objections have been received by the Council following consultation, about the proposed development.
45. The proposed development would provide substantial public transport benefits for the area, which includes an improvement to capacity of the station and accessibility by providing step-free access. The proposal forms part of wider improvements to the sustainable transport provisions and infrastructure in Surrey Quays and the Canada Water Area. Given the nature of the proposal, it would seek to enhance the transport network; whilst it would result in the displacement of a small number of parking spaces, it is not envisaged that this change of use in the land would result in a detrimental impact on the highway network. As such, such it is considered that the minor displacement of car parking is outweighed by the public benefits of the proposal and therefore compliant with Policy 5.2 of the Saved Southwark Plan 2007.

Cycle Parking

46. Though these particular works don't themselves create a demand for cycle parking, clearly the creation of a new station entrance would. Cycle parking should be provided in close proximity to new station entrance to allow arrival/departure by bike. The Design and Access statement acknowledges this and states that detail will be provided through future permissions. As above, the nature and timing of the works relative to the delivery of the Masterplan might warrant both temporary and permanent solutions. It is noted that the s106 Agreement for the Masterplan defines Surrey Quays Station Improvements as *improving the capacity at Surrey Quays Station necessary to provide equivalent mitigation for the development* and this mitigation would extend to a sensible, proportionate amount of cycle parking. Further, the approved Design Guidelines for the public space outside the new station entrance (Surrey Quays Place) do include indicative areas for cycle parking. To ensure co-ordination with the requirements of the Masterplan, it is recommended that such details (and separately a modest amount of long-stay cycle parking for railway staff) are presented at the Reserved Matters Stage.

Servicing

47. The application does not include details of servicing and deliveries. The applicant notes that they intend to work with British Land (CWM applicants)

and the Council to finalise details on maintaining routes, servicing and access needs prior to the submission of a Reserved Matters application. TfL have confirmed through correspondence that the existing station receives 2-3 deliveries per week and that rubbish/waste collection is transported to the New Cross Depot via rail. It is anticipated that a similar arrangement will be maintained in the future and that number of additional servicing trips created as a result of these works would be very modest. It is noted that British Land have requested a servicing and deliveries plan be secured via condition, but the highways impacts are anticipated to be minimal and the Canada Water Masterplan requires a separate Agreement to be drawn up between British Land and TfL that would address, amongst other things, the potential for servicing to the completed station via the Masterplan site.

Water resources and flood risk

48. The site is located in Flood Zone 3 and a preliminary flood risk assessment has been submitted. Though the works could arguably be described as 'minor development' in the context of flood risk (for which the Environment Agency offers standing guidance), the preliminary FRA acknowledges that these works form part of a wider package of works to expand the capacity of Surrey Quays Station and so sets out the ways in which the proposal would accord meet the sequential and exception tests. Specifically, this includes that alternative sites are not available and there are wider regeneration benefits linked to the proposed development. The applicant sets out that a more detailed Flood Risk Assessment will be undertaken to inform the detailed design in due course, including finished floor levels to account for potential groundwater flooding.

Mayoral and borough community infrastructure levy (CIL)

49. Section 143 of the Localism Act states that any financial contribution received as community infrastructure levy (CIL) is a material 'local financial consideration' in planning decisions. The requirement for payment of the Mayoral or Southwark CIL is therefore a material consideration. However, the weight attached is determined by the decision maker. The Mayoral CIL is required to contribute towards strategic transport invests in London as a whole, primarily Crossrail. Southwark's CIL will provide for infrastructure that supports growth in Southwark. In this instance, based on information provided by the applicant, the scheme is liable to a Mayoral CIL and Southwark CIL payment. This would be calculated in detail when CIL additional Information and Assumption of Liability forms are submitted prior to implementation.

Community involvement and engagement

50. The council's Statement of Community Involvement sets out that developers will be expected to engage with local residents to alert them to emerging planning proposals and provide an opportunity for meaningful feedback. The council's Development Consultation Charter expands on this principle and sets out the council's expectation that local people will be approached early in the development process and have a genuine opportunity to shape emerging proposals.
51. The formation of the new station entrance was subject to pre-application

consultation between 2014 to 2018 for the now approved CWM planning permission. The consultation documents submitted at that stage in relation to changes to the Surrey Quays Station are consistent with the subject of this outline application.

52. The applicant proposes to undertake community engagement to inform the development of the detailed design for the Reserved Matters application and Prior Approvals moving forward. The approach would and has consisted of:
- 53.
- Agreeing an approach and programme for future community engagement as part of a pre-application meeting with Council Officers (15th December 2020).
 - Letter drop informing the local community of outline planning application and proposed future community engagement and how this will influence future applications (December 2020).
 - Review the feedback of Southwark Councils statutory consultation for the outline application and develop suitable community engagement material for online or paper based distribution.
 - Invite feedback from the community through a consultation hub or written survey.
 - Engagement feedback to be collated to inform detail design and Statement of Community Involvement prepared to accompany Reserved Matters and Prior Approval applications.
54. Any subsequent application should summarise consultation undertaken to date and TfL's intended programme of engagement should planning permission be granted.

Consultation responses, and how the application addresses the concerns raised

Consultation responses from members of the public

55. 1 neutral comment received from British Land. Matters highlighted were:

56.

The expectation of the applicant to adhere to Schedule 10 of the Section 106 agreement entered into, in connection to the Canada Water Masterplan, to which TFL are a party, contains planning obligations relating to the delivery of the 'Surrey Quays Station Improvements', being *"the works or measures to improve the capacity at Surrey Quays Station and meet long term operational requirements which includes but shall not be limited to the creation of a second station entrance and step free access"*.

That conditions relating to construction practices, access, servicing and delivery are attached to any decision.

Clarity of plans and the relationship of the proposal with development Zone B of the Canada Water Masterplan.

57. Officer comments:

The points raised are noted. If permission is granted relevant conditions will be attached to the decision. Officers are satisfied that the detail shown in the submitted plans are sufficient for the purpose of this application.

Consultation responses from internal and divisional consultees

58. Summarised below are the material planning considerations raised by internal and divisional consultees, along with the officer's response.

59. Design and Conservation Team:

- No objection, the property is not listed and it not located in a Conservation Area. The nearest heritage asset is the Grade II Southwark Park across Rotherhithe Old Road to the west of this site. The proposal would not impact on the historic park nor its setting. Officers are satisfied for this application to be determined in accordance with the Council's policies.

Officer Comment:

Noted and assessed accordingly.

60. Transport Planning Policy:

- There are no objections subject to comment from the highways team and a condition ensuring the applicant submits details of the pedestrian route linkage from the new building on Lower Road to the western side of Lower Road and the train station for approval.

Officer Comment:

Noted. Having confirmed with TfL that there will be no direct public access from Lower Road into the new building, transport planning confirmed that the above mentioned condition would not be required.

Environmental Protection Team:

- No objections subject to conditions.

Officer Comments:

Conditions outlined in paragraph 41 of this report.

Consultation responses from external consultees

61. Summarised below are the material planning considerations raised by external consultees, along with the officer's response.

62. Environment Agency:

No objection subject to the conditions that

- Ensure the development does not contribute to, and is not put at

unacceptable risk from or adversely affected by unacceptable levels of water pollution from previously unidentified contamination sources or mobilised contaminants.

- Ensure that the development does not harm groundwater sources.

Officer Comment:

Noted conditions attached as recommended.

63. These matters are addressed comprehensively in the relevant preceding parts of this report.

Community impact and equalities assessment

64. The Council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights

65. The Council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application.

66. The Public Sector Equality Duty (PSED) contained in Section 149 (1) of the Equality Act 2010 imposes a duty on public authorities to have, in the exercise of their functions, due regard to three "needs" which are central to the aims of the Act:

1. The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
2. The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:
 - Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
 - Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
 - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low
3. The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.

67. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.

Human rights implications

68. This planning application engages certain human rights under the Human Rights Act 2008 (the HRA). The HRA prohibits unlawful interference by public

bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.

69. This application has the legitimate aim of providing improvements to the Surrey Quays Station. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

Positive and proactive statement

70. The Council has published its development plan and Core Strategy on its website together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
71. The Council provides a pre-application advice service that is available to all applicants in order to assist applicants in formulating proposals that are in accordance with the development plan and core strategy and submissions that are in accordance with the application requirements.

Positive and proactive engagement: summary table	
Was the pre-application service used for this application?	Yes
If the pre-application service was used for this application, was the advice given followed?	Yes
Was the application validated promptly?	Yes
If necessary/appropriate, did the case officer seek amendments to the scheme to improve its prospects of achieving approval?	No
To help secure a timely decision, did the case officer submit their recommendation in advance of the statutory determination date?	No.

Conclusion

72. The refurbishment and expansion of Surrey Quays Station is considered acceptable in principle and is recognised as an important sustainable transport intervention that will help support development in the wider area. The proposal provides a sustainable form of development and promotes sustainable transport, in line with the Development Plan and the National Planning Policy Framework. Subject to detailed design, it is noted that the works will also improve access to the station for people with impaired mobility. While the development will result in some impact on the amenity of the immediate neighbour, these are considered to be minor and outweighed by the wider public benefits that this application would facilitate. It is therefore recommended that the outline planning permission is granted subject to conditions.