Planning Application for the construction of a Green Hydrogen Electrolyser and associated infrastructure (amended scheme of planning permission 20230906) at Kimberly-Clark Northfleet Mill, Northfleet, Gravesham, Kent.

Planning, Design and Access Statement.

On behalf of HYRO Energy Ltd.

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Contents

1. Introduction

1.1. This Planning, Design and Access Statement has been prepared by Pegasus Group on behalf of HYRO Energy Ltd. (the "Applicant") and accompanies and supports a full planning application for the construction of a Green Hydrogen Electrolyser and associated infrastructure (the "Proposed Development") at Kimberly-Clark Northfleet Mill, Northfleet, Gravesham, Kent.

1.2. The purpose of this report is to assess the proposed development and its acceptability in planning terms, with regard to the adopted Development Plan and any other pertinent material considerations to the determination of the application.

1.3. The report takes the following structure:

- **Introduction** – provides the introductory context to the statement;
- **The Application Site** – presents a detailed description of the application site, its wider context and planning history;
- **The Proposed Development** – provides a description of the proposed development;
- **Design and Access Statement** – provides detail on the design of the proposed development and its associated access;
- **Planning Policy Context** – sets out the planning policies and guidance documents relevant to the proposed development;
- **Assessment of Proposed Development** – assesses the proposed development against the relevant planning policies and other material considerations;
- **Conclusion** – provides the concluding remarks of the statement.

2. The Application Site

2.1. This chapter of the statement provides details of the application site, its wider context and planning history.

The Application Site

2.2. The application site relates to approximately 1.6 hectares of land located immediately to the north of the Kimberly-Clark paper mill in Northfleet, on the southern bank of the Thames Estuary. The submitted Site Location Plan details the full extent of the application site for planning purposes.

2.3. The application site is located within the development limits of Northfleet. Figure 1 below shows the approximate location of the application site within the context of the Policies Map.

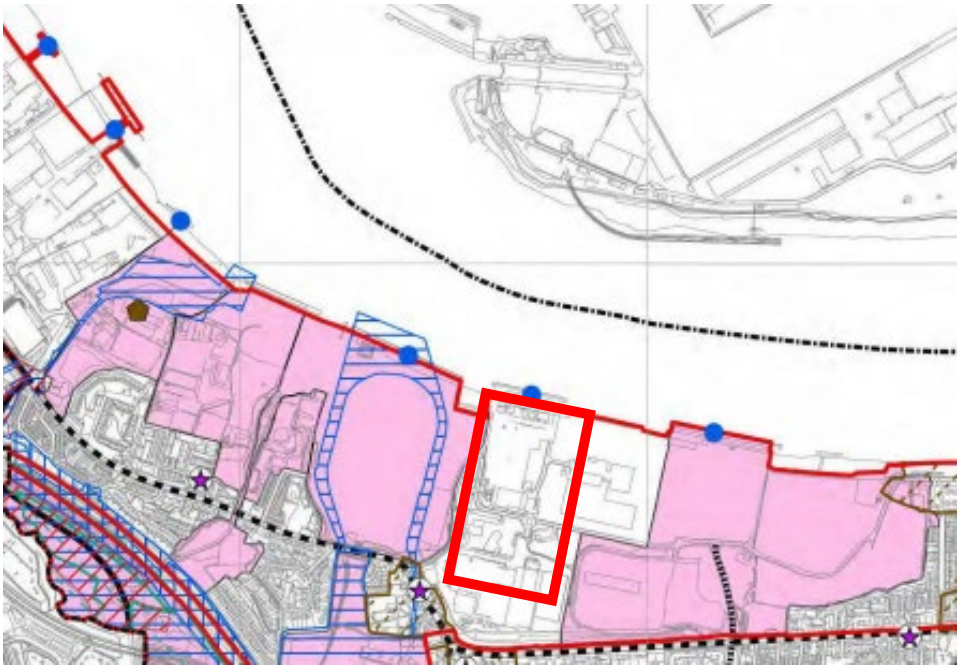

Figure 1: Location of site within Gravesham Local Plan Policies Map.

Figure 2: Key for Policies Map.

2.4. As per the above map and associated key, the application site falls within an Opportunity Area (Policy CS03), which forms part of the Council's regeneration framework.

2.5. The site is not subject to any other Local Plan designations. The wider Kimberly-Clark site adjoins two 'key sites' to the east and west, which also fall within the Northfleet Embankment and Swanscombe Peninsula East Opportunity Area policy. These key sites have been identified by Gravesham Borough Council as being suitably located for strategic employment and residential development along the Thames Riverside. These key sites are not deemed relevant to this proposed development.

2.6. The site is not located within a conservation area and contains no listed buildings. There are two listed buildings in close proximity to the site, which are:

- Northfleet Tower Lighthouse: Grade II listed – approx. 160m from proposed site;
- Bevan's War Memorial in Northfleet Cement Works – approx. 360m from proposed site.

2.7. The site is located within Flood Zone 2, with the potential to contain areas of Flood Zone 3 within its boundary. A Flood Risk and Drainage Assessment has been undertaken and forms part of the application submission.

2.8. Figure 2 below shows the location of the site location within the context of the Environment Agency's Flood Risk Map.

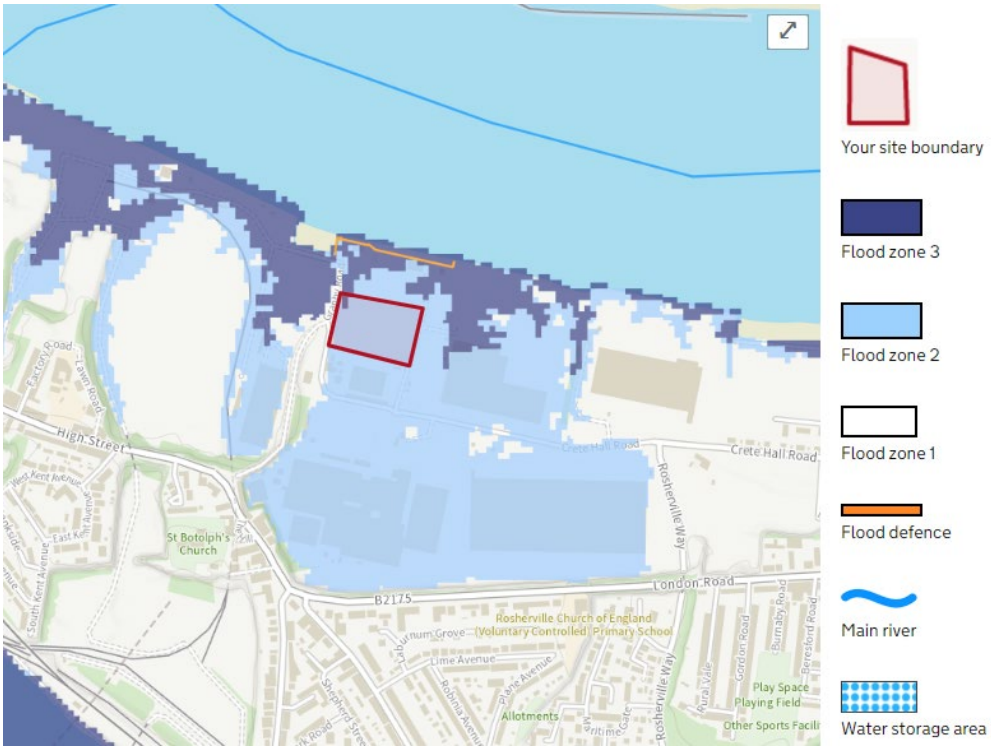

Figure 2: Site location within Flood Risk Map.

2.9. According to Environment Agency's Risk Map for Surface Water, the site is not under significant risk. Figure 3 below shows the site in context of surface water extents.

Figure 3: Site location within surface water flood risk map.

2.10. A search using DEFRA's Magic Map application has identified that the application site is not subject to any ecological or landscape designations.

3. The Proposed Development

3.1. The proposals consist of the construction and operation of an up to 15MW Green Hydrogen Electrolyser and associated infrastructure at the Kimberly Clark Northfleet mill in Northfleet, DA11 9AD.

3.2. This planning application constitutes a resubmission of a previously approved Green Hydrogen Electrolyser on the same site, however owing to minor changes in the layout and the red line boundary, Gravesham Borough Council deemed it appropriate to submit a new full planning application to consider the scheme fully.

3.3. 'Green Hydrogen' is one of many ways to produce hydrogen gas. 'Green' hydrogen uses electrolysis, passing electricity through water to separate the hydrogen and oxygen.

3.4. When compared to fossil fuels, Green Hydrogen is a much more sustainable and low-carbon option. Its use in this location will displace the need for natural gas to be used, reducing the carbon footprint of the mill.

3.5. The proposed GHE will consist of five containerised electrolysers (using Proton Exchange Membrane (PEM) technology) rated at up to 15MWe of electrical input.

3.6. Electrolysers are the primary component of green hydrogen production and comprise of several 'cells' which comprise two electrodes, one positively charged anode and one negatively charged cathode. The two electrodes are separated by an electrolyte, in this case a polymer (PEM). The electrolyte is responsible for transporting the electrical charge between electrodes, whereby hydrogen and oxygen are produced. The oxygen is then either vented into the atmosphere or captured and stored for commercial use.

3.7. The electrolysers incorporate water treatment plant, transformers and AC/DC rectifiers.

3.8. The water required for electrolysis needs to be cleaned and deionised during treatment regardless of its source to prevent damage to the equipment. Water for the electrolyser system has been sourced from the mains supply and wastewater from the process is carried away using the main sewer system to the nearby water treatment works. By confirming the available capacity for supply and disposal the project can be assured a reliable and sustainable source of water for the complete process

3.9. Additionally, the associated infrastructure will include ten storage tanks.

3.10. The proposals will also include a new onsite 33kV DNO substation within the site compound.

3.11. The boiler house within the paper mill will be connected to the GHE by a new onsite hydrogen pipeline with gas regulators. The pipeline follows a logical southern direction toward the paper mill, which the submitted Site Location Plan accounts for.

3.12. This development will fundamentally allow Kimberly Clark to decarbonise their operations at the Northfleet mill. The GHE being powered by green electricity itself will also aid this transition to carbon neutrality.

3.13. Furthermore, by installing a GHE at the Northfleet mill, Kimberly Clark are ensuring that their business will be resilient to rising energy costs and contribute to their own energy security.

In turn, the business will be able to reinvest their saving on energy costs back into the business.

3.14. By using Green Hydrogen in place of gas for their industrial process, Kimberly Clark will be setting a standard across businesses in Northfleet, across England and the UK for using green hydrogen as a sustainable and secure energy source.

4. Design and Access Statement

4.1. The following section details the design principles which have informed the layout of the proposed development. The scheme has been carefully designed to ensure that the proposals respond wholly to the context of the site. It must be acknowledged that the layout, scale and appearance of the proposal is very much reflective of the nature and use of the scheme and the individual elements that it comprises.

Layout

4.2. The final scheme as submitted is detailed upon the submitted plans. These plans outline the positions of the Green Hydrogen Electrolysers, containerised substation, storage tanks, and other associated infrastructure.

Use

4.3. The proposed development will provide Kimberly Clark with Green Hydrogen to heat the boilers within the paper mill and thus decarbonise their industrial processes.

4.4. The on-site containerised storage will also prove useful to Kimberly Clark to store the energy created if a surplus is generated.

4.5. The location of the proposed development is essential for the energy created to be utilised by Kimberly Clark conveniently. Given the site itself is located within the wider Kimberly-Clark mill site, the development is logically placed.

Amount

4.6. The proposed development comprises a modular electrolyser system of five electrolysers with ten storage tanks, water treatment plant, transformers, and AC/DC rectifiers. A new onsite hydrogen pipeline is proposed to connect the hydrogen production to the paper mill.

4.7. The proposals will also include a new onsite 33kV DNO substation.

Scale

4.8. The scale of the development has been determined by the equipment necessary to power the current operations at the Kimberly Clark. The different components of the development have a maximum built height of approximately 9.2m, with an emergency vent stack of approximately 20m.

Landscaping

4.9. Fundamentally, the proposals are well-suited to the surrounding industrial context of the area and the adjacent factory itself. The development will be suitably screened by the changing levels to the south of the site. The proposals include the provision of security fencing, which again is characteristic of the area.

Access

4.10. The primary construction and operational route will bring vehicles into the site via Crete Hall Road and into an access on the northwestern edge of the site, entering from Granby Road as much as is practicable.

5. Planning Policy Context

5.1. This chapter of the statement details the planning policies relevant to the planning application.

5.2. Earlier sections of this statement have set out the hierarchy of target setting legislation (to cut greenhouse gas emissions), relevant UK hydrogen documents and also other relevant energy policies.

5.3. These are all material considerations in the determination of this application, with particular weight being given to the achievement of binding targets and the role of hydrogen production in achieving those targets.

Legislative Background

5.4. Section 38(6) of the Planning and Compulsory Purchase Act 2004 required that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework (NPPF) is a key material consideration in the determination of planning applications and also sets out the framework of policies with which development plans must be in accordance.

5.5. For the purposes of Section 38(6), the Development Plan for Gravesham currently consists of:

- Gravesham Local Plan Core Strategy and Local Plan Policies Map (adopted September 2014);
- Gravesham Local Plan First Review (1994) – Saved Policies.

Gravesham Local Plan Core Strategy (2014)

5.6. Policy CS01 establishes that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained within the NPPF.

5.7. Policy CS02 establishes a hierarchy for the scale and distribution of development within Gravesham.

5.8. Policy CS03 states that the Northfleet Embankment and Swanscombe Peninsula East Opportunity Area is a substantial opportunity for major riverside regeneration. The policy also acknowledges the Kimberly Clark site and states that the Council will support proposals which expand and support their operation.

5.9. Policy CS11 states that new developments should mitigate their impact on the highway and public transport networks as required.

5.10. Policy CS07 states that the Council will support the refurbishment and upgrading of existing industrial and commercial premises.

5.11. Policy CS12 establishes the Council's desire to retain a multifunctional linked network of Green Infrastructure. The policy states that there will be no net loss of biodiversity across

the Borough. As such, opportunities to enhance, restore, re-create, and maintain habitats will be sought.

5.12. Policy CS18 states that in exception of the previously developed sites along the Thames Riverside (re. Policy CS03) and other sites that have been previously evaluated with the sequential and exception tests, development will be directed sequentially to those areas least at risk of flooding. Furthermore, proposals in areas at risk of flooding should be accompanied by a Flood risk Assessment and a Flood Risk Management Plan (if required).

5.13. Policy CS18 states that the Council will seek to reduce the overall carbon footprint of the Borough. In particular, the Council will support stand-alone, decentralized renewable or low-carbon energy development where it accords with policies in the Plan.

5.14. Policy CS19 envisions that new development will be visually attractive, fit for purpose and locally distinctive. Development will conserve and enhance the character of the built, historic, and natural environment.

5.15. **Saved Policies in the Gravesham Local Plan First Review (1994)**

5.16. Policy P3 states that the Council expects development to make provision for vehicle parking, in accordance with the Kent County Council Vehicle Parking Standards.

National Planning Policy Framework

5.17. Paragraph 11 of the National Planning Policy Framework (NPPF) establishes the presumption in favour of sustainable development that should underpin decision making.

5.18. Paragraph 85 of the NPPF states that planning decisions should help create the conditions in which businesses can invest, expand and adapt.

5.19. Paragraph 168 of the NPPF states that when determining planning applications, local planning authorities should not require applicants to demonstrate the overall need for renewable or low carbon energy and recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions.

5.20. Paragraph 215 of the NPPF states that where a development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Green Hydrogen – Wider Context

<u>UK Hydrogen Strategy (August 2021)</u>

5.21. Within the UK Hydrogen Strategy, the Government acknowledge that low carbon hydrogen will be **critical** for meeting the UK's legally binding commitment to achieve net zero by 2050.

5.22. It is predicted that by 2050, hydrogen could make up 20-35% of UK final energy consumption, indicating that the size of the hydrogen economy is forecast to grow. The

government also acknowledges that growing the economy how essential growing the economy whilst cutting emissions is to meet legally binding climate commitments[1].

UK Hydrogen Strategy update to the market: December 2022

5.23. According to the December 2022 update to the market, the UK is aiming to remain at the centre of the economic growth in the hydrogen sector. The UK Government are continuing to focus on engagement with investors and industry to facilitate a flow of private sector capital into the hydrogen sector. Since the original Hydrogen Strategy was published, there has been a significant focus on driving private sector investment. The UK is well positioned to deliver the economic, social, and environmental benefits of hydrogen[2].

The Climate Change Act 2008 (2050 Target Amendment) Order 2019

5.24. This amendment to the Climate Change Act 2008 establishes that within Section 1(1), the commitment for the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline.[3]

Sixth Carbon Budget (2020)

5.25. The Sixth Carbon Budget was produced by the Climate Change Committee and established the UK's path to Net Zero. The report acknowledged that the UK has experienced strains on its economy including Brexit and COVID-19, and stated that the UK Government needed to enshrine new climate commitments in law. Furthermore, the report highlights throughout that using hydrogen in industrial and transport settings is essential to decarbonise businesses.

5.26. As a result, the UK adopted the target to slash emissions by 78% by 2035 as per the Carbon Budget Order 2021[4].

Powering Up Britain (2023)

5.27. The most recent UK Government document on low-carbon and renewable energy stated that low carbon hydrogen is a critical component of the UK-wide strategy to deliver energy security. The ambition to deliver up to 10GW of low carbon hydrogen production capacity has been established and the Government has acknowledged the need to decouple emissions from economic growth[5].

5.28. As such, it is incredibly important for existing industry to explore low-carbon and renewable alternatives to power their operations.

[1] https://www.gov.uk/government/publications/uk-hydrogen-strategy
[2] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1123751/hydrogen-strategy-update-to-the-market-december-2022.pdf
[3] https://www.legislation.gov.uk/ukdsi/2019/9780111187654
[4] https://www.legislation.gov.uk/uksi/2021/750/article/2/made
[5] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1147457/powering-up-britain-net-zero-growth-plan.pdf

Clean Power 2030 Action Plan: A new era of clean electricity

5.29. The Clean Power 2030 Action Plan establishes that the hydrogen industry was kickstarted by the Labour Government following their election in Summer 2024, along with making significant progress towards upgrading the UK's energy infrastructure.

5.30. The Action Plan stresses the role that hydrogen plays in the UK's acceleration towards net-zero, and details how the Government and the market can assist in deployment.

UK Hydrogen Strategy update to the market: December 2024

5.31. The December 2024 update to the market[6] echoes the Clean Power 2030 Action Plan in highlighting that the Labour Government made significant progress in delivering the UK hydrogen economy since they were elected in Summer 2024, including confirming support for the 11 successful Hydrogen Allocation Round 1 projects. The update considers that low carbon hydrogen production will be *a "critical part of our future energy system"* which will contribute to the decarbonisation of key UK industries.

5.32. The shortlist of Hydrogen Allocation Round 2 projects will be published in 2025 and it is reiterated within the update that Government and industry are "*delivering real projects to kickstart the UK hydrogen economy.*"

[6] https://assets.publishing.service.gov.uk/media/6761915126a2d1ff18253493/hydrogen-strategy-update-to-the-market-december-2024.pdf

6. Assessment of Proposed Development

6.1. The following section of this report assesses the development proposals against the policies of the Development Plan and national planning policy. It is considered that the key issues in the determination of the application are the principle of development, the impact upon landscape, amenity, and biodiversity.

Principle of Development

6.2. This application seeks permission for a Green Hydrogen Electrolyser and associated infrastructure at the Kimberly-Clark Northfleet Mill, Northfleet.

6.3. It is evident that in principle the proposal draws considerable support from the myriad documents relating to combatting climate change, legally binding greenhouse gas emission targets for net zero and governmental support for hydrogen production (including the setting of a 10GW target) for economic as well as climate change reasons. Nonetheless, whilst the scheme draws significant support from this hierarchy, this does not override the need to demonstrate the acceptability of the proposal at the local level. This statement, as part of the wider application, demonstrates this acceptability.

6.4. Policy CS18 of the Gravesham Local Plan Core Strategy clearly establishes policy support for the implementation of zero/low-carbon energy generation, consequently providing the principle of development for the proposed scheme.

6.5. Specifically, Policy CS18 states:

> *"The Council will seek to reduce the overall carbon footprint of the Borough. In particular, the Council will:*
>
> - *Support stand-alone decentralised, renewable or low carbon energy development where it is compatible with national policies for protecting the Green Belt and where it accords with policies in this plan, in particular those relating to Development and Design Principles, Transport, Green Infrastructure and Heritage and the Historic Environment."*

6.6. The proposed development involves the generation of zero/low-carbon energy, so immediately gains policy support from Policy CS18.

6.7. The proposed development also complies paragraphs 81 and 158 of the National Planning Policy Framework, given the proposals aim to decarbonise a well-established business in the Borough.

6.8. The proposals will allow Kimberly-Clark to invest and adapt to the current energy climate, becoming effectively self-sufficient in its energy production and consumption. Furthermore, contributing to the UK's Powering Up Britain targets relating to Green Hydrogen uptake will prove beneficial to both the applicant and the wider Northfleet area.

Landscape and Visual Amenity

6.9. Policy CS12 of the Local Plan states that "*the overall landscape character and valued landscape will be conserved, restored and enhanced.*"

6.10. The proposed development is located in a heavily industrialised area, which is characterised by factories, warehouses and other existing tall structures which are ancillary to operations in the area.

6.11. The proposed development ultimately fits into the existing context of the area, with some change proposed but to no unacceptable effect. There are no extant landscape designations on the proposed site and as such it is foreseen that the visual impact of the proposals will be negligible.

6.12. The industrial area as a whole is well screened from the nearest residential properties due to the dramatic change in levels to the south of the site. There is also considerable planting on London Road which suitably buffers the views to the industrial area. As such, the proposals adhere to the policies set out in the Local Plan.

Ecology and Biodiversity

6.13. Policy CS12 of the Local Plan states that *"there will be no net loss of biodiversity in the Borough, and opportunities to enhance, restore, re-create and maintain habitats will be sought."*

6.14. A Preliminary Ecological Appraisal has been prepared in support of this application. The report states that it is unlikely that the proposed development will impact any protected species, nor is the proposed site suitable for such habitats.

6.15. The planning application is also supported by a Biodiversity Net Gain Metric, which indicates that the proposed development will achieve a 61.37% net gain in habitat units offsite.

6.16. As such, the proposed development is compliant with Policy CS12 of the Local Plan.

Transport and Highways

6.17. Policy CS11 of the Local Plan states that "*new developments should mitigate their impact on the highway and public transport networks as required. Transport assessment work is required to be undertaken in accordance with national and local policy guidance, and to identify detailed highway and public transport network requirements and management arising from the development."*

6.18. A Transport Statement has been submitted in support of this planning application. The report details the route to the site for construction traffic, indicating that the proposed access to the site is suitable and safe for the proposed movements.

6.19. The proposed development therefore adheres to Policy CS11 of the Local Plan.

Flood Risk and Drainage

6.20. Policy CS18 of the Local Plan states that "*with the exception of the previously developed sites along the Thames Riverside (see Policies CS03, CS04 and CS05) and those other regeneration sites which have already been evaluated in accordance with the sequential and exception tests at the application stage, development will be directed sequentially to those areas at least risk of flooding. Proposals in areas at risk of flooding must be accompanied by a Flood Risk Assessment (in accordance with national policy and Environment Agency standing guidance as appropriate)."*

6.21. Given the site is located within the Policy CS03 opportunity area (Northfleet Embankment and Swanscombe Peninsula East), it is assumed that the site falls within the sequential and exception tests that have been undertaken in this area to inform the Council's Flood Risk policy.

6.22. A Flood Risk Assessment has been prepared in support of this planning application, which demonstrates the proposals adhering to Policy CS18. The submitted Flood Risk Assessment notes that the proposed development is classified as 'Less Vulnerable' and as such is considered appropriate within the Flood Zone. This report also concludes that the proposed development should not be precluded on flood risk grounds, given the recommendations made for mitigation.

6.23. It is also important to reiterate that the Proposed Development uses a small amount of water in the hydrogen production process, much of which is recycled. The water released as a byproduct is relatively clean and is transported to the Southern Water treatment works.

6.24. Notwithstanding the extant policy, the site is optimally located to support the decarbonization of Kimberly-Clark's operations at their Northfleet mill.

Acoustic Impact

6.25. Policy CS19 of the Local Plan states that "*new development will be located, designed and constructed to…avoid adverse impacts from pollution, including noise.*"

6.26. An Acoustic Impact Assessment has been prepared in support of this planning application. The report concludes that the proposed development would not be expected to be significant in terms of BS4142, BS8233, ProPG, WHO guidelines and overarching policy. It is also concluded that specific mitigation measures would not be required for the proposed development.

6.27. As such, the proposed development is compliant with Policy CS19 of the Local Plan.

7. Planning Balance

7.1. The UK Government have made it clear of their intention to progress to Net Zero and part of achieving this is through identifying and altering sources of clean energy with the aim of all electricity to come from low carbon sources. This includes a 10GW target for hydrogen as part of the energy mix. This being seen as very important in allowing the economy to decarbonise. Increasing renewable Green Hydrogen generation and maximising the contribution it can make to energy resilience and overall domestic security are also important factors to consider.

7.2. In this case, the proposals will ultimately enable Kimberly Clark to decarbonise their industrial process, which will provide long-term economic, environmental and social benefits to their business in the long-term. In order to move towards the UK Government's Net Zero commitments, businesses should be actively looking to change the energy sources used for their industrial processes. Kimberly Clark are pioneering this technology in Kent, which may encourage other companies to follow suit. These proposals provide a significant benefit to Northfleet and the wider region.

7.3. To summarise, the above planning assessment has demonstrated the following:

- This planning application is in compliance with the Development Plan and national planning policy;
- The development and operation of the proposed development would give rise to a wide range of social, environmental, and economic benefits which amount to a very substantial weight in favour of planning permission being granted, making the scheme even more acceptable;
- The impacts associated with the development at this location are very limited, and the proposal is in compliance with the relevant issue specific planning policies in the Development Plan, so do not weigh against the development.

7.4. Whilst it is accepted that the proposal will result in changes to the local environment, such as in terms of visual impact, those changes are not such that would constitute a breach of the policies contained within the Development Plan. This is also the case where any identified harm can be addressed by way of a planning condition, such as matters of landscaping, highway and drainage, or ecological mitigation and enhancement.

7.5. Notwithstanding this accordance with the development plan, the change to the local environment could be viewed as having an element of harm as a result to a change in the site as a result of this proposal. This statement has set out the substantial benefits of the proposal (especially in terms of providing renewable and low-carbon energy). As such, those benefits would only further the acceptability of the proposals in terms of the Development Plan. Ultimately, the potential for harm is significantly outweighed by the numerous benefits of the proposed development.

7.6. The proposed development has also been identified as being located in an area that has been subject to sequential and exception testing with regard to flood risk by Gravesham Borough Council. Given the industrial nature of the Northfleet Embankment area of the Thames Riverside, the proposed development is suitably located and can efficiently provide the paper mill with the green energy required to meet carbon reduction targets but also set an example to other businesses along the Thames Riverside.

7.7. In consideration of compliance with the Development Plan and other planning policy requirements, the significant benefits associated with the Proposed Development and limited adverse effects, and significant wider benefits, it is clear that this development is, on balance, acceptable in planning terms.

7.8. When considering the compliance with the Development Plan, the benefits and the negligible adverse effects, it can be shown that this development is, on balance, acceptable in planning terms.

7.9. The Proposed Development has been shown to achieve the main objectives of sustainable development (environmental, social and economic) without causing undue detriment to any of these matters.

8. Conclusion

8.1. This Planning, Design and Access Statement has been prepared by Pegasus Group on behalf of HYRO Energy Ltd. in support of the full planning application for the construction of a Green Hydrogen Electrolyser (GHE) and associated infrastructure at Kimberly-Clark Northfleet mill.

8.2. The development supports the UK Government's commitment to achieving net-zero emissions by 2050. The impacts of the proposal have been shown to be acceptable and, where necessary, mitigation measures have been established to reduce any adverse impacts which may arise.

8.3. National planning policy is a material consideration in the determination of this planning application. The proposal has been shown to adhere to both national policy and relevant local Development Plan policies.

8.4. This statement therefore demonstrates that, upon considering the following matters, this proposal on balance falls within the scope of acceptability.

8.5. Accordingly, this proposal represents sustainable development, and as such this planning application should be approved without delay.

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE