



REGULATORY SERVICES COMMITTEE

19 February 2015

REPORT

Subject Heading:

P1635.14 1-1a Chase Cross Road, Collier Row, Romford

Ward:

Extension of first floor to form 2no. one-bed flats and extension and sub-division of ground floor for A1 and A3 use including new shop fronts. (Application received 27/10/2014)

Havering Park

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Policy context:

Local Development Framework
Development Control Policies
Development Plan Document

National Planning Policy Framework

London Plan

Financial summary:

Not Relevant

The subject matter of this report deals with the following Council Objectives

Ensuring a clean, safe and green borough	<input checked="" type="checkbox"/>
Championing education and learning for all	<input type="checkbox"/>
Providing economic, social and cultural activity in thriving towns and villages	<input checked="" type="checkbox"/>
Value and enhance the life of our residents	<input checked="" type="checkbox"/>
Delivering high customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

The application site lies within a designated fringe area of the Collier Row Minor District Centre where the proposed development is considered to be acceptable in principle. Planning permission has been granted in 2008 and 2011 for similar development, but which has not been implemented. The design and layout of the development is considered acceptable and the proposed flats would provide an acceptable standard of accommodation for future occupants. The proposal would provide an enhancement of the retail frontage and have a positive impact on the character and appearance of the area. There would be no significant impacts on the amenities of nearby residents. No parking is proposed for residents which was the case for the earlier application. There is unrestricted on-street parking in the area. Subject to the prior completion of a S106 agreement to secure an infrastructure contribution of £12,000 and to restrict applications for parking permits should restriction be imposed the grant of planning permission is recommended.

RECOMMENDATIONS

1. That the Committee notes that the development proposed is liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3 and that the applicable fee would be £1400 subject to indexation. This is based on the creation of 70 square metres of new gross internal floor space.

2. That the proposal is unacceptable as it stands but would be acceptable subject to the applicant entering into a Legal Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended), to secure the following:

- Save for the holders of blue badges that the future occupiers of the proposal will be prevented from purchasing parking permits for their own vehicles for any existing, revised or new permit controlled parking scheme

- A financial contribution of £12,000 to be used towards infrastructure costs in accordance with the Policy DC72 of the LDF Core Strategy and Development Control Policies Development Plan Document and the Planning Obligations Supplementary Planning Document.
- All contribution sums shall include interest to the due date of expenditure and all contribution sums to be subject to indexation from the date of completion of the Section 106 agreement to the date of receipt by the Council.
- The Developer/Owner to pay the Council's reasonable legal costs associated with the Legal Agreement prior to the completion of the agreement irrespective of whether the agreement is completed.
- Payment of the appropriate planning obligations monitoring fee prior to the completion of the agreement.

That the Head of Regulatory Services be authorised to enter into a legal agreement to secure the above and upon completion of that agreement, grant planning permission subject to the conditions set out below.

1. *Time limit* - The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. *Accordance with plans* –The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans (as set out on page one of this decision notice).

Reason: The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

3. *Materials* - The development hereby permitted shall not be commenced until samples of all materials to be used in the external construction of the buildings and hard landscaped areas have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed with the approved materials.

Reason: To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

4. *Refuse and recycling* - Prior to the first occupation of the development hereby permitted provision shall be made for the storage of refuse and recycling awaiting collection according to details which shall previously have been submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity of occupiers of the development and also the visual amenity of the development and the locality generally, and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

5. *Cycle storage* - Prior to completion of the development hereby permitted cycle storage of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority shall be provided and permanently retained thereafter.

Reason: In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC36.

6. *Secured by Design* - The development hereby permitted shall not be commenced until details of the measures to be incorporated into the development demonstrating how the principles and practices of the Secured by Design scheme have been included have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the LPA.

Reason: In the interest of creating safer, sustainable communities, reflecting guidance set out in the National Planning Policy Framework, Policy 7.3 of the London Plan, and Policies CP17 and DC63 of the LDF Development Control Policies Development Plan Document.

7. *Lifetime Homes* - The development hereby permitted shall not commence until a Lifetime Homes methodology statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall demonstrate how the development will achieve Lifetime Home standards. The development shall be carried out in accordance with the approved details and thereafter maintained as such.

Reason: In the interests of the amenities of future residents and visitors and to ensure that the residential development meets the needs of all potential occupiers in accordance with policy DC7 of the Havering LDF Core Strategy and Development Control Policies Development Plan Document and policy 3.8 of the London Plan.

8. *External and internal lighting* - The development hereby permitted shall not be commenced until a scheme for the lighting of external areas of the development has been submitted to and approved in writing by the local planning authority. The scheme of lighting shall include details of the extent of illumination together with precise details of the height, location and design of the lights. The approved scheme

shall then be implemented in strict accordance with the agreed details prior to the first occupation of that phase of the development and retained thereafter.

Reason: In the interests of highway safety and amenity. Also in order that the development accords with Policies DC32 and DC61 of the LDF Development Control Policies Development Plan Document.

9. *Hours of construction* - All building operations in connection with the construction of external walls, roof, and foundations; site excavation or other external site works; works involving the use of plant or machinery; the erection of scaffolding; the delivery of materials; the removal of materials and spoil from the site, and the playing of amplified music shall only take place between the hours of 8.00am and 6.00pm Monday to Friday, and between 8.00am and 1.00pm on Saturdays and not at all on Sundays and Bank Holidays/Public Holidays.

Reason: To protect residential amenity, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

10. *Construction methodology* - The development hereby permitted shall not be commenced until a scheme has been submitted to and approved in writing by the local planning authority making provision for a Construction Method Statement to control the adverse impact of the development on that phase on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls
- d) measures for minimising the impact of noise and, if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the local planning authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the local planning authority; siting and design of temporary buildings;
- g) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- h) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

Reason: To protect residential amenity and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

11. *Boundary Treatment* - No part of the building shall be occupied until boundary fencing is provided along the boundaries of the site to Clockhouse Lane in accordance

with details previously submitted to and approved in writing by the Local Planning Authority. The fencing shall be permanently retained and maintained thereafter.

Reason:- To protect the visual amenities of the development and prevent undue overlooking of adjoining property, and that the development accords with the Development Control Policies Development Plan Document Policy DC61.

12. *Obscure-glazing* - The first floor flats shall not be occupied until a screening panel between the proposed balconies has been provided to a minimum height of 1.7 metres and which shall be permanently glazed with obscure glass to a glazing rating level of a minimum of level 3.

Reason: In the interests of privacy, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

13. *A3 use Hours* –The restaurant (A3) unit shall not be open to customers outside of the following times 9:00 hours and 23:00 hours Mondays to Sundays, including Bank and Public Holidays.

Reason: To enable the Local Planning Authority to retain control in the interests of amenity, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.,

14. *A1 use opening* - The retail (A1) unit shall not be open to customers outside of the following times: 07:00 hours to 23:00 hours Monday to Sunday including Bank and Public Holidays.

Reason: To protect the amenities of nearby residents in accordance with Development Control Policies Development Plan Document Policy DC61.

15. *Extraction equipment* - The restaurant (A3) use shall not commence until a scheme for the installation of equipment to control the emission of fumes and smell from the premises has been submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be implemented. All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the manufacturer's instructions.

Reason: To protect the amenity of occupiers of nearby premises, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

16. *Mechanical ventilation* - The restaurant (A3) use shall not commence until a suitable mechanical ventilation system is installed in accordance with a scheme to control the transmission of noise and vibration which has been previously submitted to and approved in writing by the Local Planning Authority. Thereafter, the equipment shall be properly maintained and operated in accordance with the scheme during normal working hours.

Reason: To protect the amenity of occupiers of nearby premises, and in order that the development accords with Development Control Policies Development Plan Document Policy DC61

1. *DMO Statement* - Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: Improvements required to make the proposal acceptable were negotiated and submitted, in accordance with paragraphs 186-187 of the National Planning Policy Framework 2012.

2. *Mayoral CIL* - The proposal is liable for the Mayor of London Community Infrastructure Levy (CIL). Based upon the information supplied with the application, the CIL payable would be £1400 (subject to indexation). CIL is payable within 60 days of commencement of development. A Liability Notice will be sent to the applicant (or anyone else who has assumed liability) shortly and you are required to notify the Council of the commencement of the development before works begin. Further details with regard to CIL are available from the Council's website.

3. *Planning obligation* - The planning obligations required have been subject to the statutory tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 and the obligations are considered to have satisfied the following criteria:-

- (a) Necessary to make the development acceptable in planning terms;
- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development.

4. *Temporary use of the highway* - If any construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council. If the developer requires scaffolding, hoarding or mobile cranes to be used on the highway, a licence is required and Streetcare should be contacted on 01708 432563 to make the necessary arrangements. Further details are available on the Council website.

5. *Secured by Design* - In promoting the delivery of safer, stronger, sustainable places the Local Planning Authority fully supports the adoption of the principles and practices of the Secured by Design Award Scheme and Designing against Crime. Your attention is drawn to the free professional service provided by the Metropolitan Police Designing Out Crime Officers for North East London, whose can be contacted via DOCOMailbox.NE@met.police.uk or 0208 217 3813 . They are able to provide qualified advice on incorporating crime prevention measures into new developments

REPORT DETAIL

1. Site Description

1.1 The application site comprises a part single storey and part two storey building that lies at the roundabout junction of Clockhouse Lane and Chase Cross Road. The application property is part of a terrace of four that are finished in an

art deco style with white render and facing brickwork. The main frontage of the terrace is onto Chase Cross Road, but there is also rear access from Clockhouse Lane. No.1 is the single storey part of the building which is set behind the Chase Cross Road frontage and is currently in retail (A1) use. No.1a is the two storey section which has a vacant unit on the ground floor and an office and storage area on the first floor. The building lies within a fringe area of the Collier Row Minor District Centre.

- 1.2 There is no vehicular access to the building either from Clockhouse Lane or Chase Cross Road. There is a pedestrian barrier along the whole length of the road frontages. There is a small yard to the rear of the building which provides access to the ground floor units.
- 1.3 The adjoining properties in the terrace are also within the Centre and have A5 (takeaway) and A3 uses on the ground floor with flats above. The District Centre extends further along Collier Row Road to include the former 'Buddies' Driving School site. Beyond that property the area is predominantly residential.

2. Description of Proposal

- 2.1 It is proposed to extend the shop frontage of no.1a on Chase Cross Road by about 1.2 metres and remove internal walls and storage areas to increase the floor space which would be split between the restaurant (A3) and retail (A1) uses. The frontage to the proposed A3 unit would be extended and new glazed frontages are proposed to both units. The existing first floor office space would be extended over most of the area of the existing ground floor to form two one-bed flats with balconies facing out onto the street. Some of the existing single storey elements on Clockhouse Lane would be demolished to facilitate the redevelopment. The enlarged building would have a flat roof similar to the existing. The appearance of the front elevation at first floor level would remain broadly unchanged.
- 2.2 Access to the flats would be from Clockhouse Lane. Part of the existing rear yard would be retained to provide access for deliveries to the ground floor units and to provide bin and cycle storage for the flats.

3. Relevant History

P0401.03 - Reconstruction of ground floor annex plus first floor extension - approved

P0001.08 Change of use of 1st floor to residential, first floor and single storey side/rear extensions – approved.

P0727.11 Alterations and extensions to form 2 no. 1-bed flats and increase retail area to ground floor – approved.

4. Consultations/Representations

- 4.1 London Fire Brigade (Water) is happy for the development to go ahead.

- 4.2 Thames Water advises that there are public sewers close to the development site and that any works within 3 metres would require it approval.
- 4.3 Public Protection requests a condition covering noise insulation.
- 4.4 Essex and Suffolk Water has no objections on the condition that a new metered water connection is made to its network for the units.
- 4.5 Streetcare (Highways) has no objection to the increase in commercial area as the amount of associated deliveries are likely to be similar to that for the existing authorised uses. Object to the lack of residential parking which is likely to create overspill in nearby, unrestricted streets. However, in view of earlier planning decisions consider that a legal agreement to restrict applications for parking permits in the future would address the issue.

5. Relevant Policies

- 5.1 Policies CP1-Housing Supply; CP17 – Design; CP2 - Sustainable Communities; DC2 - Housing Mix and Density; DC3 - Housing design and Layout; DC 16 (Core and fringe frontages in district and local centres), DC33 - Car Parking; DC49 - Sustainable Design and Construction; DC61 - Urban Design; DC62 – Access; DC7 - Lifetime Homes and Mobility Housing; DC72 - Planning Obligations of the Local Development Framework (LDF) Core Strategy and Development Control Policies Development Plan Document (DPD) are relevant considerations.
- 5.2 Policies 3.3 (increasing housing supply), 3.4 (optimising housing potential); 3.5 (quality and design of housing developments) and 6.13 (parking) of the London Plan and the guidance in the National Planning Policy Framework are also material considerations.

6. Staff Comments

- 6.1 The main issues for consideration are the principle of the development, its impact on the character and appearance of the street scene, impact on neighbouring amenity and parking and highway issues. In respect of these issues regard also need to be had to a recent decision by the committee in respect of the 'Buddies' School of Motoring Site nearby. This was an application for the demolition of the existing building and redevelopment for ground floor retail with flats above. This was refused on the grounds of inadequate parking for the residential units and inadequate servicing and delivery arrangements. This application differs in that it involves the retention of the existing building and uses with a first floor extension to provide for the residential units.

Principle of the development

- 6.2 The site is located in the fringe area of Collier Row Minor District Centre. The ground floor already has an A1 use and no.1a has previously been used as a

restaurant (A3). The proposed extensions/modifications to provide additional floor space would, therefore, be acceptable in principle. LDF Policy DC16 allows A1 retail uses throughout the primary shopping area and non-retail uses, including A3, in fringe areas are acceptable at ground floor level. Policy CP1 accepts the principle of mixed-use developments in town centres and DC4 accepts the conversion of existing buildings to residential. The NPPF also encourages residential development in town centres at appropriate sites. In principle the development would accord with NPPF, London Plan and LDF policies.

- 6.3 Planning permission was granted in 2008 and 2011 for a similar development at the site. The 2008 application was for the extension of the first floor to provide a two-bed flat and alterations to the shop front. The 2011 application was the same as currently proposed with two one-bed flats within a larger extension to the first floor compared to the 2008 proposal and enlarged ground floor accommodation for retail use. The main difference is that no restaurant use was proposed. Permission was granted in both cases without any parking provision or specific delivery arrangements. These permissions have established the principle of no parking for the residential units and are a material consideration.

Design/Impact on Streetscene

- 6.4 At ground floor level there would only be minor changes in the layout through the extension of the existing frontage of the former restaurant unit, a new entrance lobby to serve the flats from Clockhouse Lane and changes to the retail frontage. These proposals would enhance the streetscene and appearance of the area as part of the minor district centre.
- 6.5 In terms of the first floor extension there would be no change to the elevation above the restaurant which would extend around the building onto Clockhouse Lane. The extension would be in a similar style to the existing frontage in Chase Cross Road and would bring about an overall improvement in the appearance of the building thereby enhancing the streetscene.

Density/Site layout

- 6.6 The proposed one-bed flats would meet the minimum space standards set out in Policy 3.5 and Table 3.3 of the London Plan. The proposed density would also be within the range set out in London Plan Policy 3.4 and Table 3.2 but above that in LDF policy DC2. However, these figures only provide a guide to appropriate densities and as only two flats are proposed which are above existing retail, a higher density is considered acceptable.
- 6.7 The Residential Design SPD recommends that every home should have access to amenity space that is both private and usable. For flatted development this can include balconies. The SPD states that balconies should be incorporated into all flatted developments and should as a minimum be 1.5 metres in depth and 5 square metres in overall size to allow adequate space for a table and chairs. Both of the proposed balconies would have a depth and area which

complies with policy. The balconies would be sufficiently screened from each other to provide a sufficient degree of privacy and amenity for future occupiers.

- 6.8 In terms of layout Policy DC4 states that subdivided or converted residential units should have a safe secure access from the street and decent outlook and aspect. An entrance is proposed from Clockhouse Lane which would provide safe and secure access. The balconies would have an outlook over the street which would provide a less than ideal outlook. However, it is not unusual to have balconies overlooking the street and given the site's configuration there are no alternative options for amenity space. The balconies would be large enough to provide for some 'landscaping' in terms of pot plants and views over the street could be screened to provide additional privacy. The site's size and configuration would not allow for any other landscaping. On balance staff consider that the proposed amenity space provision would be acceptable.

Impact on amenity

- 6.9 The proposed ground floor alterations would not result in any significantly greater impact on neighbouring properties. Those on the ground floor are either takeaways or restaurants and whilst there are some flats at first floor level the proposals would not significantly intensify the existing authorised uses. Future occupiers of the proposed new first floor flats could experience some disturbance from the ground floor uses, mainly as a result of noise. Sound insulation would be dealt with through the Building Regulations and future occupiers would be aware of the site's location within a shopping centre where a higher level of activity would normally be expected, including the evening compared with a residential area. As there is no on-site parking associated with the ground floor uses there would be no significant impact from evening uses due to vehicle movements or from deliveries. Overall the impact on amenity is considered to be acceptable. Conditions are however recommended to control opening hours and to ensure the use of suitable ventilation and extraction equipment.

Highways/Parking Issues

- 6.10 LDF Policy DC36 seeks to ensure that new town centre developments make adequate provision for servicing. There are no off-road facilities for deliveries to the ground floor units as there are pedestrian barriers along the highway frontage to both Clockhouse Lane and Chase Cross Road. Both of the units would be serviced from Clockhouse Lane and there is expected to be little change from the existing situation. Given the size of the units the number of deliveries is not expected to be significant and would not materially change from the current position. The Highway Authority has confirmed that this would be acceptable.
- 6.11 In respect of the application for the nearby 'Buddies' site considered by members at the 8th January meeting, the Highway Authority requested a contribution towards the provision of unloading facilities in Clockhouse Lane. However, in this case no such contribution has been sought as there would be little or no change in existing conditions. It is considered there are material

differences between the scale and nature of the respective developments, including a difference in floorspace, with the Buddies proposal around twice the gross floorspace at over 400 square metres.

- 6.12 With regard to parking for the flats the site has a PTAL of 3 and LDF Policy DC2 would normally require 1.5-1 spaces per unit. However, the London Plan would accept less than one space per unit and the 2008 and 2011 permissions were granted without any parking. Parking cannot be accommodated within the site and there is currently unrestricted on-street parking in the locality. Whilst objecting to the lack of provision the Highway Authority has requested that the applicant enter into a planning agreement restricting future occupiers applying for parking permits. This would be consistent with the recommendation for the 'Buddies' site. Subject to the agreement the position regarding parking is considered acceptable.

Section 106 Planning Obligations

- 6.13 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that, "If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise". Section 70 of the Town and Country Planning Act 1990 sets out the general considerations for Local Planning Authorities in determining planning applications and Section 70(2) requires that, "in dealing with such an application the authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations". Paragraph 2 of the National Planning Policy Framework (NPPF) reiterates this: "Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise".
- 6.14 The proposal is liable to a contribution of £12,000 in accordance with adopted Policy DC72 of the Development Plan and the adopted Planning Obligations SPD. These policies are up to date and accord with Paragraph 12 of the NPPF and the proposal should therefore be determined in accordance with these policies unless material considerations indicate otherwise. Staff have had regard to the Planning Policy Guidance (PPG) relating to the application of a residential unit threshold for infrastructure tariff which advises that no contribution be sought for developments of 10 residential units or less and which is a material consideration however officers consider that greater weight should be accorded to up to date Development Plan Policy and the supporting Planning Obligations SPD. Staff consider that this guidance in the PPG does not immediately supersede current adopted policy as set out in the existing development plan and adopted supplementary planning guidance and that greater weight should be given to adopted policy within the development plan.

7. Mayoral CIL Implications

7.1 The proposal would be liable for Mayoral CIL based upon the net increase in the gross internal floorspace. The floorspace of existing buildings can be taken into account if lawfully used for at least six months over the last three years. In this case the floorspace that has been in lawful use amounts to 159 square meters and the total new build would amount to 229 square metres. As a consequence there would be a net increase in floorspace of 70 square metres giving rise to a CIL liability of £1,400 at £20 per square metre.

8. Conclusions

8.1 The site lies with a Minor District Centre where the proposed development is considered acceptable in principle. Planning permission for similar development has previously been granted, but not implemented. The design and appearance of the extended first floor would be in keeping with the existing frontage onto Chase Cross Road and maintain the character and appearance of that part of the shopping centre. The proposed changes to the existing ground floor retail unit along Clockhouse Lane would bring about significant improvements to the character and appearance of the area which currently has a run-down appearance. The development is considered acceptable in terms of impact on adjoining properties and the residential development would provide an acceptable level of accommodation for future occupants. Subject to a legal agreement on resident parking permits the proposal is acceptable in highway terms.

8.2 There would be a financial contribution of £12,000 towards infrastructure improvements. Subject to the completion of a legal agreement the scheme is considered to be acceptable. The proposal is considered to be in accordance with the aims and objectives of the LDF Development Control Policies Development Plan Document, the London Plan and NPPF. Approval is recommended accordingly.

IMPLICATIONS AND RISKS

Financial implications and risks:

None

Legal implications and risks:

Legal resources will be required for the drafting of a legal agreement.

There is a risk that the weight accorded to the Development Plan Policy and Supplementary Planning Document on Planning Obligations may be challenged at appeal or through judicial challenge.

Human Resources implications and risks:

None

Equalities implications and risks:

The Council's planning policies are implemented with regard to Equalities and Diversity.

BACKGROUND PAPERS

1. Application forms and plans received 27/10/2014 and revised plan received 29/01/2015