



REGULATORY SERVICES COMMITTEE

4 April 2017

REPORT

Subject Heading:

**P0206.17: Rainham Primary School,
Upminster Road South, Rainham**

Demolition of an existing demountable classroom unit and creation of car park area; erection of single storey, flat roof extension (comprising three classrooms); erection of stand-alone, single storey pitched roof nursery building; and, new pedestrian access from Viking Way. (Application originally received 8 February 2017)

Ward:

Rainham and Wennington

Lead Officer:

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Policy context:

**Local Development Framework
The London Plan
National Planning Policy Framework**

Financial summary:

None

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

- Havering will be clean and its environment will be cared for [X]
- People will be safe, in their homes and in the community [X]
- Residents will be proud to live in Havering [X]

SUMMARY

The proposal is for various development works, which would include the demolition of an existing demountable classroom unit and creation of car park area; the erection of single storey class room extension; the erection of a stand-alone, single storey pitched roof nursery building; and, the installation of a new pedestrian access path from Viking Way.

Although the application has been submitted on behalf of the Council, this has no material bearing on the consideration of this planning application, which is considered independently from the Council's role as applicant.

The development raises considerations in relation to the impact on the character and appearance of the surrounding area, the impact on the residential amenity of neighbouring occupiers, the suitability of the proposed parking and pedestrian access arrangements, and the implications for the surrounding highway network.

The proposal is considered to be acceptable in all material respects and it is recommended that planning permission is granted subject to conditions.

RECOMMENDATIONS

It is recommended that planning permission be granted subject to the following conditions:

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 Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. In 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. External Materials

No works shall take place in relation to any of the development hereby approved until samples of all materials to be used in the external construction of the building(s) are submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

Reason: Insufficient information has been supplied with the application to judge the appropriateness of the materials to be used. Submission of samples prior to commencement will ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and comply with Policy DC61 of the Development Control Policies Development Plan Document.

4. Construction Methodology

Before development is commenced, a scheme shall be 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 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 Authorities;
- g) siting and design of temporary buildings;
- h) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;

i) 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: Insufficient information has been supplied with the application in relation to the proposed construction methodology. Submission of details prior to commencement will ensure that the method of construction protects residential amenity. It will also ensure that the development accords the Development Control Policies Development Plan Document Policy DC61.

5. 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.

6. Car Parking

Prior to the use of the new extension and detached building, the proposed car parking area as detailed on drawing no. 'A2394.A102' shall be completed to the full satisfaction of the Local Authority, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development during the approved opening hours.

Reason: To ensure that there are adequate parking facilities to serve the development in the interests of highway safety and that the development accords with the Development Control Policies Development Plan Document Policies DC32 and DC33.

7. Landscaping

No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping, which shall include details of the proposed new access path from Viking Way, as well as indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development. All planting, seeding or turfing comprised within the scheme shall be carried out in

the first planting season following completion of the development and any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local Planning Authority.

Reason: Insufficient information has been supplied with the application to judge the appropriateness of the hard and soft landscaping proposed. Submission of a scheme prior to commencement will ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61. It will also ensure accordance with Section 197 of the Town and Country Planning Act 1990.

8. Fencing and Gates

Prior to the installation of the new access path from Viking Way details of the boundary treatment and/ or gates shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatment/ gates shall be permanently retained and maintained thereafter.

Reason: Insufficient information has been supplied with the application to judge the appropriateness of any boundary treatment. Submission of this detail prior to occupation in the case of new building works or prior to the use commencing in the case of changes of use will protect the visual amenities of the development, prevent undue overlooking of adjoining property and ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

9. External Lighting

Prior to commencement details of external lighting, including for all car parking areas and the proposed pedestrian path from Viking Way, shall be submitted to an approved in writing by the Local Planning Authority. The scheme shall include details of the extent of illumination together with precise details of the height, location and design of the lights. The external lighting shall be retained thereafter for the lifetime of the development.

Reason: Insufficient information has been supplied with the application to judge the impact arising from any external lighting required in connection with the building or use. Submission of this detail prior to occupation in the case of new building works will protect residential amenity and ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

20. Highway Agreements

10. New Plant and Machinery

Prior to commencement a scheme for any new plant or machinery shall be submitted to and approved in writing by the Local Planning Authority to achieve the following standard - Noise levels expressed as the equivalent continuous sound level LAeq (1 hour) when calculated at the boundary with the nearest noise sensitive property shall not exceed LA90 -10dB. Plant and machinery shall be maintained thereafter in accordance with the approved scheme.

Reason: Insufficient information has been supplied with the application to assess the noise levels of the plant or machinery to be used on site. Submission of this detail prior to occupation in the case of new building works or prior to the use commencing in the case of changes of use, will prevent noise nuisance to adjoining properties in accordance with the Development Control Policies Development Plan Document Policies DC55 and DC61.

11. Control of Noise

Before the development hereby permitted commences details of a scheme shall be submitted to and approved in writing by the local planning authority which specifies the provisions to be made for the control of noise emanating from the proposed Nursery. Such scheme as may be approved shall be implemented prior to first occupation and thereafter retained in accordance with such details.

Reason: Insufficient information has been supplied with the application to judge the noise levels generated by the proposed nursery. Submission of this detail prior to occupation is required 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.

12. Drainage Strategy

Prior to the commencement of the development hereby permitted, a drainage strategy including full details of the Sustainable Drainage Systems (SuDS) to be incorporated into the scheme, shall be submitted to, and approved in writing by, the Local Planning Authority. The drainage strategy and SuDS shall then be carried out in accordance with the approved details and retained permanently thereafter to the satisfaction of the Local Planning Authority.

Reason: To ensure that drainage and discharge from the site is managed and maintained, and that the development accords with the Development Control Policies Development Plan Document Policies DC48 and DC51 and the SuDs Developer Guide.

13. Parking Restriction Review

Within 18 months of the development being brought into use a review of parking restrictions within 500 metres of the school pedestrian entrance shall be carried out and submitted to and approved by the Local Planning Authority. The review shall be aimed at reducing the impact of parent parking near the school and to ensure that pedestrian desire lines across junctions or other locations are not unduly impeded.

Reason: To ensure the interests of highway safety and amenity and to accord with Policy DC32. To ensure the interests of pedestrians and address desire lines and to accord with Policy DC34. To manage the impact of parent parking in the streets surrounding the site and to accord with Policy DC33.

14. Travel Plan

Prior to the occupation of the development hereby permitted, a revision to the existing Travel Plan which reflects the increase in pupil numbers shall be submitted to and approved in writing by the Local Planning Authority. The revised Travel Plan shall include a review of walking routes and conditions in the area around the school and measures to reduce vehicular trips and proposals for monitoring and reporting progress to the Local Planning Authority and include a timetable for its implementation and review. The approved Travel Plan as revised shall remain in force permanently and implemented in accordance with the agreed details.

Reason: To help bring about a reduction in private car journeys, to minimise the potential for increased on street parking in the area, to mitigate the impact of increased private car journeys at peak times and to accord with Policy DC32. To ensure the interests of pedestrians and their desire lines are considered; and to accord with Policy DC34.

15. Vehicle cleansing

Before the development hereby permitted is first commenced, vehicle cleansing facilities to prevent mud being deposited onto the public highway during construction works shall be provided on site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained thereafter within the site and used at relevant entrances to the site throughout the duration of construction works. If mud or other debris originating from the site is deposited in the public highway, all on-site operations shall cease until it has been removed. The submission will provide;

- a) A plan showing where vehicles will be parked within the site to be inspected for mud and debris and cleaned if required. The plan should show where construction traffic will access and exit the site from the public highway.
- b) A description of how the parking area will be surfaced, drained and cleaned to prevent mud, debris and muddy water being tracked onto the public highway;

- c) A description of how vehicles will be checked before leaving the site – this applies to the vehicle wheels, the underside of vehicles, mud flaps and wheel arches.
- d) A description of how vehicles will be cleaned.
- e) A description of how dirty/ muddy water be dealt with after being washing off the vehicles.
- f) A description of any contingency plan to be used in the event of a break-down of the wheel washing arrangements.

Reason: Insufficient information has been supplied with the application in relation to vehicle washing facilities. Submission of details prior to commencement will ensure that the facilities provided prevent materials from the site being deposited on the adjoining public highway, in the interests of highway safety and the amenity of the surrounding area. It will also ensure that the development accords with the Development Control Policies Development Plan Document Policies DC32 and DC61.

INFORMATIVES

1. Statement Required by Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015: No significant problems were identified during the consideration of the application, and therefore it has been determined in accordance with paragraphs 186-187 of the National Planning Policy Framework 2012.
2. A fee is required when submitting details pursuant to the discharge of conditions. In order to comply with the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012, which came into force from 22.11.2012, a fee of £97 per request or £28 where the related permission was for extending or altering a dwellinghouse, is needed.
3. **Highway legislation**
The developer (including their representatives and contractors) is advised that planning consent does not discharge the requirements of the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works of any nature) required during the construction of the development. Please note that unauthorised work on the highway is an offence.

Temporary use of the public highway

The developer is advised that if 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 434343 to make the necessary arrangements. Please note that unauthorised use of the highway for construction works is an offence.

REPORT DETAIL

1. Site Description

- 1.1 The application site relates to Rainham Primary School, Upminster Road South, Rainham. The school campus comprises a collection of mainly single storey buildings with surrounding playground areas and a grassed playing field to the north.
- 1.2 Vehicular and pedestrian access to the school is taken directly from Upminster Road South. The south-western section of the site adjoins the rear of commercial premises on Upminster Road South. Residential dwellings are located to east of the site at Chapel Lodge and on the opposite side of Upminster Road South. To the west of the site is a recreation ground.

2. Description of Proposal

- 2.1 The application is seeking planning permission for various development works, which would include the demolition of an existing demountable classroom unit located in the north eastern section of the site and creation of a new car park area providing an additional 20no. parking spaces.
- 2.2 The proposal would also involve the erection of a single storey flat roof class room extension, providing three additional classrooms, to the northern wing of the school which is located to the rear of the campus.
- 2.3 In addition, a stand-alone, single storey, pitched roof nursery building would be erected on a section of the playground to the south west of the site.
- 2.4 Finally, a new gated pedestrian access and pathway would be installed between the western boundary of the site and Viking Way.
- 2.5 Overall, the expansion scheme would bring forward an increase of 204 pupils taking the student numbers from approximately 426 children to approximately 630 children. The school expansion would create a further 13 full time jobs, taking the number of employees from 32 to a total of 45.

3. Relevant History

- 3.1 P0615.11 - Variation to Conditions 3(accordance with plans), 4(parking standards), 5(landscaping), 11(boundary railings), 12(details of playground) of P0128.11, to allow for a phased development - Approved, 24 June 2011

- 3.2 P0128.11 - Single storey link extension connecting existing school building to provide new entrance. Single storey infill extension to provide 4 classrooms, foundations unit, relocated staff facilities and children centre/community hub. Landscaping alterations including removal of detached classroom unit - relocated parking area, front play area with seating and storage and railings - Approved, 18 March 2011

4. Consultations/Representations

- 4.1 Notification letters were sent to 104 properties and to date 1 representation has been received. The comments can be summarised as follows:

- Seeking clarification on the use of the bell tower part of the school; will it still be in use or demolished, is it a listed building?

- 4.2 In response to the above: Staff can confirm that the bell tower section of the school is not listed and there are no intentions to demolish this part of the school under this application.

- 4.3 The following consultation responses have been received:

- Environmental Health - no objection, recommended conditions relation to noise reduction.
- Flood & Rivers Management Officer – no objection, requested the inclusion of a pre-commencement condition requiring the submission of a comprehensive drainage strategy, as the site has flooded previously, along with full micro drainage calculations and plans. The incorporation of Sustainable Drainage Systems (SuDS) is necessary.
- Environment Agency - At the time of writing comments from the Environment Agency have not been received. Comments will be reported to committee verbally.
- Local Highway Authority – no objection, subject to conditions requiring a parking restriction review within 18 months of the development being brought into use, the submission of a travel plan prior to occupation of the development, and details of vehicle cleansing during construction.

5. Relevant Policies

- 5.1 Policies CP17 (Design), DC26 (Location of community facilities), DC29 (Educational Facilities), DC34 (Walking), DC35 (Cycling), DC55 (Noise), DC61 (Urban Design) and DC63 (Delivering Safer Places) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document are considered to be relevant.

- 5.2 Policies 3.18 (Education Facilities), 5.3 (sustainable design and construction), 6.9 (cycling), 6.10 (walking), 7.3 (designing out crime) and 7.4 (local character) of the London Plan, are material considerations.
- 5.3 The National Planning Policy Framework, specifically Sections 7 (Requiring good design) and 8 (Promoting healthy communities) are relevant to these proposals.

6. Staff Comments

- 6.1 The main considerations relate to the principle of the development at the site, the impact on the character of the surrounding area and on the amenity of the neighbouring residential properties, as well as the implications for parking, and highway and pedestrian safety.

Principle of Development

- 6.2 The NPPF attaches great importance to ensuring that a sufficient choice of education facilities are available to meet the needs of existing and new communities. Local Authorities are encouraged to take a proactive and positive approach to development that will widen choice in education, with great weight given to the need to create, expand or alter education facilities.
- 6.3 Replicating this, Policy 3.18 of the London Plan details that development proposals which enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes.
- 6.4 Policy DC29 states that the Council will ensure that the provision of primary education facilities is sufficient to meet the needs of residents by, amongst other things, seeking to meet the need for increased school places within existing sites.
- 6.5 The proposal represents an expansion in the school floor space by approximately 413 square metres of net additional floorspace to add required facilities associated with the safe operation of an existing school use. The proposal is considered to be a necessary expansion in order for the school to continue to meet the needs of residents as well as future demands from population changes.
- 6.6 On this basis the proposal is considered to be acceptable in principle in landuse terms, subject to scale, layout and detailed design and highways considerations.

Design/Impact on Streetscene

- 6.7 The NPPF places significant emphasis on good quality design and architecture. Paragraph 58 sets out the standards that the development should aim to achieve, this includes adding to the overall quality of the area, responding to local character and being visually attractive as a result of good architecture. Policy DC61 states that development must respond to distinctive local buildings forms and patterns of development and respect the scale, massing and height of the surrounding context.
- 6.8 The proposed class room extension to the northern wing of the school would be absorbed into the massing of the existing school block and would not be clearly visible from vantage points outside of the school campus. In addition, the proposed design would match the character and appearance of the adjoining block. Overall, in terms of its scale and massing the extension would form a relatively minor addition in comparison to the scale of the existing school buildings.
- 6.9 The proposed stand-alone, single storey, pitched roof nursery building would be erected on a section of the playground to the south west of the site. This element of the development would occupy a more prominent location, where it would be visible from the rear of the commercial properties on Upminster Road South and the recreation ground to the west. In terms of its appearance, the building would incorporate a contemporary roof design comprising of two mono-pitched sloping roof sections with a ridge height of 6.3 metres. Nevertheless, the proposed nursery building would be of a character and design that would match the educational nature of the surrounding buildings within the school campus. As a result it is not considered that the building would form an incongruous feature within this setting or result in any material harm to the character and appearance of the surrounding area.
- 6.10 Overall, it is not considered that the combination of the classroom extension and the new detached building would result in any undue impact on the appearance of the school campus setting and would serve to maintain and enhance the character of the local area in accordance with policy DC61.

Impact on Amenity

- 6.11 The Residential Design SPD states that new development should be sited and designed such that there is no detriment to existing residential amenity through over-dominance or overshadowing. Policy DC61 reinforces these requirements by stating that planning permission will not be granted where the proposal results in unacceptable overshadowing, loss of sunlight/daylight, or noise and disturbance to existing properties.
- 6.12 The proposed classroom extension would be positioned within a central section of the site away from any of the surrounding residential accommodation. Given the distances it is not considered that the proposal

would present any undue issues in terms of overshadowing and over-dominance.

- 6.13 The proposed detached nursery building would be set in from the southern and western boundaries and positioned some 12 metres from the rear of the premises at Upminster Road South. Given the spacing distances between the new building and existing properties, it is not considered that this element of the proposal would present undue issues in terms of overshadowing and over-dominance.
- 6.14 The proposed car park would be positioned adjacent to the boundary with the residential properties at Chapel Lodge. The car park would replace an existing demountable building and create an additional 20no. parking spaces. The car park would be screened from the Chapel Lodge properties by the existing boundary treatment. However, it is recognised that the sound of vehicles manoeuvring and car doors closing in this section of the site could raise some concerns in relation to noise and disturbance. In this instance the neighbouring residential accommodation is set away from the school boundary, which would help to reduce any potential noise impact. In addition, the car park will generally be in use during daytime hours. Nevertheless, the residential properties have been erected adjacent to an existing school premises, so any residents living nearby can reasonably expect to experience a greater element of noise and disturbance from general activity associated with the school than those living in a purely residential area. As a result Staff are of the view that the proposed car park would be acceptable.

Environmental Issues

- 6.15 Environmental Health have raised no objections in relation to any historical contaminated land issues associated with the land.
- 6.16 The proposal is not considered to give rise to any significant noise issues, subject to conditions required by Environmental Health.

Flood Risk and Drainage

- 6.17 The northern section of the site is located partly within Flood Zones 2 & 3. This would place the proposed car park and the classroom extension within this flood zone area. In addition, the northern part of the nursery building would lie within Flood Zone 2. A supporting Flood Risk Assessment has been submitted which sets out a series of flood resilience measures which will be incorporated to mitigate a flooding event.
- 6.18 The Flood & Rivers Management Officer has requested the submission of a comprehensive drainage strategy, along with full micro drainage calculations and plans. The incorporation of Sustainable Drainage Systems (SuDS)

would also be necessary. As such these details will be obtained via a pre-commencement condition.

- 6.19 At the time of writing comments from the Environment Agency have not been received. Comments will be reported to committee verbally.

Parking and Highway Issues

- 6.20 The parking standard for primary schools is set out as 1no. space per teaching staff. The school expansion would create a further 13 full time jobs, taking the number of employees from 32 to a total of 45. With the proposed the demolition of an existing demountable classroom unit located in the north eastern section of the site and creation of a new section of car park an additional 20no. parking spaces would be provided, giving a total of 43 spaces. Whilst this is slightly below the prescribed standard, it is nevertheless considered that on balance, and taking into account the pressing need for additional school places, the on-site parking shortfall is relatively minimal and overall the proposal could demonstrate sufficient off-street car parking to accommodate the school expansion.
- 6.21 Staff and visitors arriving by car would continue to use the existing vehicular access arrangements from Upminster Road South.
- 6.22 The Local Highway Authority have raised some concerns that the school expansion would create additional pressures for parent parking in the surrounding streets, as although there appears to be capacity, there is some evidence of behavioural issues with parking in restricted and unsuitable areas at present. The application does not propose a drop-off facility and therefore local streets are likely to be used by parents instead. However, the Highway Officer notes that parents using cars will be encouraged to use the adjacent Council car park near Viking Way.
- 6.23 The Highway Officer also notes the reference to the local Public Space Protection Orders in the supporting Transport Assessment, but contends that this process cannot be relied on for mitigation as it requires a process completely separate from planning and highway legislation.
- 6.24 In conclusion the Highway Officer notes that given the community needs in terms of school places, it is accepted that highways concerns may be of less consequence, but have proposed conditions which seek to mitigate the concerns. The recommended conditions include requiring a parking restriction review within 18 months of the development being brought into use, the submission of a travel plan prior to occupation of the development, and details of vehicle cleansing during construction.
- 6.25 Currently children and parents access and egress the school premises on foot through the Upminster Road South pedestrian entrance. The pavement on this side of the street is relatively narrow, and has been identified as a potential health and safety risk.

6.26 As part of the proposal, the existing Upminster Road South pedestrian entrance would be closed off and a new gated pedestrian access and pathway would be installed between Viking Way and the western boundary of the site to create a safer access route to the school. The path would provide a wide pedestrian only route through a stretch of the adjacent recreation ground. It is considered that this arrangement would provide a safer and more spacious environment for parents and children to congregate at drop-off and pick-up times. The proximity of the new path and access to the Council car park would also help to encourage parents to park in this facility rather than on local roads. A lighting scheme for the path will be secured via condition.

7. Conclusion

7.1 Having regard to all relevant factors and material planning considerations Staff are of the view that this proposal would be acceptable subject to conditions.

7.2 Staff consider that the proposed development raises considerations in relation to the impact on the character and appearance of the surrounding area, the impact on the residential amenity of neighbouring residents, the suitability of the proposed parking, and pedestrian access, and the implications for the surrounding highway network. In this instance the proposal is considered to be acceptable in all material respects.

7.3 Staff are of the view that the siting, scale and location of the proposed development would not be disproportionate or have a harmful impact on the character of the surrounding area nor would it result in a loss of amenity to neighbouring occupiers. The proposal is considered to be acceptable in all other respects and it is therefore recommended that planning permission be approved subject to conditions..

IMPLICATIONS AND RISKS

Financial implications and risks:

None.

Legal implications and risks:

The application relates to land which is within the Council's ownership. This does not affect the planning considerations relating to this development. Although the application has been submitted on behalf of the Council, this has no material

bearing on the consideration of this planning application, which is considered independently from the Council's role as applicant.

Human Resources implications and risks:

None.

Equalities implications and risks:

The Council's planning policies are implemented with regard to equality and diversity.

BACKGROUND PAPERS

Application form, drawings and supporting statements received on 8 February 2017.