



REGULATORY SERVICES COMMITTEE

REPORT

24 January 2012

Subject Heading:

**P1495.11 - 77-79 Butts Green Road,
Hornchurch**

**Single storey rear extension
(Application received 7th October 2011)**

Report Author and contact details:

**Helen Oakerbee (Planning Control
Manager) 01708 432800**

Policy context:

**Local Development Framework
London Plan
National Planning Policy
None**

Financial summary:

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 type="checkbox"/>
Value and enhance the life of our residents	<input type="checkbox"/>
Delivering high customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

This application seeks full planning permission for a single storey rear extension to an existing vacant shop premises in order to increase the retail floor area. The proposed extension would enable the premises to be occupied by a Tesco Express store. The application was previously reported to the Regulatory Services

Committee on 17 November 2011 when Members resolved to defer the application for further information. On 19 December 2011, the Council were notified that the applicant has appealed against the non-determination of the application. The Council needs to submit any case in the appeal by 30 January 2012. Staff continue to consider that the proposals satisfactorily overcome the reasons a previous application was dismissed at appeal and that the proposal accords with the relevant policy requirements. For the reasons set out in the original appended report and the report set out below, Staff consider that a grant of planning permission can be given subject to the satisfactory completion of a Section 106 legal agreement and the conditions set out below.

The application was originally called in to committee by Councillors S Kelly, Ramsey and Ower. Councillor Kelly has called in the application to consider the scale of development proposed on the site. Councillor Ramsey has called in the application to consider whether the proposal would be detrimental to surrounding residential uses and impact on traffic and highway usage. Councillor Ower has called in the application to consider the level of parking available.

RECOMMENDATIONS

That in relation to the current appeal, the Council considers the proposal is unacceptable as it stands but would be acceptable subject to the applicant entering into a Section 106 legal agreement under the Town and Country Planning Act 1990 (as amended), to secure the following:

- Payment of a financial contribution up to a maximum of £20,000.00 to fund a review of the current bus stop location and any necessary works and to fund a further review of the existing waiting, loading and stopping restrictions in the vicinity of the application site such contribution sum shall include interest to the date of expenditure and indexation from the date of the agreement to the date of payment.
- The Council's reasonable legal fees for the preparation of the agreement.

That Staff be authorised to enter into a legal agreement to secure the above obligation and upon completion of that agreement, either grant planning permission or raise no objections to the appeal, 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, particulars and specifications.

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 the LDF Development Control Policies Development Plan Document Policy DC61.

3. Matching materials – The external finishes of the extension hereby approved shall be carried out in materials to match those of the existing buildings to the satisfaction of the Local Planning Authority.

Reason: To safeguard the appearance of the premises and the character of the immediate area, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

4. Hours of Use - The extension of retail floor space hereby permitted shall not be used for the purposes hereby permitted other than between the hours of 07:00 and 23:00 on any day without the prior consent in writing of the Local Planning Authority.

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

5. Details of new plant and machinery - Before any works commence a scheme for any new plant or machinery to be provided to the retail unit shall be submitted to 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 premises shall not exceed LA90 -10dB and shall be maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: To prevent noise nuisance to adjoining properties in accordance with the recommendations of Planning Policy Guidance Note 24 Planning & Noise 1994.

6. Details of extract ventilation equipment - If any cooking or food heating facilities are to be provided, before the use commences suitable equipment to remove and/or disperse odours and odorous material should be fitted to the extract ventilation system in accordance with a scheme to be designed and certified by a competent engineer and to be approved in writing by the Local Planning Authority. After installation a certificate shall be submitted to the Local Planning Authority and the equipment shall be properly maintained and operated within design specifications during normal working hours.

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

7. Details of measures to control noise and vibration - If any cooking or food heating is to be undertaken, before the use commences a scheme to control the transmission of noise and vibration from any mechanical ventilation system installed shall be submitted to and approved in writing by the Local Planning Authority and implemented prior to the permitted use commencing. Thereafter, the equipment shall be properly maintained and operated during normal working hours.

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

8. Hours of construction - No construction works or construction related deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the local planning authority. No construction works or construction related deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority.

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

9. 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 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.

10. Land contamination - Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of the Local Planning Authority;

a) A Phase I (Desktop Study) Report documenting the history of this site, its surrounding area and the likelihood of contaminant/s, their type and extent incorporating a Site Conceptual Model.

b) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the sites ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

c) A Phase III (Risk Management Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. The report will comprise of two parts:

Part A - Remediation Statement, which will be fully implemented before it is first occupied. Any variation to the scheme shall be agreed in writing to the Local Planning Authority in advance of works being undertaken. The Remediation Scheme is to include consideration and proposals to deal with situations where, during works on site, contamination is encountered which has not previously been identified. Any further contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for written approval.

Part B - Following completion of the remediation works a "Validation Report" must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

d) If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then revised contamination proposals shall be submitted to the LPA ; and

e) If during development work, site contaminants are found in areas previously expected to be clean, then their remediation shall be carried out in line with the agreed contamination proposals.

For further guidance see the leaflet titled, "Land Contamination and the Planning Process".

Reason: To protect those engaged in construction and occupation of the development from potential contamination. Also in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC53.

11. Sound attenuation - The building shall be so constructed as to provide sound attenuation of 45 DnT,w + Ctr dB (minimum values) against airborne noise and 62 L'nT,w dB (maximum values) against impact noise to the satisfaction of the Local Planning Authority.

Reason: To prevent noise nuisance to adjoining properties in accordance with the recommendations of Planning Policy Guidance Note 24 "Planning & Noise" 1994, and in order that the development accords with the LDF Development Control Policies Development Plan Document Policies DC55 and DC61.

12. Works affecting the public highway - Prior to the commencement of the development, details of the proposed works affecting the public highway shall be submitted to and approved in writing by the Local Planning Authority and all necessary legal agreements secured. The works shall be carried out in full and in strict accordance with the approved details prior to the first occupation of the development and thereafter permanently retained.

Reason: In the interests of highway safety.

13. Provision of an area for delivery and service vehicles - Before the extension hereby permitted is first occupied, an area shall be provided within the highway to the front of the site for the loading and unloading of delivery and service vehicles, in accordance with details previously submitted to and agreed in writing by the Local Planning Authority. Thereafter such provision shall be made permanently available for use to the satisfaction of the Local Planning Authority unless otherwise agreed in writing with the Local Planning Authority. No loading or unloading of goods from vehicles arriving at or departing from the premises shall be carried out otherwise than within such area. There shall be no storage of goods or other obstructions within the approved area without prior consent in writing of the Local Planning Authority.

Reason: To avoid obstruction of the surrounding streets and to safeguard the amenities of occupiers of neighbouring property, and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC33.

14. Cycle storage - Prior to completion of the works hereby permitted, customer cycle parking 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.

15. Refuse and recycling - Before the development hereby permitted commences, details of the proposed refuse storage and recycling facilities to be provided at the site for the use, together with arrangements for refuse disposal and details of recycling and collection shall be submitted to and approved in writing by the Local Planning Authority. The facilities as approved shall then be provided at the site prior to the commencement of the use and retained at the site thereafter in accordance with the approved drawings at all times.

Reason: In order to ensure that any such facilities respect the visual amenity of the locality, and the amenity of surrounding residents.

16. Details of a CCTV system - Prior to the commencement of use of the development hereby permitted a scheme showing the details of a CCTV system to be installed for the purposes of community safety and the prevention of crime throughout, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Havering Police Crime Prevention Design Advisor. No part of the development shall be occupied or used before the scheme is implemented as agreed.

Reason: In the interest of residential amenity and creating safer, sustainable communities, reflecting guidance set out in PPS1, and Policies CP17 and DC63 of the LDF Development Control Policies Development Plan Document and Policy 7.3 of the London Plan.

17. Delivery and servicing hours - No deliveries or servicing shall take place other than between the hours of 07:00 and 23:00 any day without the prior consent in writing of the Local Planning Authority.

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

18. Delivery and servicing plan - Prior to the first occupation of the development hereby approved a delivery and servicing plan (DSP) in accordance with the provisions of the London Freight Plan shall be submitted to and agreed in writing by the Local Planning Authority. The DSP shall include details of the servicing arrangements including the exact location, times and frequency of deliveries. The development shall thereafter be operated strictly in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of pedestrian and highway safety and in order that the development accords with the LDF Development Control Policies Development Plan Document Policies DC32 and DC36.

19. Staff travel plan - Prior to the first occupation of the extension hereby permitted a staff travel plan shall be submitted to the Local Planning Authority to demonstrate how sustainable forms of transport to and from the site will be promoted. The travel plan shall include a scheme for monitoring and review. The measures which shall have previously been agreed in writing by the Local Planning Authority and set out in the Travel Plan shall be implemented within a period notified in writing by the Local Planning Authority and thereafter permanently retained.

Reason: In the interests of sustainability and to comply with Policy CP10 of the LDF Core Strategy and Development Control Policies Development Plan Document.

20. Trolley Bays - Any trolleys provided for customer use shall be located internally within the premises and shall not be stored outside at any time.

Reason: In the interests of pedestrian and highway safety and in order that the development accords with the LDF Development Control Policies Development Plan Document Policies DC32 and DC36.

INFORMATIVES

1. Reason for Approval: It is considered that the proposal satisfies the relevant criteria of Policies CP4, CP8, CP10, CP17, DC32, DC33, DC34, DC35, DC36, DC40, DC55, DC61 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document and Policies 4.1, 4.7, 4.8, 6.9, 6.10, 6.12, 6.13, 6.14, 7.3 and 7.4 of the London Plan.
2. Please note that any external extract ducting system and/or air condition or other plant would be likely to require a planning permission in its own right.
3. The applicant is advised that planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted, considered and agreed. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact StreetCare, Traffic & Engineering on 01708 433750 to commence the Submission / Licence Approval process.
4. In aiming to satisfy Community Safety Conditions, in particular Condition 16, the applicant should seek the advice of the Police Crime Prevention Design Advisor. He can be contacted through the London Borough of Havering Development and Building Control or Romford Police Station, 19 Main Road, Romford, Essex, RM1 3BJ." It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of community safety condition(s).
5. In response to Community Safety Condition (CCTV), the system will need to include an acceptable level of external coverage, where the cameras are capable of recording good quality images at all time of day and night.

6 Planning Obligations

The planning obligations recommended in this report 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.

REPORT DETAIL

1. Background

- 1.1 This application was originally reported to Committee on 17 November 2011 when Members resolved to defer the application to enable Staff to provide further information on the various highway and parking considerations including the width of Butts Green Road, bus stop arrangements, the accuracy of the applications traffic assessment and impact of the proposed bay upon the footpath. Clarification was also sought on the intended cycle and trolley arrangements. This information is set out below. The original report to the November committee is appended.
- 1.2 On 19 December 2011, the Council were notified that the applicant had appealed against the Council's failure to determine the application within the statutory period. The Council needs to submit its Statement of Case by 30 January 2012. Therefore, Members view is ought as to whether the appeal should be contested or not.

2. Staff Comments

Highway and parking considerations

- 2.1 For ease, the relevant paragraphs of the 17 November report are replicated below:

7.6.1 Members will be aware that the previous application was partly refused on two highways grounds. The first reason was based upon the view that the lack of off street car parking would be likely to give rise to dropping off and temporary car waiting movements outside the premises which would be likely to cause congestion on adjoining roads to detriment of highway safety. The second highways related reason for refusal was based upon the view that the lack of an off street servicing area would be likely to give rise to give rise to conflict with the bus stop and nearby residential driveway sightlines to detriment of highway safety. In dismissing the appeal against the

Council's decision the highways reasons for refusal were not upheld as will be explained below.

- 7.6.2 The proposal is intended to serve a localised catchment area within 500 metres of the site for everyday shopping. It is expected that the majority of customers would be local and would walk or cycle to the store. However, some customers would be expected to use a car, especially commuters or those passing by on Butts Green Road. The applicant has provided a trip generation exercise, which indicates a maximum of 26 customer vehicles an hour visiting the shop at the peak periods. This amounts to a projected maximum of 2 vehicle arrivals and 2 vehicle departures in any 5 minute interval.*
- 7.6.3 Wykenham Avenue is subject to a high level of parking demand however the Planning Inspector saw no evidence of consistently high levels of parking in other nearby streets or along Butts Green Road. Taking into account the predicted parking demand the Inspector was satisfied that there is sufficient capacity for on-street parking available for customers without causing congestion or the obstruction of residential driveway sightlines. The Inspector acknowledged that no off street staff parking would be provided and judged that this was acceptable subject to a planning condition requiring a travel plan to encourage staff to travel by means other than car.*
- 7.6.4 Members will be aware that planning permission has recently been granted for the change of use of part of the former Heath Park Motors showroom in Brentwood Road for a Tesco Express store (application reference P0018.11). This store is to have a retail area of 381 square metres compared to the 354 square metres of floor space for the proposed store in this case. Both the approved Brentwood Road application and this application propose no off street car parking for customers or staff. Members may recall that the Brentwood Road application was judged to be acceptable having regard to the presence of existing on street parking controls and the accessibility of public transport.*
- 7.6.5 Whilst Butts Green Road is not presently subject to on street parking controls like Brentwood Road, having regard to the conclusions reached by the Planning Inspector previously staff are of the view that a parking based reason for refusal would not be sustainable in the event of a further refusal and subsequent appeal.*
- 7.6.6 In terms of deliveries information provided by the applicant suggests that these would be managed so that not more than one vehicle would attempt to deliver at the same time. In terms of delivery frequency it is envisaged that there would be one consolidated delivery of fresh food per day, an additional delivery every other day of non-perishable goods, a daily delivery of bread and a daily 'drop & drive' delivery of newspapers is expected to be made prior to the store opening or very shortly afterwards. Refuse would be collected*

from the site once or twice a week in short duration collections with packaging removed for recycling via the delivery vehicles. Refuse would therefore be dealt with in a similar way to other retail units. It is proposed that both deliveries and servicing would take place from the highway. On this matter the Planning Inspector was of the view that sufficient space exists within the highway to prevent obstruction.

- 7.6.7 In dismissing the appeal on the previous application the Planning Inspector agreed with Member's assertion that there was potential for conflict arising between parked cars, buses and service vehicles immediately outside the application site. To overcome these matters, the applicant provided the Planning Inspector with a signed unilateral undertaking. The undertaking required the applicant to pay a highway contribution of £20,000 to the Council to review existing waiting, loading and stopping restrictions in the vicinity of the site. Such an agreement has also been provided as part of this planning application. Discussions have taken place separate from the planning process with the relevant authorities and an agreement reached to relocate the existing bus stop and shelter closer to Wykeham Avenue. There is also support to introduce a bus cage with a 24 hour clearway through the Council's powers as Highway Authority. There is also potential to introduce a no waiting restriction in front of the application premises, which would apply between 0700 and 0900 Mondays to Saturdays to facilitate morning deliveries. Taking all these matters into account, the Planning Inspector was satisfied that suitable measures could be secured to ensure that the proposal would not be harmful highway safety.*
- 2.2 Butts Green Road is 9.2 metres in width which comfortably accommodates two way traffic and a parked vehicle. Currently on Butts Green Road, pedestrians are occasionally forced to walk into the carriageway to flag down the approaching bus because of parked vehicles very near to or within the bus stop. As such, access for persons with disabilities and buggies is very limited.
- 2.3 The applicant has shown a willingness to work with the Authority and produce indicative drawings which include works to upgrade the Bus Stop in front of the development to a fully accessible DDA compliant stop together with parking restrictions to ensure loading and short term parking. The Bus Stop works include raising the kerb and parking restrictions to ensure buses can get tight to the kerb to enable wheelchair and buggy access. Despite these improvements there undoubtedly will be occasional occurrences where people are parked illegally resulting in a minor delay to the free flow of traffic. This is most likely to occur when a delivery vehicle is unable to park in a loading bay and parks in the bus stop resulting in a bus stopping in the middle of the carriageway. This would result in traffic on the northbound carriageway being held for a minute or so. Another scenario would be if a vehicle chose to park on the opposite side of Butts Green Road, away from the zig-zag markings and a bus parks in the bus stop, again resulting in traffic on the northbound or southbound carriageway being held for a minute

or so until the bus pulls away. Nevertheless, this would not be any worse than any other commercial area within the Borough, but may require an increased level of parking control and/or enforcement by Council Civil Enforcement Officers. Insofar as parking restrictions, it is Staff's view that some control on parking be introduced to stop persons parking all day either for the station or for workers in the local shops. Proposals for 'Pay and Display' parking controls along Butts Green Road are currently being consulted on through the relevant statutory process which is separate to the consideration of this planning application.

- 2.3 In relation to the accuracy of the information provided by the applicants' traffic assessment, the following observations are offered. Vehicular trip attraction to the site has been estimated using figures attained from the TRAVL database. This London database holds information related to trip attraction depending on a site's use class, location, PTAL, and parking level. The applicant also attempted to expand the site to include the national database TRICS although only one site was comparable in the Greater London area.
- 2.4 Following the last committee meeting, an independent highways consultant was instructed to review the trip rates used by the applicants' own highways consultant (Mouchel) in putting together the traffic assessment. The findings of that review are as follows:
- Mouchel have used the most appropriate sites from the TRAVL and TRICS databases and that the trip rates used for each individual site are correct
 - The use of car driver trip rates for the peak hour car for each individual site has allowed for a robust assessment
 - Using the worse case example, the proposed extension would generate an additional 17 vehicles per peak hour and the retail unit as a whole would generate a total of 32 vehicles per peak hour, compared to the figures of 14 and 26 suggested by Mouchel. The upper figure of 26 was previously quoted in paragraph 7.6.2 of the report.
- 2.5 Taking into account the above, the independent consultant concludes that the likely level of traffic generation is not considered significant and would only result in five arrivals in every ten minutes interval, an increase of two as a result of the extension.
- 2.6 In addition to this independent review and as part of their original consultation response, Highways Staff specifically looked at the vehicle trips made in connection with a comparable existing store at Ardleigh Green Road. During a site visit made during peak times on a Friday, Highways Staff notes that very few customers arrived by vehicle to visit the store. Instead, many visited the store by foot.
- 2.7 On the matter of servicing, both deliveries to the store and refuse collection from it would be made from the highway within a loading bay. This would not encroach on the public footpath to the front of the store. As set out

above, there undoubtedly will be occasional occurrences when people are parked within the loading bay, meaning that a delivery vehicle may then choose to park within the bus stop, leaving any oncoming buses to stop in the middle of the carriageway. This would result in traffic on the northbound carriageway being held for a minute or so. Nevertheless, this would not be any worse than any other commercial area within the Borough.

- 2.8 In conclusion on the highways issues, taking into account the outcome of the independent review and the site visit to Ardleigh Green Road, it is not considered that the trip generation for the proposed store is such that it would cause significant concern to the free flow of traffic along Butts Green Road. It is neither considered that parked servicing vehicles or waiting buses at this point in Butts Green Road would normally obstruct the free flow of traffic, given its width at 9.2m. On this basis, subject to the various highway works previously described in paragraph 7.6.7, Staff consider that a refusal of permission on highways related grounds would be difficult to substantiate. Indeed, taking all these matters into account, the Planning Inspector was satisfied that suitable measures could be secured to ensure that the proposal would not be harmful to highway safety.

Cycle parking and trolley arrangements

- 2.9 With regards to cycle parking and trolley arrangements, the applicant has confirmed if any trolleys are provided, these would be within the store itself as opposed to outside on the footpath in a trolley bay. This can be secured via condition. No cycle parking facilities are shown on the submitted plans but again, this can be secured by condition.

3. Conclusion:

- 3.1 Having regard to all material planning considerations, it is recommended that the appeal is not contested and planning permission should be granted subject to a legal agreement and conditions.

IMPLICATIONS AND RISKS

Financial implications and risks:

None.

Legal implications and risks:

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

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

Application forms, plans and supporting statements received on 7th October 2011.