

Application Number:	2017/0835/FUL
Site Address:	Lincoln Social Education Centre, Long Leys Road, Lincoln
Target Date:	25th October 2017
Agent Name:	LNT Construction Ltd
Applicant Name:	Mr Martin Shelbourne
Proposal:	Erection of a three storey building to accommodate a 72 bedroom Care Home (Use Class C2) (REVISED PLANS)

Background - Site Location and Description

Site Description

The application site is located on the south-western side of Long Leys Road to the western side of the city and relates to the site of the former Social Education Centre which is situated with allotments to all sides and mature planting to the northern and south-western corners. The site lies within the St. George's Character Area of the Lincoln Townscape Assessment (LTA) and is predominantly a residential area but incorporates some light industrial/commercial buildings that extend either side of Long Leys Road further to the east of the site. The LTA offers a detailed appraisal of the local context, including its evolution:

"The uses here have arisen because of its location on the edge of the city. Although separated from the built-up area of the city by open space including allotments, fields, parkland and common land, it is still close in terms of proximity. This urban fringe location, separated from the city and with large areas of land available was chosen for a hospital (for infectious diseases) and industries that required a large uptake of land.

Although these uses have been retained to some extent, the Character Area has been steadily expanding as a residential area since the 1960s, probably due to the good access to both the city and the bypass, and the rural views it has retained of open fields and common land."

The Current Application

The current application is a full application, considering all details, for the erection of a three storey building, which would once more be to accommodate a care home.

The development would also accommodate 20 general parking spaces for staff and visitors and a further two spaces for disabled users; meanwhile there would also be a cycle store provided close to the entrance to the building.

Site History

The recent application site history is detailed below but for redevelopment of this site this was first considered in 2006 under an application for outline planning permission for residential development (2006/0840/O). That application was not determined until 2013.

However, a subsequent application for Outline Planning Permission for the erection of a three storey care home building to accommodate a 75 bedrooms was approved by the Planning Committee in October 2014. The permission dealt with the layout of and access to the site; and the scale of the proposed building. All the other details of the development were indicative at the time of that application but the final design was subsequently considered by an application for 'Reserved Matters' and approved in November 2015, under reference 2015/0687/RM.

Site History

Reference:	Description	Status	Decision Date:
2014/0390/O	Erection of a three storey building to accommodate a 75 bedroom Care Home (C2) (Revised Plans)	Granted Conditionally	18th November 2014
2015/0687/RM	Submission of Reserved Matters including appearance and landscaping for the erection of a three storey building to accommodate a 75 bedroom care home (C2) as required by outline planning permission 2014/0390/O	Approved	23rd November 2015

Case Officer Site Visit

Undertaken on 11th October 2017.

Policies Referred to

- Policy LP1 A Presumption in Favour of Sustainable Development
- Policy LP2 The Spatial Strategy and Settlement Hierarchy
- Policy LP3 Level and Distribution of Growth
- Policy LP5 Delivering Prosperity and Jobs
- Policy LP10 Meeting Accommodation Needs
- Policy LP13 Accessibility and Transport
- Policy LP14 Managing Water Resources and Flood Risk
- Policy LP16 Development on Land affected by Contamination
- Policy LP26 Design and Amenity
- Policy LP31 Lincoln's Economy
- Policy LP36 Access and Movement within the Lincoln Area
- National Planning Policy Framework

Issues

In this instance the main issues to consider are as follows:

1. The Principle of the Development;
2. The Impact of the Design of the Proposals;
3. Sustainable Access, Highway Safety and Traffic Capacity;
4. The Implications of the Proposals upon Amenity; and
5. Other Matters.

Consultations

Consultations were carried out in accordance with the Statement of Community Involvement, adopted May 2014.

Statutory Consultation Responses

Consultee	Comment
Lincolnshire Police	No Objections
Lincoln Civic Trust	Objected to Initial Consultation but no objection to latest proposals
Education Planning Manager, Lincolnshire County Council	No Comments in Relation to Education
Environment Agency	No Comments

Public Consultation Responses

Name	Address
Mr Stephen Grimm	7 Albion Crescent Lincoln LN11EB
Mr Brent and Shareen Newton	141 Long Leys Road Lincoln Lincolnshire LN1 1EW
Mr Chris Hobbs	11 Albion Crescent LINCORN LN1 1EB

Consideration

1) The Principle of the Development

a) *Relevant Planning Policies*

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and S70(2) of the Town and Country Planning Act 1990 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework (the Framework) is a material consideration in determining planning applications. Framework paragraph 215 indicates that due weight should be given to relevant policies in the development plan according to their consistency with the Framework i.e. the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given.

The development plan comprises the recently adopted Central Lincolnshire Local Plan (the Plan) and during its examination the policies therein were tested for their compliance with the Framework.

Paragraph 14 of the National Planning Policy Framework (the Framework) outlines the following in relation to the principle of development:

"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking.

For decision taking this means (unless material considerations indicate otherwise):

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out of date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
 - specific policies in this Framework indicate development should be restricted.

In terms of sustainable development, Paragraph 7 of the Framework suggests that there are three dimensions: economic, social and environmental. "These dimensions give rise to the need for the planning system to perform a number of roles:

- **an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- **a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and

future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

- **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.”

Meanwhile, at the heart of the Core Planning Principles within the Framework (Paragraph 17) is the expectation that planning should:-

“proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth”

Turning to Local Plan Policy, Policy LP1 of the Plan supports this approach and advocates that proposals that accord with the Plan should be approved, unless material considerations indicate otherwise.

In terms of the spatial dimension of sustainability, proposals need to demonstrate that they contribute to the creation of a strong, cohesive and inclusive community, making use of previously developed land and enable larger numbers of people to access jobs, services and facilities locally, whilst not affecting the delivery of allocated sites and strengthening the role of Lincoln (Policy LP2). Meanwhile, Policy LP3 sets out how growth would be prioritised and Lincoln is the main focus for urban regeneration; and Policy LP5 supports the growth of job creating development which also supports economic prosperity but only where proposals have considered suitable allocated sites or buildings or within the built up area of the settlement; and the scale of what is proposed is commensurate with its location.

The relatively recent adoption of the Local Plan ensures that there is a very clear picture of the options for growth in Central Lincolnshire. In terms of the proposed use, Policy LP10 (Meeting Accommodation Needs) suggests that residential care accommodation, which is designed to accommodate those who need some form of on-site assistance, should be located in a settlement in levels 1 to 4 of the settlement hierarchy.

b) Sustainable Development and the Proposed Development

As alluded to above, the site is previously developed land, as it accommodated the former Social Education Centre. What is more, the principle of the development of the site for a care home of three storeys in height has also previously been accepted by the Planning Committee and the detail of the design subsequently approved under delegated powers. Given the similar nature of development, officers will set out where the development aligns with what was previously approved and where any differences lie.

The site is shown without annotation in the current Local Plan but is bordered on three sides by allotments, which are allocated in the Local Plan as Important Open Space. The development does not encroach into these areas so would not conflict with the aims of the relevant policies.

Nonetheless, the current policy in the Local Plan is supportive of the development of care homes in sustainable locations such as Lincoln. Furthermore, in terms of the sustainability dimensions of the development, officers recognise that the development would deliver economic and social sustainability directly through the construction of the development and indirectly through the potential occupation of the care home by existing local residents. In addition, the erection of development in this location would not in itself undermine sustainable principles of development subject to other matters. However, it is important to consider the wider sustainability of the development.

2) The Impact of the Design of the Proposals

a) *Relevant Planning Policy*

So far as this issue is concerned, as alluded to above, the proposals must achieve sustainable development and it is the social dimension of sustainability that relates to design. Moreover, Paragraph 7 of the Framework requires the creation of high quality built environment. In addition, the policy principles outlined in Paragraphs 17, 58, 60, 61 and 64 of the Framework also apply. Moreover, the Framework states that good design is a key aspect of sustainable development and is indivisible from good planning. Design is to contribute positively to making places better for people (para. 56). To accomplish this development is to establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live and responding to local character and history (para. 58). It is also proper to seek to promote or reinforce local distinctiveness (para. 60).

Policy LP26 refers to design in wider terms and requires that “all development, including extensions and alterations to existing buildings, must achieve high quality sustainable design that contributes positively to local character, landscape and townscape, and supports diversity, equality and access for all.” The policy includes 12 detailed and diverse principles which should be assessed. This policy is supported by Policy LP5 which also refers to the impact on the character and appearance of the area; and by Policy LP31, which refers to the protection and enhancement of the character of the city.

b) *Assessment of the Implications of the Proposals*

As outlined in the Background to the application there has previously been approval for the development of the site for a three storey care home. However, the proposals are for a different form of building.

Moreover, the previous building was proposed to be a ‘u-shape’ facing away from Long Leys Road, with a central courtyard garden, and incorporated steep roof pitches (see below).



The Front Elevation of the Approved Development



Side Elevation of the Approved Development



Visual of the Approved Development

The proposed development is for an 'L' shaped building which has been amended from the original submission to be sited in a similar manner to the approved development. Moreover, the building runs along a similar line to the above image but

its corner is not square, rather, it is angled to face the corner of the site, as shown below:



As can be seen from the image, the roof is also much lower in profile and the number of projections along each elevation has been reduced. However, the building would still be sufficiently broken down into component parts to add interest and reduce the overall perception of the scale of the building. The horizontal and vertical balance to the elevations is also maintained with rhythm to the scale and position of openings. In addition, the palette of materials would be sympathetic with its immediate context but also suitable in wider views.

The proposed landscaping should also make a meaningful impact and assist with the assimilation of the building into its context. This would be added to by the delineation of the frontage boundary with railings rather than a fence.

In light of the above, officers consider that the building would assimilate well within what is a largely undeveloped part of the western side of Long Leys Road and would accord with the principles of the aforementioned policies.

3) Sustainable Access, Highway Safety and Traffic Capacity

a) *Relevant Planning Policy*

The impacts of growth are enshrined in the Core Planning Principles of the Framework (Paragraph 17), which expects planning to actively manage this growth “to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable”. As such, Paragraph 35 requires that: “developments should be located and designed where practical to [amongst other things] give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; and should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones”.

A number of Local Plan Policies are relevant to the access, parking and highway design of proposals. In particular, the key points of Policy LP13 are that “all

developments should demonstrate, where appropriate, that they have had regard to the following criteria:

- a) Located where travel can be minimised and the use of sustainable transport modes maximised;
- b) Minimise additional travel demand through the use of measures such as travel planning, safe and convenient public transport, walking and cycling links and integration with existing infrastructure;
- c) Should provide well designed, safe and convenient access for all, giving priority to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport by providing a network of pedestrian and cycle routes and green corridors, linking to existing routes where opportunities exist, that give easy access and permeability to adjacent areas”

There are also transport measures referred to in Policy LP36, which more specifically refers to development in the ‘Lincoln Area’, the key measures add to and reinforce the criteria within Policies LP5 and LP13. As such, they are intended to reduce the impact upon the local highway network and improve opportunities for modal shift away from the private car. In particular, development should seek to improve connectivity by means of transport other than the car.

Paragraph 32 of the Framework suggests that the residual cumulative impacts of the development would need to be severe for proposals to warrant refusal. This is reinforced by Policy LP13 of the Local Plan which suggests that only proposals that would have “severe transport implications will not be granted planning permission unless deliverable mitigation measures have been identified, and arrangements secured for their implementation, which will make the development acceptable in transport terms.”

b) Consideration of the Impact of the Development

i) Changes between the Applications

The previous application suggested that there would be 50 full-time and 100 part-time staff members but the latest application suggests that there would be 40 full-time and 5 part-time staff members, which would be a significant decrease in staffing. As a result of this, the car parking spaces have reduced from 36 to 22 (including 2 for disabled users).

Officers have liaised with the applicant regarding the differences between the two applications and they have confirmed that the employment figures referenced in the previous application were accidentally over exaggerated by the applicant’s consultant and relate to the number of shifts rather than the actual number of jobs. In addition, due to the layout of the previously approved building, the number of staff required would have needed to be greater due to the need for staffing of the smaller sections of each wing of the u-shaped building. In contrast, the simpler l-shaped layout of the building allows for efficiencies in use of staff.

Furthermore, the number of staff required was almost certainly informed by one of the applicant’s other homes, which was mainly nursing care, as that generates a higher

requirement for staff. In the case of the application before Members, the applicant anticipates a much lower proportion of nursing care (maximum of 33%) which would generate a need for a maximum of approx. 22 staff on site at any one time.

ii) Consideration of the Impact

Concern has been expressed in relation to the accessibility of the site, including the impacts of parking beyond the site. Officers note the decrease in parking available on site but also the staffing proposed for the building, which effectively halves from the previous proposal. It is also noted that the previous outline planning application required a Travel Plan and that one has been submitted with the current application.

The Highway Authority have also not raised any objections to the application upon the grounds of highway safety, access or capacity issues with the local road network. They have also not raised any concerns with regard to the ability of staff to access the site. However, this is a matter that can be covered through regular monitoring of the implemented Travel Plan. Officers therefore recommend to Members that a planning condition is imposed to ensure that monitoring and implementation of the measures within the Travel Plan are realised in order to minimise the possibility of parking of vehicles outside of the site. In addition, the other planning conditions required by the Highway Authority should also be included, should Members be minded to grant planning permission for the development.

Subject to the above, it is considered that there would not be a compelling reason to resist the application on such grounds and that the development would accord with Local Plan Policies LP5 LP13 and LP36; and the requirements of Paragraphs 32, 34 and 35 of the Framework, which together seek to ensure safe and sustainable access arrangements are achieved in new development.

4) Implications of the Proposals upon Amenity

a) *Relevant Planning Policy*

In terms of national policy, the NPPF suggests that development that results in poor design and/or impacts upon the quality of peoples' lives would not amount to sustainable development. Consequently, the implications of both are key to the consideration of the acceptability of the principle of development within a given site. Moreover, the Framework (Paragraph 9) sees "seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life" as being important to the delivery of sustainable development, through "replacing poor design with better design" and "improving the conditions in which people live" amongst others. Furthermore, the core principles of the Framework (Paragraph 17) indicate that "planning should...always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings". Both aspects are referred to in detail in the following two sections of this report.

Policy LP26 of the Plan deals with the amenities which all existing and future occupants of neighbouring land and buildings may reasonably expect to enjoy and suggests that these must not be unduly harmed by, or as a result of, the development. There are nine specific criteria which must be considered. Policy LP5 of the Plan also

refers to the impact upon the amenity of neighbouring occupiers. These policies are in line with the policy principles outlined in Paragraphs 17, 59 and 123 of the NPPF. Indeed, Paragraph 123 of the Framework suggests that “decisions should aim to...avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development”.

b) Assessment of the Implications of the Proposals

Officers are satisfied that the proposals would not result in unacceptable harm being caused to the amenities of the occupiers of nearby properties by virtue of the general use of the site or through vehicle movements to and from the site. One of the mitigating factors is the presence of the busy Long Leys Road, which separates the site from nearby properties and is well-trafficked. Furthermore, the site has previously been occupied by an education centre. With that in mind, the proposals would be for the reintroduction of vehicular traffic, albeit to a greater degree, and general comings and goings and human activity. Nonetheless, residential properties would be located a significant distance across Long Leys Road so noise and disturbance associated with the proposals would not be unduly harmful to the amenities which nearby occupiers would reasonably expect to enjoy.

Furthermore, given the aforementioned separation distances and the scale of the building proposed, it is considered that the proposals would not result in an overbearing or unduly oppressive impact upon or overlooking of nearby residential properties or users of the adjacent allotments.

In terms of the construction aspects of the development, given the proximity to existing residential properties it would be entirely reasonable to restrict the working time on site to the hours of 7.30am to 6.30pm and no work on site on Sundays or Bank Holidays. Subject to such a restriction, it is considered that the occupants of the dwellings surrounding the site would not be unduly impacted upon during construction of the proposals.

Taking all the above into account, it is considered that the proposed building could be accommodated within the site without causing unacceptable harm to the living conditions of the occupiers of residential properties and users of the adjacent allotments. For this reason, the scheme would not conflict with the aforementioned policies.

5) Other Matters

a) Archaeological Implications of the Development of the Site

i) Relevant Planning Policy

Heritage is referred to within the core principles of the Framework (Paragraph 17) and Paragraph 128 of the Framework states that “in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum

the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.”

Paragraph 141 of the Framework states that LPAs should ‘require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.’

Policy LP25 in the Central Lincolnshire Local Plan requires that development does lead to significant detrimental impacts on heritage assets. This issue is directed in relation to archaeology that could be non-designated heritage assets.

ii) Assessment of the Implications of the Proposals

The previous outline application to develop the site was supported by an Archaeological Evaluation, which is a material consideration, this indicated that there would be low potential for archaeological remains. The report was assessed by the City Archaeologist who recommended that no further archaeological work would be required for the development. In the absence of any advice to the contrary it is considered that there would not be conflict with the requirements of Section 12 of the Framework in respect of non-designated heritage assets.

b) Land Contamination

i) Relevant Planning Policy

As with air quality, Paragraph 109 of the Framework also refers to contamination. Paragraph 120 expands upon this and suggests that “to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.”

In addition Paragraph 121 states that planning decisions “should also ensure that:

- the site is suitable for its new use taking account of ground conditions and land instability, including from natural hazards or former activities such as mining, pollution arising from previous uses and any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation;
- after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and
- adequate site investigation information, prepared by a competent person, is

presented.”

In terms of Local Plan policies, given the location of the site, Policy LP16 directly refers to the requirements of development in relation to contaminated land.

ii) Assessment of the Implications of the Proposals

The Council’s Scientific Officer has suggested that there would be a requirement for a preliminary risk assessment to deal with risk associated with uses in the vicinity and it is suggested that this can be agreed by planning condition. Moreover, further detailed information will be required before built development is undertaken but the proposals would result in the redevelopment of the site which would lead to remediation of any contamination. In the context of professional advice, it is considered that there would not be a justifiable reason to resist the application upon the grounds of contamination in the context of Paragraphs 109, 120 and 121 of the Framework which seek to ensure that land affected by contamination is suitable for development.

c) Land Drainage

Policy LP14 of the Plan reinforces the approach to appropriate risk averse location of development and drainage of sites advocated in the Framework. It is also relevant to consider the implications of surface water disposal in order to avoid flooding elsewhere as required by Paragraph 103 of the Framework.

As with archaeology referred to above, the approach to the drainage of the site has previously been sought through planning conditions imposed through the outline planning application. In light of this, officers would advise that it would be appropriate to again impose similar conditions to ensure that foul and surface water are dealt with in a satisfactory manner. In any case, Anglian Water have also requested a condition in relation to latter.

Consequently, subject to planning conditions, the proposals would be in accordance with Paragraphs 102 and 103 of the Framework, specifically in relation to flood risk as the proposals would not result in unacceptable risk to life from inundation or be in conflict with the environmental dimension of sustainability outlined in Paragraph 7.

d) Air Quality

i) Relevant Planning Policy

Paragraph 109 of the NPPF introduces the section in relation to the conservation and enhancement of the natural environment. Given that the site is located adjacent within the Air Quality Management Areas (declared by the Council due to the likely exceedance of the national air quality objectives for nitrogen dioxide and particulate matter), this section of the NPPF should be given great weight. It states that “the planning system should contribute to and enhance the natural and local environment by...preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability”.

Paragraph 120 sets the scene and refers to development being “appropriate for its location”. It goes on to say that “the effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account.” Paragraph 124 refers in more detail to the implications of the location of development within an Air Quality Management Area and requires that “planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan”.

Meanwhile, Local Plan Policy LP13 also refers to air quality and requires that “all developments should demonstrate, where appropriate, that they...ensure allowance is made for low and ultra-low emission vehicle refuelling infrastructure.”

ii) Assessment of the Implications of the Proposals

In this instance, given that there is already a planning permission in place which was granted prior to the Council requesting on and off-site mitigation of impacts upon air quality, it would not be reasonable to request that the applicant makes such contributions. Whilst this is regrettable, officers have to be mindful, when advising Members, of the tests that are imposed in relation to planning conditions. However, the applicant can be advised of the providing charging points within the site, particularly for staff with electric vehicles.

e) Other Site Specific Matters

A resident has questioned why the impact of the loss of a community function at the site has not been mitigated. Members may recall that at the time of the consideration of the outline planning application for the previous care home development of this site, the landowner and applicant signed a S106 agreement that a contribution of 10% of the capital receipt from the sale of the site would be held and made available to the Long Leys Residents Association for a minimum period of five years for the provision of a community use. That period has not yet expired and the sale of the site went through to the applicant so those monies would be available for that use.

Application Negotiated either at Pre-Application or During Process of Application

Yes and scheme amended to current proposals as part of the application.

Financial Implications

The proposals would offer benefits to economic and social sustainability through jobs created/sustained through construction and the operation of the development respectively.

Legal Implications

None.

Equality Implications

None.

Conclusion

A conclusion whether a development is sustainable is a decision that has to be taken in the round having regard to all of the dimensions that go to constitute sustainable development.

In this case, officers consider that the development would deliver economic and social sustainability directly through the construction of the development and the jobs created by the development. In addition, the location of care facilities within the city would benefit the health and social wellbeing of those living within the city if they choose to utilise a care home.

The implications upon the character of the area and the impact of the development upon the general amenities would not have negative sustainability implications for the local community, as they would lead to a development that would be socially sustainable. What is more, with suitable schemes to deal with contamination, drainage and landscaping, the development would be environmentally sustainable.

Thus, assessing the development as a whole in relation to its economic, social and environmental dimensions and benefits, officers are satisfied that the proposals could be considered as sustainable development and would accord with the Local Plan and Framework.

Application Determined within Target Date

Yes, following the signing of an Extension of Time.

Recommendation

The development should be granted subject to the planning conditions covering the matters listed below:-

1. Timeframe of Permission (3 years)
2. Approved Plans
3. Materials
4. Landscaping
5. Contaminated Land
6. Surface Water
7. Foul Water
8. Implementation of Travel Plan
9. Implementation of Boundary Details
10. Construction and Delivery Hours

Report by Planning Manager