

Reference:	18/00669/FULM
Ward:	Milton
Proposal:	Demolish existing temporary classroom and garage/store, erect three storey extension to form 8 additional classrooms, erect lean to store, form hardstanding, layout parking and install new boundary gate
Address:	St Bernards High School, Milton Road, Westcliff-On-Sea, Essex, SS0 7JS
Agent	St. Bernard's High School
Applicant:	Ingleton Wood LLP
Consultation Expiry:	10.05.2018
Expiry Date:	17.07.2018
Case Officer:	Janine Rowley
Plan Nos:	SBHSCE-IW-XX-00-DR-A-1000 Revision P2; 1/001 Topographical Survey; SBHSCE-IW-XX-00-DR-A-1200; SBHSCE-IW-XX-00-DR-A-1100; SBHSCE-IW-XX-00-DR-A-2400_D5 Revision P3; SBHSCE-IW-XX-01-DR-A-2401_D5 Revision P3; SBHSCE-IW-XX-00-DR-A-2500_D5 Revision P2; SBHSCE-IW-XX-00-DR-A-2501_D5 Revision P1; SBHSCE-IW-XX-01-DR-A-2502_D5_P1
Recommendation:	GRANT PLANNING PERMISSION



1 The Proposal

- 1.1 Planning permission is sought to remove an existing temporary building, garage and store and erect a three storey extension and lay out parking. The proposal will provide a 6th form area, exhibition space and toilets to the ground floor and four classrooms and office meeting space to each of the first and second floors.
- 1.2 The extension would be located on the north west corner of the site adjoining the main school building and would front Milton Road. The extension would be built over an area of tarmac which is currently occupied by a portable classroom building. A total of 7 new car parking spaces are proposed to be located on the remaining tarmac area immediately to the north of the proposed extension behind with a new boundary wall and accessed by an existing vehicle crossover from Milton Road.
- 1.3 The proposed three storey extension is 24.8 wide fronting Milton Road x 8.4m to 16.6m deep x 10.4m to 14m high. The extension will include a double gabled roof with a flat roof link between a flat roofed wing in the existing building and the new extension.
- 1.4 The proposal includes a new lean to store to the north of the existing school hall measuring 9.9m wide x 3.1m deep x 2.8m high with a pitched roof.
- 1.5 The materials include buff multi brickwork to complement the existing school. The north facing end gable middle section will include aluminium powder coated panel and aluminium windows to match the other windows proposed. Projecting trims to the windows will be in extruded aluminium powder coated sections with other windows set back within the reveal of facing brick walls. Terracotta coloured tiling to the adjacent 1960's block adjoining the new extension is to be removed and replaced with buff brickwork to match the new extension. The roof finish is slate. All rainwater goods are concealed within the wall makeup and the roof features a secret gutter line to respect the minimal appearance of the roof line. The parking and paving areas will include concrete flagstones and parking areas will be porous tarmac. A canopy fronting Milton Road is to be constructed from an aluminium frame. The boundary wall to the northern boundary will be reinstated and constructed in Bower Buff Multi brickwork matching the existing wall and the new extension.
- 1.6 The proposal will facilitate Southend on Sea Borough Council's requirement to provide student places in the borough enabling the school to increase from a 5 form-entry accommodating 855 pupils to a 6 form entry accommodating 1005 pupils enabling 1 new form of entry from years 7-11.
- 1.7 The existing school has 855 pupils currently (727 years 7-11 and 128 in the sixth form). This proposal would increase the pupil numbers to 1005 pupils currently (877 years 7-11 and 128 in the sixth form). The applicant has confirmed staff members (135 members) will remain unchanged.
- 1.8 The application is accompanied by a design and access statement, transport statement, aborigicultural report and archaeological desk based assessment.

2 Site and Surroundings

2.1 The extension is located to the north of the main three storey school buildings. To the north is the grade II listed St Helens Church. Opposite the site the pavement is tree lined with mature specimens. The area surrounding the school is predominantly residential in character with two and three storey properties. There is a church opposite, on the east side of Milton Road and commercial properties further northwards towards London Road. Six onsite parking spaces exist.

2.2 The site is opposite but not part of the Milton Conservation Area.

3 Planning Considerations

3.1 The main considerations in relation to this application are the principle of the development, any implications for loss of playing field, design and impact on the character of the area and heritage assets, traffic and transportation, impact on residential amenity and CIL requirements.

4 Appraisal

Principle of Development

National Planning Policy Framework (2012), Core Strategy (2007) Policies KP1, KP2, CP3, CP4, CP6, CP7; Development Management Document (2015) Policies DM1 and DM3, DM15 and the Design and Townscape Guide (2009)

4.1 Policy CP6 of the Core Strategy advocates the need to improve educational facilities to ensure that the needs of the local community are met. The policy states that subject to the maintenance of satisfactory environmental conditions and residential amenities, the Council will support the improvement or extension of existing public and private education establishments and will encourage the use of their facilities for community purposes where this would meet identified requirements. The proposed three storey extension will provide a new sixth form area to the ground floor, a total of eight additional classrooms to the first and second floor, improving the educational facilities available for existing, new pupils and members of staff. The proposed development will provide an expansion of the education facilities available at St Bernard's from September 2019 and is thus in accordance with policy CP6 of the Core Strategy.

4.2 Policy CP7 of the Core Strategy states the Council will normally refuse permission for proposals involving the complete or partial loss of school playing fields. The three storey extension will be sited on part of the existing playground and hardstanding area which currently accommodates a portacabin. The school benefits from a further existing playground to the west with an area of 1800sqm. The siting of the extension would result in the loss of playground approximately 300sqm in front of the existing sixth form study centre however the applicant has confirmed this is underused. The principle of a three storey extension in this location was not previously objected to under approved application 13/00482/FUL in relation to the loss of a playground. The proposed development would enhance the facilities available for existing pupils whilst providing the opportunity to expand the school to meet the Councils requirement of providing additional student places within the Borough. No objection is raised to the loss of part of the playground in this instance and the proposal has no material implications on existing school playing fields in that regard.

- 4.3 Officers consider that the proposal would be acceptable in principle and policy compliant in this regard.

Design, Impact on the Character of the Area and impact on heritage assets

National Planning Policy Framework (2012); Core Strategy (2007) Policies KP2, CP4; Development Management Document (2015) Policies DM1, DM3 and DM5 and Design and Townscape Guide (2009)

- 4.4 The east wing of the school consists of a row of terraced buildings of various ages with the oldest building on the corner of Canewdon Road. The attached buildings to the north are more recent additions. The school buildings as constructed originally have brick facades including red and yellow stock brick. Materials to the more recent additions vary somewhat and is most obvious in the most 1970's northernmost extension which includes timber cladding and UPVC windows. This extension in particular is of limited architectural merit and is not considered to make a positive contribution to the streetscene. Key characteristics of the buildings to the Milton Road elevation include a generally consistent front building line and fenestration with a strong level of horizontal and vertical alignment.
- 4.5 The design and scale of the proposed three storey extension is suitably subservient to the existing building involving a contemporary design incorporating a double gabled roof. The design detailing makes positive references to the existing character through the use of brick, window proportions, rhythm and window surrounds with projecting trims or set back within the reveal of the facing brick walls. The extension is a positive addition referencing the existing building without appearing pastiche. The glazed link to provide a transition between the existing flat roofed section of the adjacent wing and new build is a positive addition within the streetscene. The double gabled roof design to the north elevation with both a mix of brickwork and aluminium powder coated panel to the central link adds interest and breaks up the overall massing of the extension. The removal of the existing tiles on the 1970's extension to the immediate south to be replaced with buff brick slips to match the new extension helps to rationalise the varying styles along the street frontage. The overall appearance of the three storey extension is considered to be successfully articulated through the use of fenestration, roof design and materials. The proposal will depend on their quality materials, which have been submitted for consideration and their quality can be controlled by condition.
- 4.6 The proposal includes the layout of a new car park to the north of the extension utilising an existing vehicle crossover from Milton Road to provide 7 new parking spaces. In addition, a new lean to store is proposed adjacent the existing school hall, which is not objected to in design and scale terms. This has limited impact on the character and appearance of the streetscene taking into account the existing buildings screening the proposed development. A level pathway is proposed to the front of the extension adjacent to the existing boundary wall.
- 4.7 The extension is located to the north of the main three storey school buildings adjacent to St Helens Church, which is grade II listed building and is also opposite the Milton Conservation Area. The existing school sports hall is set adjacent to the church and the new extension would be set forward of this. As the school sports hall is of comparatively functional appearance, the proposed extension both through its use of complementary materials and its forward siting on the school site is likely to partially shield the sports hall within the streetscene. This would improve the relationship of

buildings on the school site to the listed church's setting. Similarly, the impact of the school site in views from the conservation area opposite are likely to be generally improved. In both respects therefore the proposed extension, by reason of its design, position and detailing would enhance the streetscene in this location providing a positive addition respecting the historic character, setting and townscape value of the surrounding area and the listed building in accordance with Policy DM5 of the Development Management Document.

- 4.8 The proposal is therefore acceptable and policy compliant in respect of design, character and impact on the adjacent heritage asset.

Traffic and transportation

National Planning Policy Framework; Core Strategy policies KP2, CP4, CP3; Development Management Document policy DM15 and the Design and Townscape Guide (2009)

- 4.9 The school is situated on the corner of Milton Road and Canewdon Road. To the north approximately 200m away is the A13 London Road served by a number of bus services and Westcliff Railway Station is some 750m to the west.
- 4.10 Policy DM15 of the Development Management Document sets a maximum standard of 1 parking space per 15 pupils for primary schools and 1 space per 15 students for full time equivalent staff and 1 space per 15 students for student parking. The existing site benefits from 6 parking spaces accessed via Canewdon Road to the south. The proposal includes 7 new parking spaces and as such this will reduce the demand for on-street parking in the locality. A transport assessment has been submitted as part of this application. The proposed development is to contribute to facilitating the school to go from a 5th form entry with 855 existing pupils (727 years 7-11 and 128 in sixth form) to a 6th form entry with 1005 pupils (877 years 7-11 and 128 in sixth form).
- 4.11 The proposal will result in an overall increase in the number of pupils by 150 by year 2024. The transport assessment identifies that the site is located within walking distance to London Road to the north and Canewdon Road to the southern boundary of the school linking to Hamlet Court Road. The nearest public car parks are 400m away in North Road (84 vehicle spaces) off London Road, Cliffs Pavilion (80 vehicle spaces) to the south or Shorefield Road (125 vehicle spaces). In terms of mitigating against the increased traffic movements potentially associated with the expansion of the school, the Transport Assessment accompanying this application suggests that sustainable modes of transport will be supported by foot, cycle, car share and public transport as part of the travel plan and the school travel plan will need to identify further initiatives to be implemented and monitored effectively at regular intervals. Taking into account the new parking spaces proposed (more than doubling the current provision) access to public car parks, cycle routes, school bus services, Westcliff-on-Sea rail station together with a number of actions encouraging sustainable transport in the form of walking, cycling and use of public transport together with car sharing by effective monitoring of a travel plan and the sustainable location of the site the proposal is considered acceptable. The Councils Highway Officer has raised no objection to the proposal.

- 4.12 Policy DM15 of the Development Management Document requires 50 cycle spaces and the applicant has confirmed the additional spaces will be accommodated on site within one two tier cycle shed to the east of the boundary adjacent to existing cycle parking and can be dealt with by condition to ensure the proposal is policy compliant in terms of cycle provision.
- 4.13 The proposal is therefore found to be acceptable and policy compliant on parking and highway safety grounds.

Impact on residential amenity

National Planning Policy Framework; Core Strategy policies CP4; DPD2 Development Management Document policies DM1, DM3 and the Design and Townscape Guide

- 4.14 Policy DM1 of the Development Management Document supports the need for any new development to protect the amenity of the site, immediate neighbours and the surrounding area with regard to privacy, overlooking, outlook, noise and disturbance and the sense of being overbearing.
- 4.15 The closest residential properties to the proposed extension are located opposite the site fronting Milton Road including a two storey block of flats Glendaurel Court and Albert House, which is three storeys in height. There will however be a separation distance of 19.8m between the front building line of the proposed extension and the nearest residential property which would be sufficient to avoid overlooking. Whilst taller than the properties directly opposite this would be no taller than the existing school buildings to the south where there is a similar relationship with dwellings opposite that front Milton Road. Also as the proposed extension would be to the west of these properties, there would not be a significant loss of light.
- 4.16 The proposal would result in a 150 additional pupils at a long established school site; it is not considered there would be a material increase in noise and disturbance as a result of the proposal when compared with the existing situation such as to warrant a reason for refusal on noise and disturbance grounds.
- 4.17 The design of the proposal is such that it is acceptable and policy compliant in terms of its neighbour amenity impact in all relevant regards.

Renewable Energy

Core Strategy (2007) Policies KP1 and KP2, Development Management Document (2015) Policy DM2 and advice contained within the Design and Townscape Guide (2009)

- 4.18 Policy KP2 of the Core Strategy states:

“All development proposals should demonstrate how they will maximise the use of renewable and recycled energy, water and other resources. This applies during both construction and the subsequent operation of the development. At least 10% of the energy needs of new development should come from on-site renewable options (and/or decentralised renewable or low carbon energy sources), such as those set out in SPD 1 Design and Townscape Guide”.

- 4.19 The design and access statement accompanying this application states photovoltaic panels can be installed to the roof together with air source heat pumps to meet the requirements of Policy KP2 of the Core Strategy and this can be controlled by condition.
- 4.20 The applicant has confirmed the existing hardstanding areas are dense macadam and will be replaced with new macadam and paving include the incorporation of gulleys. It is anticipated that the surface water will be no greater than the existing site and the improved permeability will reduce the speed of the surface water entering the existing drainage system. The site is located within a flood risk zone 1, considered as low risk. The supporting information concludes that the proposal would result in a negligible impact on surface water flows, which is considered acceptable.
- 4.21 The proposal is therefore found to be acceptable and policy compliant in these regards.

Other Matters

Archaeology

- 4.22 The applicant has submitted an archaeological assessment carried out by Allen Archaeology reference AAL 2018061 dated April 2018. The summary of the desktop study indicates there is little evidence of significant historic remains on site. A suitable condition can be imposed to ensure that if, following the commencement of development, any archaeological works are found they shall be reported to the Council.

Trees/Landscaping

- 4.23 The application is accompanied by an Arboricultural Report carried out by Harper Tree Consulting reference 2018007 v1.0 dated January 2018. There are no trees within the site preserved by a tree preservation order and the site is not within a conservation area. The four trees shown on drawing 1\001 are no longer on site. The applicant has provided confirmation that a Virginia Creeper will be planted on the inside face of the wall along the boundary fronting Milton Road together with two new trees located to the north of the proposed extension, which is welcomed and will enhance the development within the streetscene. This can be controlled by condition.

Community Infrastructure Levy

- 4.24 Although this application is CIL liable, in this instance the chargeable amount has been calculated as a zero rate as applicable to the school use.

Conclusion

- 4.25 Having taken all material planning considerations into account, it is found that subject to compliance with the attached conditions, the three storey extension and external alterations including material changes to the existing extension to the south will provide improved and enhanced education facilities available for existing pupils. The building is not situated on existing school playing fields but on a hard landscaped area to the north east of the site. The design and scale of the three storey extension would introduce a contemporary design complementing and integrating satisfactorily with the existing school buildings, improving the streetscene and providing benefits for the setting of the adjacent listed church building and views from the conservation area opposite. The

highway impacts are considered to be acceptable and it is considered that the proposal will not harm the amenities of residential properties taking into account the siting of the development and separation distances. The application is therefore recommended for approval subject to conditions.

5 Planning Policy Summary

5.1 National Planning Policy Framework

5.2 Core Strategy (2007) Policies KP1 (Spatial Strategy), KP2 (Development Principles), CP3 (Transport and Accessibility), CP4 (The Environment and Urban Renaissance), CP6 (Community Infrastructure), CP7 (Sport, Recreation and Green Space)

5.3 Development Management Document (2015) Policies DM1 (Design Quality), DM2 (Low carbon development and efficient use of resources), DM3 (Efficient and Effective Use of Land), DM5 (Southend on Sea Historic Environment), DM15 (Sustainable Transport Management)

5.4 Design & Townscape Guide 2009.

5.5 Community Infrastructure Charging Levy

6 Representation Summary

Highways

6.1 Having reviewed the Transport Statement and the information provided by the applicant 7 car parking spaces have been provided for the proposal, the site benefits from being in a sustainable location with regard to public transport with good links in close proximity. The school also has a number of public car parks within the local area. The school will also be providing 50 cycle spaces as part of the development which will help provide students with an alternative transport option.

A travel plan should be secured via condition and will be monitored by the local authority.

It is not considered that the proposal will have a detrimental impact upon the public highway.

Cadent Gas

6.2 Cadent have identified operational gas apparatus within the application site boundary. This may include a legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent assets in private land. The Applicant must ensure that proposed works do not infringe on Cadent's legal rights and any details of such restrictions should be obtained from the landowner in the first instance.

If buildings or structures are proposed directly above the gas apparatus then development should only take place following a diversion of this apparatus. The Applicant should contact Cadent's Plant Protection Team at the earliest opportunity to discuss proposed diversions of apparatus to avoid any unnecessary delays.

If any construction traffic is likely to cross a Cadent pipeline then the Applicant must contact Cadent's Plant Protection Team to see if any protection measures are required.

All developers are required to contact Cadent's Plant Protection Team for approval before carrying out any works on site and ensuring requirements are adhered to.

Essex Police

- 6.3 Essex Police would like to invite the developer to contact the police with a view to this development being Secured by Design- Schools 2014.

Public Consultation

- 6.4 A press notice was issued on the 18th April 2018, two site notices were displayed on the 19th April 2018, and 55 neighbours were notified. One letter of representation has been received stating:

- The building will block light to existing flats opposite;
- The large trees in Milton Road already block light and a new three storey building would be even worse.

These concerns are noted and they have been taken into account in the assessment of the application. However, the representation received is not found to represent a reasonable basis to refuse planning permission in the circumstances of this case.

7 Relevant Planning History

- 7.1 There is an extensive history and the applications most relevant to this proposal are:
- 7.2 Retain temporary single storey portable building (for a period of two years)- Granted (15/00557/FUL)
- 7.3 Remove existing temporary building and erect three storey extension to Milton Road elevation, form ten parking spaces and one disabled parking bay- Granted (13/00482/FUL)

8 Recommendation

Members are recommended to GRANT PLANNING PERMISSION subject to the following conditions:

- 1 The development hereby permitted shall be begun not later than 3 years beginning with the date of this permission.**

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the approved plans SBHSCE-IW-XX-00-DR-A-1000 Revision P2; 1/001 Topographical Survey; SBHSCE-IW-XX-00-DR-A-1200; SBHSCE-IW-XX-00-DR-A-1100; SBHSCE-IW-XX-00-DR-A-2400_D5 Revision P3; SBHSCE-IW-XX-**

01-DR-A-2401_D5 Revision P3; SBHSCE-IW-XX-00-DR-A-2500_D5 Revision P2; SBHSCE-IW-XX-00-DR-A-2501_D5 Revision P1; SBHSCE-IW-XX-01-DR-A-2502_D5_P1.

Reason: To ensure that the development is carried out in accordance with the policies in the Development Plan.

- 3 The development shall only be carried out in accordance with the details of materials as detailed on the materials schedule and supporting information entitled “Ingleton Wood St Bernard’s High School” dated 30th April 2018 and drawing SBHSCE-IW-XX-00-DR-A-2500_D5 Revision P2 and SBHSCE-IW-XX-XX-DR-A-2502_D5 Revision P1 including Bower Buff Multi brickwork to the external elevations, aluminium windows and doors Comar Architectural Aluminium Systems, Marley Eternit Slate Tiles to the roof, Canopy-Aluminium frame, concrete flagstones and parking areas to be porous tarmac, Harling Security Gates black 4.1m, Bower Buff Multi brickwork boundary wall detail to match existing received 10th May 2018.**

Reason: To safeguard character and appearance of surrounding area in accordance with the National Planning Policy Framework Policies KP2 and CP4 of the Core Strategy 2007 and policies DM1 and DM3 of the Development Management 2015 and the advice contained within the Design and Townscape Guide 2009.

- 4 Planting of a Virginia Creeper Plant and two Crataegus Prunifolia Trees in accordance with the approved drawing SBHSCE-IW-XX-00-DR-A-2400_D5 Revision P3 shall be carried out within the first planting season following first occupation of the development.**

Reason: To ensure that the development is satisfactory in terms of its appearance and that it makes a positive contribution to the local environment and biodiversity in accordance with Policies KP2 and CP4 of the Core Strategy (2007), Policies DM1 and DM3 of the Development Management Document (2015) and the Design and Townscape Guide (2009).

- 5 Prior to first occupation of the development hereby approved, a Travel Plan including a comprehensive survey of all users, targets to reduce car journeys to school, details of local resident involvement in the adoption and implementation of the travel plan, identifying sustainable transport modes including cycling and modes of public transport and measures to reduce car usage shall be submitted to and agreed in writing by the local planning authority. The approved Travel Plan shall be fully implemented prior to first use of the development hereby approved and be maintained thereafter in perpetuity. For the first three years at the end of each academic year a document setting out the monitoring of the effectiveness of the Travel Plan and setting out any proposed changes to the Plan to overcome any identified issues and timescales for doing so must be submitted to and approved in writing by the local planning authority. The agreed adjustments shall be implemented in accordance with the agreed conclusions and recommendations.**

Reason: In the interests of sustainability, accessibility, highways efficiency and safety, residential amenity and general environmental quality in accordance with the National Planning Policy Framework (2012), Core Strategy (2007) Policies KP2, CP3 and CP4, Development Management Document (2015) Policy DM15, and Design and Townscape Guide (2009).

- 6 The 50 cycle spaces to serve the development shall be implemented in accordance with drawings SBHSCE-IW-XX-00-DR-A-2400_D5 Revision P3, Bike Dock Solutions Two Tier Customer Drawing and Hammersmith Shelter Customer Drawing received 14th May 2018 prior to first occupation of the development hereby approved and shall be permanently maintained thereafter.**

Reason: To ensure that adequate cycle parking and waste storage is provided and retained to serve the development in accordance with Policy CP3 of the Core Strategy (2007) and Policy DM15 of the Development Management Document (2015).

- 7 On site renewable energy provision shall be implemented at the development in accordance with the Energy Strategy Statement dated 10th May 2018 carried out by Ingleton Wood and drawing SBHSCE-IW-XX-01-DR-A-2401_D5 Revision P3, shall be prior to occupation of the development hereby approved. This provision shall be made for the lifetime of the development.**

Reason: To minimise the environmental impact of the development through efficient use of resources and better use of sustainable and renewable resources in accordance with the National Planning Policy Framework (2012), Policy KP2 of the Core Strategy (2007) and the Design and Townscape Guide (2009).

- 8 Development shall be implemented in full accordance with the mitigation measures and recommendations as set out in the Archaeological Desk Based Assessment carried out by Allen Archaeology dated April 2018. If during the course of the development, any archaeological remains are found which have not been identified previously, the developer shall afford access at all reasonable times to any archaeologist nominated by the local planning authority.**

Reason: To allow for the excavation and recording of any information of archaeological importance, pursuant to Policy DM5 of the Development Management Document (2015).

- 9 Construction and demolition shall only take place between 0800 and 1800 Monday to Friday 0800 and 1300 Saturday and not at all on Sundays or Bank Holidays.**

Reason: To protect residential amenity and general environment quality in accordance with the National Planning Policy Framework (2012), Core Strategy (2007) Policies KP2 and CP4, and Policies DM1 and DM3 of the

Development Management Document (2015).

- 10 No plant or equipment shall be installed on the external elevations or roof of the approved development unless and until details of its location, design and specifications have first been agreed in writing with the Local Planning Authority.**

Reason: To control the visual and noise impact and the consequent effect on local amenity in accordance with Core Strategy (2007) policies KP2 and CP4, Policies DM1, DM3 and DM8 of the Development Management Document (2015) and Design and Townscape Guide (2009).

- 11 The development shall not be occupied until 7 on site car parking spaces have been provided and made available for use in full accordance with drawing SBHSCE-IW-XX-00-DR-A-2400_D5 Revision P3, together with properly constructed vehicular access to the adjoining highway, all in accordance with the approved plans. The parking spaces shall be permanently maintained thereafter solely for the users of and visitors to the development.**

Reason: To ensure that adequate car parking is provided and retained to serve the development in accordance with Policy DM15 of the Council's Development Management Document (2015) and Policy CP3 of the Core Strategy (2007).

Informative

- 1 You are advised that in this instance the chargeable amount for the Community Infrastructure Levy (CIL) has been calculated as zero due to the specific nature of the use.**
- 2 You should be aware that in cases where damage occurs during construction works to the highway in implementing this permission that Council may seek to recover the cost of repairing public highways and footpaths from any party responsible for damaging them. This includes damage carried out when implementing a planning permission or other works to buildings or land. Please take care when carrying out works on or near the public highways and footpaths in the borough.**
- 3 You are recommended to contact Cadent's Gas Plant Protection Team for approval before carrying out any works on site email plantprotection@cadentgas.com or telephone 0800688588**

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework. The detailed analysis is set out in a report on

the application prepared by officers.