

Parish:	Gayton	
Proposal:	COUNTY MATTERS APPLICATION: Erection of a 210 pupil primary school and 56 place nursery, access associated car parking, playing fields and landscaping	
Location:	Land Adjacent To West Hall Farm Springvale Gayton Norfolk	
Applicant:	Head of Children's Services	
Case No:	19/02077/CM (County Matter Application)	
Case Officer:	Mrs N Osler	Date for Consultation Response: 30 December 2019

Reason for Referral to Planning Committee – At the discretion of the Assistant Director

Neighbourhood Plan: No

Case Summary

The application is a County Matters application for the erection of a new 210 place pupil primary school and 56 place nursery, access, associated car parking, playing fields and landscaping.

The site lies in a central location within the village in an area of undeveloped land outside of the development boundary. Residential development lies to the immediate west with two dwellings lying at the eastern end of the site.

This application is a County Matters application whereby Norfolk County Council is the Determining Authority and the Local Planning Authority is one of a number of statutory consultees.

Key Issues

Principle of development
Form and character
Flood risk and Drainage
Traffic & transport
Neighbour Amenity
Ecology and
Other Material Considerations

Recommendation

NO OBJECTION

THE APPLICATION

The site is an unoccupied parcel of land between the housing developments of Springvale, Rowan Drive and Birch Road to the west and West Hall Farm and West Hall Cottage to the east.

The site is relatively flat and consists of an area of grassland with trees and hedging, part overgrown and last used for grazing.

A public right of way runs to the north of the site offering pedestrian access from Lynn Road via Hills Crescent to the east to Springvale to the west.

The proposed development would provide a new 210 pupil place primary school to replace the existing Gayton Church of England Primary School.

The main school building will provide:

- 7 classrooms
- a central open plan library and resource area and
- a multipurpose assembly hall
- W/Cs, cloakrooms, storage and plant rooms
- a main office and head's office, staff room
- food tech / practical area and
- a re-heat kitchen.

The nursery building will provide:

- two children's rooms
- associated WCs and nappy change areas
- a kitchen area and storage and administration areas including manager's office and community room.

The school buildings are predominantly single storey with a parapet flat roof over the hall and kitchen areas. The elevated roof to the Assembly Hall (to accommodate indoor sports) is also stated to provide a focal point for the building with the teaching and staff areas formed under seam mono-pitched roofs. The mono pitched roofs are shown to have eaves of c.2.9m with the high point measuring c.5.9m. The main single storey elements are shown to be c.3.6m high with the Assembly Hall being c.6.5m high.

The school building façade will be clad with buff facing brick to the main elevations with coloured panels adjacent to the classroom windows. Stand-alone external canopies are provided to the reception and key stage 1 classrooms to provide covered play areas and will be powder coated to match the aluminium work of the glazing systems. The main hall will be predominately brick clad and will provide a prominent area on which to display the school sign, and is flanked by two strips of vertical glazing.

The nursery building will be similar to the main school building with buff facing brick and powder coated aluminium windows and doors. The nursery building includes a standing seam mono pitched roof and a standalone external canopy to provide covered play areas at the rear of the nursery. Both buildings will include a solid entrance canopy.

Vehicular access is proposed via Springvale, the existing estate road to the west of the site. The existing turning head will be extended into the site to allow a single point of access which will be adopted as a public highway. Several existing trees will need to be removed to facilitate the access. No vehicular access is proposed from the east via Vicarage Lane.

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There will be no coach access into the site (as agreed with the Local Highway Authority) and coaches will park, drop-off and pick-up either in Springvale or Winch Road.

Pedestrian access will be from both the east and west. Access from the east shall be via Vicarage Lane and the public right of way. Access from the west shall be via the existing Springvale Estate public footpath.

The school and nursery will share a single car park within the site that will provide 37 car parking spaces for staff and visitors including 2 disabled spaces.

Stands for secure storage of up to 30 cycles and 40 scooters will also be provided.

Both the school and nursery will be fully accessible to wheelchair users and ambulant disabled persons.

Due to child welfare and security a 2.4m high weldmesh perimeter fence with matching pedestrian and vehicular weldmesh gates is proposed. Native shrub and hedgerow planting is proposed to soften the boundary.

SUPPORTING CASE

The application has been supported by a raft of documents including a Planning Statement, Design and Access Statement, Transport Statement, Ecology Report, Flood Risk Assessment and Drainage Strategy, and Lighting Details.

The Planning Statement advises that Norfolk County Council (NCC) Children's Services has identified a need for a new primary school within the village of Gayton to replace the existing Primary School at Lynn Road. It currently has some 148 pupils on roll (May 2019). In view of the continuing demand for school places (including from planning housing developments) the current school facilities are inadequate. Therefore a new school is required to cater for the needs of the area. The existing Goslings nursery provision also required to be moved to the new site with the provision of a 52-place nursery.

To accommodate this growth, NCC has identified the need for a site of at least 1.6ha.

NPS, on behalf of NCC, undertook a site search to identify potential sites within Gayton to accommodate the new school. A School Site Assessment outlines the systematic exercise undertaken to identify a site to meet the client's need. It concludes that site 12 (the application site) is the most suitable site to accommodate the new school.

PLANNING HISTORY

No recent relevant history

RESPONSE TO CONSULTATION

NB The following consultation responses were sent directly to Norfolk County Council as the Determining Authority. The responses from other teams within the Local Authority have been given in full. This is because they are specifically referred to in the following report and your officers are requesting the inclusion of certain conditions they recommend if permission

is granted. The Parish Council's comments have also been given in full. All other consultee comments have been summarised giving only their overarching recommendation.

Parish Council: Gayton Parish Council voted to **APPROVE** the application, but does have some concerns which are listed below:

The Parish Council knows there were other sites within the village that may have been more suitable but understands that these sites have been considered and have not been found to be appropriate for developing further.

Access

The Parish Council are extremely concerned regarding the residents that live in Springvale and the surrounding area. The Parish Council would like assurance that a zero-tolerance approach will be achieved within the Traffic Management Plan whilst the build is taking place but also the situation will be addressed once the building is built so that these residents are not constantly disturbed. Some residents have suggested the use of double yellow lines down one side of the approach road but the Parish Council is aware that sometimes yellow lines can make the situation worse. The Parish Council would like monitoring to be on-going for the first year taking into account school / resident's views.

There were several comments regarding there only being one access and feel that other roads close by or around other entrance gates will be used as car parks. Could the access be modified to provide an in / out access ideally not both on Springvale?

Turning Circle

The Parish Council are concerned that it may cause congestion if not staffed correctly. The turning circle will go over a heritage footpath and the Parish Council would like the construction to cause minimum disruption to the area if it cannot be accommodated in another place or another way

Coaches

The Parish Council is concerned regarding children's safety because the access is not suitable for a coach to enter the site. Surely this should be a main requirement when building a new purpose built school. This could possibly be achieved if the in and out access was provided

Car Parking

The Parish Council understands that car parking wherever the school was to be built would be an issue mainly with parents unwilling or unable to walk. A walking bus scheme would be welcomed. Parishioners are asking what will happen with large school events, with parents, grandparents etc. all being present at the same time. Can another area on site or nearby be allocated for car parking?

Loss of Green Space

There will be significant loss of green space with the school being built in this position. The Parish Council understands that the school would like the landscaping undertaken to their specifications but not necessarily straight off. Could the Parish Council have assurance that the school will be able to access the landscaping provision within the first year?

There is an area owned by the County Council to the north of the proposed site. Could this be given to the village in mitigation for what has been lost? The Parish Council understands that this area might not be available if needed to address another issue raised, but if not the Parish Council would welcome the use of this area as additional green space. It would make a lovely area for parents to wait for their children come out of school, e.g. a few benches to allow for picnics etc. which would assist with socialising for parents and younger siblings assisting with parishioners' wellbeing. It could also be used as an additional outdoor classroom.

Highways

The access to the proposed new school would be from Winch Road. Could consideration be given to lowering the speed limit to say 20mph around the vicinity of the entrance especially during school opening times?

Footpaths

Parishioners would like to see a provision for walking / cycling to school e.g. no gravel and the footpaths to be kept in good order. There is also a large piece of carrstone that has been placed in the entrance to Vicarage Lane for an extremely long time; could this feature be retained within the build / site?

In conclusion, the Parish Council knows that the village is in desperate need of a new school but do not wish to upset the lives of other parishioners in the process. The Parish Council would like to send a representative to the planning meeting to explain the situation from the Parish Council / parishioners' point of view.

This is a substantial project much needed that will affect the lives of a considerable number of residents now and in the future, and the Parish Council hopes that the Planning Committee will take on board all of the concerns that have been raised and they can be addressed so that the project is talked about favourably for years to come.

Environmental Health & Housing – Environmental Quality (BCKLWN): NO OBJECTION

Air Quality

The proposal is for the construction of a new primary school and nursery in Gayton to replace the existing and limited site. The application includes a Transport Statement which details the inclusion of 37 parking spaces on the new site for staff and visitors. This allowance should result in an estimated AADT of 74 trips which is not deemed to be a significant change within EPUK and IAQM Planning for Air Quality Guidance. Moreover, background annual mean concentrations of nitrogen dioxide (8.83ug/m3) and particulate matter (14.09ug/m3) are both well below the national objective. Active transport will also be encouraged at the school, with secure storage for up to 30 bicycles and 40 scooters provided; encouraging active transport and contributing to the sustainable travel plan for the school. Additionally, due to its central location in the village, the site will also be accessible to pedestrians by a footpath and cycleway from neighbouring housing developments. Lastly, the inclusion of a turning loop for drop off should limit the demand for car parking and idling along the access road.

Air quality concerns from construction dust have been addressed within the Construction Consideration Statement. Dust will be monitored for the duration of the project, and a 5mph speed limit will be applied to reduce the risk of dust being produced by construction vehicles, with appropriate mitigation suggested if dust is produced. A thorough complaints procedure is also detailed. Based on the information provided I have no objections to the proposed

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development on air quality grounds. However we would welcome the addition of EV charging points / infrastructure within the development in line with NPPF para. 110(e) if this was feasible.

Contaminated Land

The application includes a Preliminary Contamination and Geotechnical Risk Assessment undertaken by Hamson Barron Smith dated October 2018. The assessment report reviews documentary sources of information about the site's environmental setting and land-use. The report does not identify any major potential sources of land contamination, however it is likely that there will be some localised Made Ground in the area where former farm buildings have been demolished. The report sets out a preliminary risk assessment in a conceptual site model and recommends that the actual risks to the receptors would need to be determined by undertaking an intrusive ground investigation and laboratory analysis. Therefore I recommend that additional site investigation and risk assessment and any necessary remediation be carried out should permission be granted and that this be required by condition.

**Community Safety and Neighbourhood Nuisance (BCKLWN): NO OVERRIDING
OBJECTION**

Site preparation/Construction phases

The submitted Construction Consideration Statement ref 19-1-1044 P2 identifies a number of measures to control activities during the construction phase. However, we would require a more comprehensive document for such a development, and given the proximity to residential dwellings (either around the site or on the traffic route) we would not agree to the proposed working hours. Whilst workers could arrive at the site from 0730 hours weekdays, as well as no noisy work being commenced until after 0800 hours, we would wish to ensure that no deliveries or collections occurred before 0800 hours. We would request Saturday hours are amended to 0900-1300; 0730 hours is too early in this residential village location.

Where piling is required, this should be within the hours of 0900-1700 weekdays only. I welcome that residents will be notified of such activities. The Statement should also include that loads should not be dropped from height to limit dust and noise, and stockpiled soil, sand or other loose materials should be covered or contained to avoid wind blow. We would prefer that all vehicles can fully access the site to deliver/collect and should be able to turn around to exit in a forwards gear without reversing manoeuvres if possible, to limit engine and reversing beeper noise impact on residents.

Additional information is required in relation to the handling of waste and recycling on site. Waste/recycling will need to be stored in skips which are lidded or covered by tarpaulins or similar in order to ensure that no waste can drop, blow or be dragged out by wildlife, in order to prevent littering. Ideally these should be in a fenced compound. It would also be helpful for information on site lighting and site security to be included in the Statement so we can assess the potential impact on adjacent residents; what and where will lighting be located for construction worker safety/overnight site security? Will there be any alarms to secure containers or plant equipment, and if so how will they be controlled and responded to? We welcome revisions to the Construction Consideration Statement so that compliance with it can be conditioned, or otherwise we would request a condition requiring a more detailed document to cover the above aspects.

Traffic movements

The Design & Access Statement states at page 18 that coaches will not be permitted to access the site and that they will pick-up and drop-off in Springvale or Winch Road. In order to assess the possible impact from noise of this proposal it would be useful for more information in the number of predicted journeys by coach per week/month. I am concerned that this will lead to buses idling and reversing onto the un-adopted estate roads in order to turn around. This will lead to an increase in noise for local residents during pick up and drop off. I would prefer a scheme where coaches are able to use the turning head to turn around. If the turning head isn't utilised a robust management plan to control coaches serving the school should be agreed. The management plan should also include details of how the proposed development will control visitors cars parking on the estate roads or blocking access to estate roads at peak times (beginning and end of the day) which could lead to complaints of Anti-social behaviour if not properly controlled.

Drainage

I welcome and support the proposal to connect to the main foul sewer for foul water drainage. I consider that the proposal to use attenuation cell storage on site with a limited discharge via hydrobrake to the public surface water sewer for surface water, along with a swale to the west of the site to prevent any run-off to the residential area, a suitable system to handle surface water and land drainage. Full details of pipework and associated infrastructure can be supplied via a combined drainage condition.

Lighting

The proposed lighting for the completed building and surrounding land is acceptable and should minimise any adverse impact on residents. I recommend lighting is conditioned to be in accordance with the submitted plan ref NPS-DR-E-(60)-005 Rev P1.

Noise

I am unable to measure from the plans, but it appears that the air source heat pump compound west of the main school is around 14m from the boundary of the nearest dwellings on Rowan Drive (numbers 29 and 16). Information has been supplied for units with noise levels of 53dB and 74dB, but which units will be where is unclear. Based on the louder level of 74dB, without any acoustic attenuation, the noise level at the property boundaries calculates to be 43.1dB, which could be as high as 13dB above background levels. Information supplied indicates that units would operate day times only (0800-1700 hours weekdays) with a 'night set back' mode during the heating season. Drawing ref HBS-DR-L-800 Rev P3 (Landscaping) shows that the units will be housed in a 2.2m high acoustic timber fenced compound. So that we can be sure there will be no impact on residents, full details of the acoustic standard of the enclosure, the units proposed and distance from the units to the site boundary is required to enable accurate noise levels to be calculated. I therefore recommend that this is submitted under the control of an air source heat pump condition, assuming that it is too early in the planning process to finalise unit details.

Basic information on external plant to serve the kitchen etc. has been provided, including that it will be housed behind a roof parapet and that the kitchen will operate as a first heat kitchen. Other ventilation will be housed within the roof and attenuated. Initial assessments of this do not cause me any concerns in terms of noise or odour. Final details could be conditioned via an external plant condition.

Arboricultural Officer (BCKLWN): Verbal discussion – agrees within the findings of NCC's Natural Environment Team.

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Local Highway Authority (NCC): **NO OBJECTION**; conditions requested

Historic Environment Service (NCC): **NO OBJECTION**; conditions requested

Natural Environment Team (NCC): **NO OBJECTION**; conditions requested

Norfolk Fire and Rescue (NCC): **NO OBJECTION**; conditions requested

Lead Local Flood Authority (NCC): **NO OBJECTION**; conditions requested

Sport England: Comments neither in support nor against were submitted

REPRESENTATIONS

A number of third party representations have been made directly to Norfolk County Council as the Determining Authority.

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

CS08 - Sustainable Development

CS10 - The Economy

CS11 – Transport

CS12 - Environmental Assets

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM15 – Environment, Design and Amenity

DM17 - Parking Provision in New Development

DM22 - Protection of Local Open Space

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)

PLANNING CONSIDERATIONS

The main issues for consideration in the determination of this application are:

Principle of development
Form and character
Flood risk and Drainage
Traffic & transport
Neighbour Amenity
Ecology and
Other Material Considerations

Principle of development

The site is in Gayton which is a Key Rural Service Centre within the settlement hierarchy. Accordingly the Council will support development of an appropriate scale necessary for a Key Rural Service Centre.

The spatial strategy for development in the Borough is set out in CS01 of the Core Strategy and is intended to direct development to the most sustainable location. Policy CS01 refers specifically to the strategy to improve facilities for all to services, including education.

Policy CS02 reinforces the need for limited growth of a scale and nature appropriate to secure the sustainability of each Key Rural Service Centre.

Policy CS13 refers to community and culture and supports the creation of sustainable communities through the provision of accessible and inclusive community infrastructure. The policy recognises the importance of community facilities and services in improving peoples' quality of life, reducing inequality and improving social cohesion.

Policy DM1 of the Site Specific Allocations and Development Management Policies Plan requires the Council to take a positive approach to the presumption in favour of sustainable development.

Policy DM2 guides development to within the development boundaries of settlements whilst acknowledging the enabling criterion of certain policies with The Development Plan such as CS13 for community facilities.

Policy DM9 encourages the provision of new community facilities, particularly in areas with poor levels of provision and in areas of major growth.

Policy DM22 relates to the protection of open space and resists any proposals that will result in the loss of access to locally important areas of open space unless offset by replacement provision or the wider benefits of allowing the development to proceed outweigh the value of the site as an area of open space.

The NPPF states (at paragraph 94) that: *"It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:*

*a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.”*

The site is in a central and accessible location and therefore, whilst outside of the development boundary, is considered to accord with enabling policies contained CS13 and DM9 and paragraph 94 of the NPPF.

The site currently forms an area of green space with trees and shrubs. However the site is not open to the public and therefore its wider amenity value (over and above visual) is limited. Its loss therefore would not constitute a reason for refusal. Furthermore the need for a new primary school site is recognised and the use of this site for a new school and nursery would bring new community facilities.

The principle of this use on this site is therefore supported in planning policy terms.

Form and character

The site lies in a central location within the settlement of Gayton. It has no street frontage with access from the west via Springvale and from the east via Vicarage Lane.

There is existing open space to the north, east and south of the site with residential to the east, and northeast. The single storey buildings would be read in this context.

The Design and Access Statement states that the main elevations of the school and nursery buildings will be clad primarily in buff facing brick with powder coated aluminium windows and doors. The buildings include standing seam metal pitched roofs and stand-alone external canopies to provide covered play areas at the rear of the nursery, reception and year 1 classrooms. Both buildings will include a solid entrance canopy.

With the tallest element being the Assembly Hall at 6.5m in height, the proposed buildings will not be unduly dominant or conspicuous in their setting and should be in keeping with surrounding development.

Flood Risk and Drainage

The site lies in Flood Zone 1 (lowest risk of flooding). Nevertheless given the size of the site (greater than 1ha) a flood risk assessment (FRA) is required.

A proportionate FRA was submitted the conclusion of which is that:

1. The site is not considered to be at risk of fluvial flooding
2. The site is not considered to be at risk of pluvial flooding
3. The site is not considered to be at risk of groundwater flooding
4. Ground conditions do not permit the use of soakaways for surface water disposal
5. Exceedance flow routes fall south away from the school building into the school playing fields
6. The drainage scheme is in compliance with the NPPF and NPPG as well as the non-statutory Technical Standards for Sustainable Drainage Systems
7. The proposed drainage for the site is appropriate and safe without increasing flood risk elsewhere
8. The development is appropriate for the site.

No objections appear to have been raised by statutory bodies in relation to the risks associated with flooding / drainage.

The Local Authority's CSNN team has requested full details of pipework and associated drainage infrastructure be supplied by condition if permission is granted.

Traffic & Transport

The application is accompanied by a Transport Statement from which the following information has been obtained.

Vehicular access to the site will be via Springvale to the west with the adopted highway extended to create a turning loop. From this a gated access into the school site will be created. The turning loop will allow drop-off which should limit the demand for car parking on Springvale. This approach has evolved from discussions with the Highway Authority.

The turning loop results in an impact on the current alignment of the existing right of way (that extends in an east west direction from Vicarage Lane to the east). As a result the proposed design ensures that access to this defined restricted byway is maintained. Pedestrian accesses will be provided from the byway and footway on the turning loop using a dedicated entrance / gateway which will separate car borne and pedestrian movements and will create a more direct route for pupils arriving from the east.

This layout has been developed following consultation with the Public Rights of Way Officer and has established that the alternative / new route can be provided to benefit the public.

It is acknowledged that the school will lead to movements and disturbance for nearby residents at the beginning and end of the school day as a direct result of vehicular activity. However, it is hoped that this more centrally located site, with better pedestrian links (to that of the existing site), will be more attractive and accessible and thus result in more pupils arriving on foot, bike or scooter.

The CSNN team has requested additional information in relation to the coach drop-off and pick-up arrangements to prevent anti-social impacts from idling vehicles and vehicles blocking estate roads. If such information is not submitted prior to determination it is requested that it be covered by condition.

All construction traffic will access the site from the west from Winch Road and then Springvale. During the construction phase of any project it is also acknowledged that there is potential for noise and disturbance from activities and the passage of vehicles. To give some certainty around these issues a construction considerations statement has been submitted with the application. In regard to this statement the CSNN team has stated they object to the currently proposed working hours and have requested further information either prior to determination or via condition.

The NPPF identifies that "Development should only be prevented or refused on transport ground where the residual cumulative impacts of development are severe". From the information provided it is considered that the travel demand of the proposed development would not represent a severe transport impact and there are no significant issues raised from a traffic and transport perspective. The Local Highway Authority raises no objection.

Neighbour Amenity

The proposed site adjoins existing residential development to the west and a couple of residential properties to the east. The proposed school and nursery buildings are separated

from the properties to the west by a distance shown to be in the region of 20 metres with significantly greater distance between buildings and existing residential to the east (in excess of 30m).

The relationship between the buildings as proposed and neighbouring properties has been examined and the impact upon the amenity of the occupants of these properties has been assessed. Consideration has been given to overlooking, overshadowing and whether the buildings are overbearing.

Given the distances involved and the limited height of the proposed buildings it is not considered there would be significantly detrimental impacts upon the amenity of the adjoining properties in terms of overlooking, overshadowing or overbearing impacts. Lighting details have been supplied and the CSNN team have requested these details be conditioned if permission is granted.

As stated in the previous 'Traffic & Transport' section it is acknowledged that there will be some disturbance to nearby residence at school drop-off and pick-up times.

The CSNN team has requested additional information, by condition in relation to air source heat pumps (including the acoustic standard of their enclosure) and other plant and machinery (primarily relating to that serving the kitchen).

In summary, the use of the site will generate a degree of noise and disturbance from day to day activity, play-times and outdoor activities as well as from mechanical and kitchen ventilation including air source heat pumps. However, these would not be excessive in level or duration.

A school use is generally considered to be compatible with existing residential uses and will not raise such significant amenity issues to warrant the refusal of planning permission subject to appropriate conditions being appended to any permission granted.

Ecology and Arboricultural Impacts

The Natural Environment Team (NET) at NCC is satisfied that the ecology and arboricultural impact assessments submitted with the application are fit for purpose with adequate mitigation proposed.

The Local Authority's Arboricultural Officer agrees with the findings of the NET in relation to the impact on trees.

Other Material Considerations

Air Quality and Contaminated Land: It is requested that the conditions recommended by the Local Authority's Environmental Quality Team relating to air quality and contaminated land are appended to any permission granted.

CONCLUSION

A need has been identified for additional school places that cannot be accommodated at the current site. The proposed site, that has been picked via a specific site assessment process is within a central and accessible area of the Key Rural Service Centre of Gayton and would meet this identified need and provide a community facility.

The applicant has demonstrated that the proposal can overcome constraints including ecology, drainage and contamination subject to the imposition of appropriately worded planning conditions.

The development is acceptable from a traffic and transport perspective.

Subject to conditions it is not considered that the proposed development would not have any material detrimental impact on the amenity of the locality or, due to the distances involved, the amenity of any residential properties.

In conclusion the LPA considers that the proposed development accords with the overarching government guidance in relation to such proposals and that it would not result in any significant detrimental harm to the locality.

RECOMMENDATION

NO OBJECTION, subject to conditions including those recommended by the Local Authority's CSNN and Environmental Quality teams in their direct comments to the applicant.