



19 September 2017

Agenda Item:7

REPORT OF CORPORATE DIRECTOR – PLACE

BROXTOWE DISTRICT REF. NO.: 5/17/00573/CCR

**PROPOSAL: ERECTION OF DETACHED CLASSROOM AND FIVE SPACE STAFF
CAR PARK**

LOCATION: BRINSLEY COUNTY PRIMARY SCHOOL, MOOR ROAD, BRINSLEY

APPLICANT: NCC CHILDREN, FAMILIES AND CULTURAL SERVICES

Purpose of Report

1. To consider a planning application for the erection of a classroom and construction of a car park at Brinsley Primary School, Moor Road, Brinsley. The key issues relate to the siting and impact of the proposed building on the original 1920s school building, and highway impact of the proposed development. The recommendation is to grant planning permission subject to the conditions set out in Appendix 2.

The Site and Surroundings

2. Brinsley Primary School is located on a 1.95ha site bounded to the north-east by Moor Road and to the north by The Moor. Public footpath Brinsley FP2 runs along but outside the western site boundary. Residential development on Queens Drive, Brynsmoor Road and Gladstone Drive lies to the south adjacent to school playing field. (Plan 1).
3. The original single storey red-brick pitch roof school buildings dating from the 1920s are located at the junction of Moor Road with The Moor and Hobsic Close. A CLASP school block lies to the south-east and is separated by an area of hard play marked as a netball court. The netball court is at a level approximately 0.5m below the level of Moor Road and slopes downward in a southerly direction. The boundary to Moor Road is formed by a stone wall topped with black coloured Heras security fencing. A hard play court lies to the south of the school buildings with grass playing field beyond. A fenced grass play/trim trail (Photo - P1.) lies between the netball court marked area and the larger hard play court and is level 0.5m above the adjacent CLASP building (Plan 2).
4. There are three points of pedestrian access to the school. The main school entrance to the school reception is off the access to the school car park, which has capacity for 17 cars and is located to the east of the CLASP block. 37 Moor Road is a bungalow to the south-east of the car park. CLASP buildings within

the school extend back into the school site parallel to the boundary with 37 Moor Road, off-set from the common boundary by approximately 12m.

5. There is a pedestrian access gate on Moor Road with steps and an internal ramp leading to the netball court area, and an access from The Moor, both of which are opened at the beginning and end of the school day. There is a separate vehicular field maintenance access to west of the pedestrian access gate on The Moor (Photo – P2.).



P1. Enclosed play equipment



P2. Maintenance access gate – The Moor

6. A school zone is in place, with guardrail and zig-zag 'School Keep Clear' markings outside the Moor Road pedestrian entrance, and double yellow lines extend both sides of the junction of The Moor with Moor Road. Highway parking bays for six cars are provided on The Moor outside the school.
7. The Primary school has a Published Admission Number (PAN) of 30 and the school current capacity is 197 places. 171 children are on the school roll (January 2017). There are currently smaller cohorts at older age groups within the school. A year group of 29 has entered the school at first admission in September 2017, replacing a cohort of 18 leaving from Year 6. The future intake at first admission is projected to be between 21 and 23 between 2018-2021.
8. Four of the seven classrooms at the school are under-size and cannot accommodate 30 children. The CLASP building is used for Key Stage (KS1) with KS2 teaching taking place in the 1920s original school building.
9. Core teaching hours are between 08:45-15:15 hours and a Breakfast Club operates from 07:30 hours. 13 full time and 14 part-time staff are employed (19 FTE).
10. An Early Years unit in a separate building between the netball hard play and CLASP building offers 26 part-time places in the morning and afternoon to children of non-statutory school age.
11. The whole school site is subject to Broxtowe Local Plan 2004 Saved Policy RC5 *Protection of Open Spaces* which will not permit development that would result in a local deficiency of open space unless it is either not required or the loss is mitigated (amongst other criteria).
12. The 1920s school building is not an identified non-designated heritage asset.

Background

13. The school PAN of 30 equates to 210 Primary school places. In addition to larger cohorts at first admission, the applicant has advised that proposed development in the school Pupil Place Planning area could generate demand for a further 32 Primary school places. In combination with a projection of the number of pupils that would be on the school roll (varying between 170 and 178) would take the school close to the 210 capacity of a single form entry school.

Planning history

14. Planning permission (5/17/00457/CCR) has been granted which expires at the end of February 2018 for a temporary classroom to be sited on the school netball court to meet an immediate demand for pupil places. The building was sited at the end of August 2017. The proposed development detailed below would replace the temporary classroom.

Proposed Development

15. Planning permission is sought to erect a modular classroom which, in conjunction with internal remodelling of the existing school, would provide improved accommodation for larger year groups. Three additional staff would be employed, increasing numbers to 16 full-time and 14 part-time staff (22 FTE).
16. The proposed classroom would be sited on the enclosed grass play area to the south of the marked netball court, approximately 40m from the frontage to Moor Road (Photo – P3.). At its closest point the building would be 4.1m from the original 1920s school building and would be set back so as not to be sited in front of the main south-east facing elevation (Plan 3). The building would have a footprint 11.5m x 7.3m and, taking account of change in level across the site, would vary in height between 3.4m-4.0m and 4.0m-4.6m (Plan 4) [*It should be noted that Plan 4 shows dimensions – the correct proposed elevations are on Plan 6*]. The height of the building at the corner closest to the 1920s school would be 3.4m. The relationship of the proposed building to the 1920s school and CLASP buildings is shown on a photo montage attached as Plan 5. A mono-pitch roof would be covered with a single-ply membrane and would incorporate a roof-light.
17. The end elevations would be constructed of red brick to match the 1920s school above a blue brick plinth while the length of the building would be faced with white render above a brick plinth (Plan 6). Rainwater pipes and aluminium door and window frames would be coloured light grey (RAL 9003). The fascia and guttering would be coloured a darker grey (RAL 7047).



P3.Site for proposed building



P4.Existing hard play used for construction

18. The ground level outside the entrance to the building would be graded to provide level access. An external air-handling unit would be provided on the north-west facing elevation.
19. Foul drainage would connect to the combined sewer on Moor Road. A porosity test is to be carried out. If the site is demonstrated to be unsuitable for a soakaway, surface water would discharge to a public sewer to the east of the site.
20. The building would incorporate sustainable design features such as off-site construction (reducing waste, encouraging recycling and allowing higher standards of quality control in construction by reducing structural air leakage), high levels of insulation, air-source heat pump, efficient lighting and passive ventilation, low water use toilets and controlled flow taps.
21. A crane would be sited on part of the adjoining hard surfaced outdoor play area (Photo – P4.). The existing vehicular field maintenance access gate from The Moor would be used for construction access (Photo – P5.).



P5. Existing maintenance access gate



P6. Area for proposed car park

22. Following the completion of the proposed classroom part of the area taken for construction would be surfaced with *Grasscrete* to provide five staff parking spaces (Photo – P6.). As the area for car parking would be used for construction it would not be possible to provide the car parking at the time the classroom is first brought into use, but would be provided shortly after.
23. The new classroom would replace the need for the temporary classroom granted planning permission under reference 5/17/00457/CCR.

24. Outdoor play equipment displaced by the classroom building would be re-provided to the south of the area of *Grasscrete* (Plan 3).
25. The application is supported by a School Travel Plan which was completed in June 2017.

Consultations

26. **Broxtowe Borough Council** – Object. *The proposed modular classroom would be positioned between the traditional school buildings and more modern buildings. The existing playground and enclosed exercise area provide a good visual and physical separation between the two separate built elements of the school. Although the traditional buildings are not listed, locally listed or within a Conservation Area, they have an element of historic and visual importance. This will be significantly diminished through the positioning of a modern modular classroom immediately in front of the historic buildings.*
27. *There would appear to be other areas of the site, with a better relationship to the modern buildings, where the proposed classroom would be visually more integrated. Alternative building siting and why they have been discounted are not discussed, such as to the north-west or south-west of the modern school buildings. Some visual harm would be caused by the proposal. For a long-term capacity solution, alternative sites should be considered, particularly in close proximity to the more contemporary buildings and to maintain the visual and physical separation from the traditional buildings.*
28. The provision of a classroom to address a shortfall in classroom accommodation is acceptable in principle. No objection is raised to the proposed car park subject to appropriate protection of the trees adjacent to the site entrance.
29. **Brinsley Parish Council** - Support.
30. **NCC Highways Development Control** – No objection subject to the provision of *Grasscrete* parking within two months of the classroom first being brought into use.
31. *The proposed additional parking spaces would accommodate the expected increases in staff numbers as a result of the extension, and would potentially help alleviate the existing issue of staff parking on-street. This would help reduce the impact of on-street parking associated with staff. Also, providing for the expected number of additional staff and also removing a number of staff vehicles from the road, would help mitigate the impacts associated with the additional short term parent parking which will occur as a result of the increase in pupil numbers.*
32. *A review of road safety records indicate that no recorded incidents have occurred in the five-year survey period. In view of this there is no evidence that pupil drop-off and pick-up by vehicles create a highway safety issue on the roads in the vicinity of the site.*
33. *The Highway Authority recognises that on-street parent parking at school opening and closing times is going to be a concern to the residents in the vicinity of the school. However the time period over which this occurs is very brief.*

Commonly, the afternoon peak is worse than the morning peak with vehicles beginning to park 20-30 minutes before closing time. Generally roads are back to normal by about 15 minutes after the school closes.

34. *This is not a unique problem and is prevalent at most schools throughout the country in local neighbourhoods. However, this problem only occurs over a short duration and invariably results from indiscriminate parking by parents in positions that can cause irritation to nearby residents. Notwithstanding this, considerate on-street parking on the public highway is acceptable if carried out appropriately in accordance with any traffic regulation orders that already exist. To assist with the issue of inconsiderate parking outside schools and parents ignoring traffic regulation orders, the County Council has recently activated a dedicated CCTV car to monitor and issue Penalty Charge Notices for motorist contraventions in restricted areas subject to traffic regulation orders.*
35. *Current ministerial guidance and the National Planning Policy Framework (NPPF) highlights that to consider refusal of a development on highway grounds the impact of it must be 'severe' (paragraph 32). In light of the above, the Highway Authority considers that the measure of 'severe' cannot be made in relation to the impact of additional traffic associated with the school.*
36. *The School Travel Plan has very recently been updated so it is not considered that it needs to be updated again at this time. The school must proactively manage the School Travel Plan by including measures and strategies to reduce the reliance of single occupancy vehicles and encourage visits by sustainable modes of travel. The School Travel Plan must be kept up to date, independently monitored and acted upon. The successful implementation of the School Travel Plan should have a positive impact in reducing the use of cars by those going to and from the school. It is widely accepted that robust management of the travel plan initiatives by a school can significantly reduce the number of single car occupancy generated by the facility.*
37. *The proposed car park area would be a site compound for a short period while work is taking place at the school, so would not be available for use straight away. A condition is recommended to require the car park to come into operation following the use of the compound ceasing. It has been advised that two months would be an appropriate time period.*
38. **Sport England** - No objection. *The proposed classroom building does not impact on playing field and the car park meets Sport England Playing Field Policy Exception E3 in that the development affects only land incapable of forming, or forming part of, a playing pitch.*
39. **NCC Built Heritage** – [Comments sought following receipt of the objection from Broxtowe Borough Council.] No objection subject to a condition to require the submission of proposed materials. *Careful consideration should be given to the palette of materials to ensure that the facing brick and render of the new building are in harmony.*
40. *The traditional brick built school building has some heritage interest as an example of a LEA school of the early C20th and alongside this, the post WWII CLASP component is also of architectural and historic interest. Architecturally, the south side of the early C20th building is the most intact and least altered of*

the two long elevations. Although it no longer has its original fenestration, it has considerable presence in the streetscape.

41. *The CLASP components are by the nature of the architecture less obvious from the street, but for this reason are of equal interest as they sit comfortably within the landscape of the school site and reflect a considered approach to their siting.*
42. *It is noted that Broxtowe Borough Council do not consider either building to be formally of 'local interest' and as such with regards to the NPPF it is not appropriate to treat the school as a 'non-designated heritage asset'. It is appropriate to consider the heritage value in accordance with paragraph 128 and 129 of the NPPF and for the council to undertake its own assessment of the heritage value and impact of the development on that interest.*
43. *The justification and reasoning behind the location of the development has been reviewed. In particular the case for an alternative location for the proposed building that would remove it from the immediate setting of the south elevation of the early C20th school towards the post war CLASP component has been considered. There are no clear alternatives that do not impact on neighbouring properties or the intrinsic architectural and landscape interest of the CLASP buildings. The proposed location is a sensible compromise that provides for a degree of separation from both the early C20th traditional brick building and the post WWII CLASP component of the site. The new building will occupy a space with a degree of separation and its own 'setting' that ensures it is distinguishable from the two main phases of development on the site. This provides a degree of legibility that is welcome and appropriate while alongside this, the architectural style of the proposed new building is distinct but harmonious by incorporating materials that reflect the palette of the adjacent early C20th school building.*
44. **NCC Project Engineer (Noise)** - No objection. *It is not anticipated that there will be a notable increase in external activity noise as there would be a minimal increase in projected pupil numbers. The classroom would be sited away from residential receptors minimising risk of increased noise breakout from school buildings. The classroom will be of modular construction and the build period will be minimised reducing construction noise impact.*
45. **NCC Landscape** - No objection subject to conditions to require a no-dig method for the construction of the car park so as not to impact on tree roots; facing bricks to match the original school; and the hedge on the western boundary to be thickened up to reduce impact on residents facing the car park.
46. *Provided trees and tree root zones are protected the landscape impact of the development would be negligible.*
47. *Residents, particularly 8 The Moor (Plan 1) which is opposite the proposed construction entrance and proposed five space car park, would have clear views during construction and views of the car park following construction.*
48. **NCC Nature Conservation** - No objection subject to conditions that a further bat survey will be required if development does not commence before 15 June 2018 (within 12 months of the submitted bat survey); submitted measures for

tree protection during construction should be implemented; and the site of the car park being mown before clearance and checked for ecological significance.

49. *There is negligible evidence to indicate that bats roost in the loft space of the existing building from where electrical services will be fed. If nesting birds are encountered ecological advice should be sought.*
50. **The Coal Authority** – No objection subject to a condition to require the submission of an intrusive site investigation and scheme of site remediation. The site is within a defined coal Development High Risk Area. *The submitted geo-environmental desk-top study is adequate in showing that the site can be made safe and stable for the proposed development.*
51. **NCC Land Reclamation** – No objection subject to a condition for a watching brief for contamination during construction.
52. **Severn Trent Water Limited** – No objection. *The consent of Severn Trent Water will be required for a direct or indirect connection to the public sewer.*
53. **Western Power Distribution** - Western Power Distribution should be contacted for up to date records of installed apparatus.
54. **Police Force Architectural Liaison Officer, NCC Flood Risk Team and Cadent (Gas)** – No response received.

Publicity

55. The application has been publicised by means of site notices and neighbour notification letters sent to the nearest occupiers in accordance with the County Council's adopted Statement of Community Involvement Review.
56. One letter has been received from a resident of Moor Road who lives opposite the school raising the following objections:
 - a) The development will enable more children to attend the school;
 - b) Existing parking problems at school start/finish times. Risk to child safety;
 - c) Current infrastructure is inadequate and will not be improved by the provision of five additional parking spaces. More than five spaces should be provided.
57. Councillor John Handley has been notified of the application.
58. The issues raised are considered in the Observations Section of this report.

Observations

59. Great importance is attached in NPPF *Promoting Healthy Communities* (Paragraph 72) to ensuring that sufficient choice of school places is available to meet the needs of new and existing communities. Great weight should be given to the need to create, expand or alter schools. In a letter to Chief Planning Officers, the Secretary of State for Communities and Local Government has stated that there should be a presumption in favour of the development of state-

funded schools and the delivery of development that has a positive impact on the community (Appendix 1).

60. The school PAN would not increase but the proposal would allow larger year groups to be accommodated. The development in combination with internal works at the school would provide suitable accommodation to teach in single year groups. Whilst pupil numbers could be accommodated in existing school buildings, it would require the Early Years unit to relocate to an alternative site. It has been possible to accommodate current school numbers alongside the Early Years unit, but additional accommodation is required if the Early Years unit is to remain on the site. It is considered that the requirement for additional pupil places in September 2017 has been justified through the supporting statement accompanying the application.
61. In determining this application, consideration needs to be given to whether the impact of the proposed development would give rise to significant harm that could not be addressed through modifications to the site layout, design, or otherwise mitigated through the imposition of conditions.

Highways

62. The proposed classroom would not enable an expansion of the school but would provide suitable accommodation for the rising school roll. Likely traffic impacts, including a review of road safety records in the area, have been considered in the consultation response from NCC Highways Development Control. It is considered that the relatively small increase in the capacity of school buildings would not give rise to material impacts on highway safety. The school has an up-to-date School Travel Plan, and without a material increase in pupil numbers (the PAN remaining unaltered) it is considered that a review of the School Travel Plan would be required as a necessary condition of granting planning permission.
63. Three additional staff would be employed for September 2017. The provision of five additional staff parking spaces would exceed the increased operational demand generated by the development, and is welcomed. No alterations to the existing field maintenance vehicular access from The Moor, which would also be used for construction, would be required.
64. There would be a short-term delay providing the additional parking spaces as the proposed car park would be within the wider construction compound. The delay has been discussed with the applicant and it has been agreed that the parking spaces can be provided within two months of the classroom first being brought into use (Condition 14). With a cohort of 18 leaving the school in Summer 2017, to be replaced by an anticipated intake of 29 children, it is considered that the immediate net increase of 11 pupils would not give rise to a significant highway impact. NCC Highways Development Control has confirmed that a delay in providing the additional car parking spaces would be acceptable.

Siting and Amenity

65. The classroom would be sited away from highway frontages and would not have a significant visual impact on the streetscene. Views into the site from Moor Road and from within the site are shown on photographs P7. and P8. With reference to the objection from Broxtowe Borough Council, the building would

not be sited in front of the main elevation of the school when viewed from Moor Road and views of the original school would not be obstructed. Whilst concern has been raised that the building would be sited in the area that currently separates the two distinct phases of built development on the site, the appraisal in the consultation response from NCC Built Heritage Team (Paragraph 39 et seq.) should be given weight.



P7. View from Moor Road



P8. View from within the school site

66. In giving consideration to how the school would function, it is intended to use the building as a classroom for 6-7 year old children and the building would be appropriately sited for the transition of school ages within the school. Alternative locations for the building within the site would have the potential to impact on amenity (37 Moor Road), be sited more prominently relative to Moor Road, pose construction issues related to levels and the provision of drainage, whilst a building on playing field would relate poorly to existing school buildings and could raise objection from Sport England.
67. Whilst the building would be sited between the original 1920s school building and later CLASP school additions to the east, the proposed use of brick to the end elevations of the building would be reflective of the original school. The colour of the fascia should reflect the dark grey lead to the dormer cheeks of the 1920s building. Notwithstanding submitted details, a full schedule of proposed facing materials and samples of the proposed facing bricks and render should be submitted for approval (Condition 11). It is considered that the siting of the building would not give rise to material harm and would be acceptable in compliance with the Greater Nottingham Aligned Core Strategies (2012) Policy 10 *Design and Enhancing Local Identity*.
68. The provision of additional staff car parking should ease pressure on the main school car park and reduce incidents of staff and visitors parking on the highway near the school which can be a source of annoyance to residents living near schools. The proposed use of *Grasscrete* is considered to be acceptable. In order to mitigate the visual impact of the car park the hedge on the frontage to The Moor should be reinforced by additional planting (Condition 13).
69. The school site is subject to Broxtowe Local Plan (2004) Saved Policy RC5 *Protection of Open Spaces* which seeks to prevent development on open spaces unless a criterion can be met. Although the whole school site is safeguarded by the policy, the proposed classroom would not impact on playing pitch whilst the car park would meet policy E3 set out in Sport England Planning

Policy Statement - *A Sporting Future for the Playing Fields of England*, confirmed in the consultation response from Sport England.

70. Part of the outdoor hard court to the south of the proposed siting of the building would be temporarily unavailable during construction. However, Sport England does not object to the proposed development.

Sustainability

71. The classroom building would incorporate sustainable design features (Paragraph 18) and it is considered that the proposed development would be in compliance with the Greater Nottingham Aligned Core Strategies (2012) Policy 1 – *Climate Change*.

Construction Drainage and Ecology

72. Use of the vehicle maintenance access from The Moor is considered to be suitable for construction and the tree canopy on the frontage to The Moor has already been raised to allow the passage of vehicles. Similarly, vehicles will be able to pass between trees adjacent to the area of hard play to be used for construction. Satisfactory details have been submitted to safeguard trees from damage during construction through the erection of protective fencing (Condition 8). Care will need to be taken when carrying out construction of the car park within the root protection areas of affected trees (Condition 12).
73. It is recommended that hours of construction work are restricted to 07:30-18:00hrs Mon-Fri; 07:30-13:30hrs Saturday with no working to take place on Sundays and Public and Bank Holidays (Condition 9). Construction vehicle movements should be restricted so as not to conflict with school start and finish times. The building would be delivered to site as several pre-fabricated modules and may require extended working beyond the construction times which would otherwise apply. The building would be sited approximately 50m from the nearest sensitive residential receptor and the impact of construction noise is likely to be limited. The wording of the recommended condition would allow construction activity outside the restricted times for one day only. Works to install the building are more likely to result in inconvenience to residents on a single day rather than construction activity causing prolonged noise and related loss of amenity.
74. A site investigation and if required the remediation of the site to take account of the location of the site in a coal High Risk Development Area, as recommended in the submitted Phase 1 - Geo-Environmental Desk Top Study, will be required prior to the commencement of development (Condition 6). A precautionary approach to contamination which may be encountered is recommended through a condition to require the submission of a watching brief (Condition 7).
75. The use of soakaways for the disposal of surface water is the most sustainable form of surface water disposal. Recommended Condition 10 has been worded to require the applicant to demonstrate whether the use of soakaways for surface water drainage will be acceptable. If ground conditions are not suitable Severn Trent Water would not object to a discharge to a surface water sewer.
76. An indirect foul drainage connection to the combined sewer in Moor Road is considered to be acceptable. An informative drawing attention to the requirements of Severn Trent Water is recommended (Note 2).

77. The area for construction should be mown and checked for ecological significance prior to the commencement of development (Condition 5). Whilst the bat survey supporting the application has not identified evidence of roosting bats, the survey is time-limited. Although it is intended to complete the development before the permission for the temporary classroom expires (5/17/00457/CCR), in the event that development has not commenced by 15 June 2018 a further bat survey should be undertaken (Condition 4). An informative is recommended that ecological advice is sought should nesting birds be encountered (Note 3).

Other Matters

78. The site is within the area covered by the Brinsley Neighbourhood Plan designated in November 2016. However, there are no matters in the Neighbourhood Plan material to the determination of the application.

Other Options Considered

79. The report relates to the determination of a planning application. The County Council is under a duty to consider the planning application as submitted. Accordingly no other options have been considered.

Statutory and Policy Implications

80. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment, and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

81. The site benefits from existing perimeter security fencing and no changes are proposed.

Human Rights Implications

82. Relevant issues arising out of consideration of the Human Rights Act have been assessed. Rights under Article 8 (Right to Respect for Private and Family Life), Article 1 of the First Protocol (Protection of Property) and Article 6 (Right to a Fair Trial) are those to be considered. In this case, however, there are no impacts of any substance on individuals and therefore no interference with rights safeguarded under these articles.

Safeguarding of Children Implications

83. The need to fence the proposed staff car park, to provide a secure line between the car park and school, has been discussed with the applicant. It is advised that no internal fencing is required and that access to the staff car park will be

managed through the perimeter gate being opened and closed at the beginning and end of the school day.

Implications for Sustainability and the Environment

84. These have been considered in the report and Observations section above (Paragraphs 20 and 71).
85. There are no Implications for Service Users, Finance, Equalities or Human Resource implications.

Statement of Positive and Proactive Engagement

86. In determining this application the County Planning Authority has worked positively and proactively with the applicant by assessing the proposals against relevant Development Plan policies, all material considerations, consultation responses and any valid representations that may have been received. This approach has been in accordance with the requirement set out in the National Planning Policy Framework.

RECOMMENDATIONS

87. It is RECOMMENDED that planning permission be granted for the purposes of Regulation 3 of the Town and Country Planning General Regulations 1992 subject to the conditions set out in Appendix 2.

ADRIAN SMITH

Corporate Director – Place

Constitutional Comments

Planning & Licensing Committee is the appropriate body to consider this report.

[SLB 24.08.2017]

Comments of the Service Director - Finance

There are no specific financial implications arising directly from the report.

[RWK 24.08.2017]

Background Papers Available for Inspection

The application file available for public inspection by virtue of the Local Government (Access to Information) Act 1985.

Electoral Division and Member Affected

Greasley & Brinsley

Councillor John Handley

Report Author/Case Officer

David Marsh

0115 9932574

For any enquiries about this report, please contact the report author.

F/3692

W001746.doc