



**WORTHING BOROUGH
COUNCIL**

**Planning Committee
20 January 2021**

Agenda Item 6

Ward: ALL

Key Decision: Yes / No

Report by the Director for Economy

Planning Applications

1

Application Number: AWDM/1711/20

Recommendation – Approve

Site: 26-28 Madeira Avenue, Worthing

Proposal: Change of use and sub division of existing single residential dwelling (Class C3) to Independent Psychology & Psychiatry practice (Class E) (number 28) and as a single dwellinghouse (Class C3) (number 26).

Application Number: AWDM/1711/20

Recommendation – APPROVE

Site: 26 - 28 Madeira Avenue, Worthing

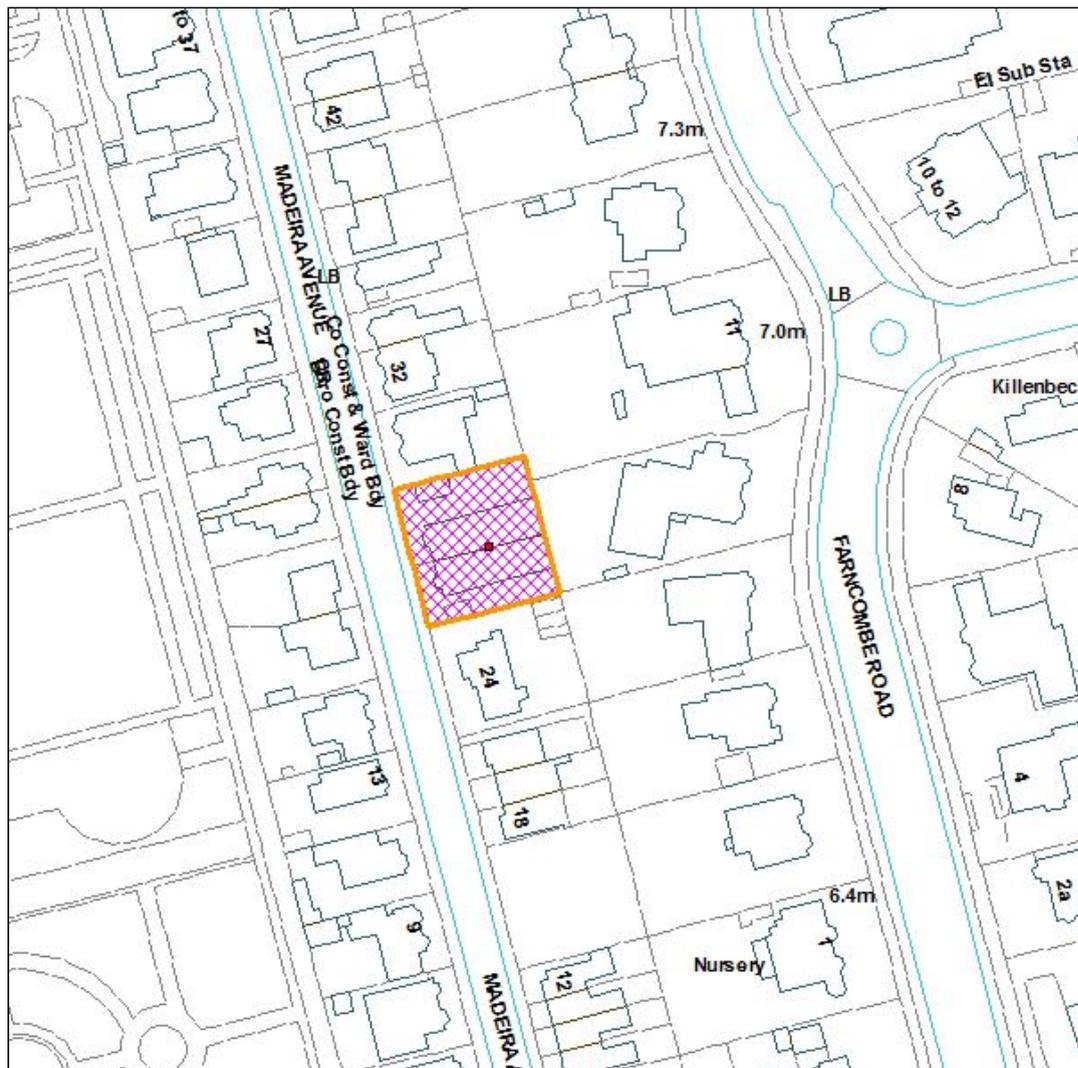
Proposal: Change of use and sub division of existing single residential dwelling (Class C3) to Independent Psychology & Psychiatry practice (Class E) (number 28) and as a single dwellinghouse (Class C3) (number 26).

Applicant: Dr Jessica Christie-Sands

Ward: Selden

Case Officer: Gary Peck

Officer:



Not to Scale

Proposal, Site and Surroundings

This application seeks permission for the subdivision and change of use of 26-28 Madeira Avenue, which is currently a 14 bed single residential dwelling, to use as an Independent Psychology & Psychiatry practice (number 28) and number 26 being used as a single residential dwelling.

The supporting information submitted with the application states that the proposed practice would provide a total of six consulting rooms together with an office, a reception room for Clients and a staff room/kitchen area. The hours of use are proposed to be between Mondays to Fridays and between the hours of 08:00 and 18:30 and staffing would be made up of 1 full-time Adult Psychologist, 1 Adult Psychiatrist working 2 days per month, 2 Psychologists each working 3 days per week, 1 full-time Clinical Services Manager, 1 Cognitive Behavioural Therapist working 1-2 days per week, 1 Senior Administrator working 4 days per week and 1 Clinical co-ordinator working 2 days per week.

It is further stated that the use of number 26 as a residential dwelling would not require any external alterations and can be formed just by internal alterations - blocking connecting doors.

The application site consists of a pair of Victorian semi-detached dwellings on the eastern side of Madeira Avenue that, it is stated, were combined in 1972 to form a single unit following their change of use to a care/nursing home operated by the owner, although it is not apparent that permission was granted for change of use at the time.

It is further stated that the care home was closed in 2006 and has subsequently been occupied by the owner solely as a private dwellinghouse, which is the approved planning use of the building therefore. It is further stated that internally, the property remains as converted to its previous use as a care/nursing home and while externally the building appears as a pair of semi-detached residential dwellings, it is noted that its built footprint extends almost fully to the rear boundary. The external amenity areas are therefore to either side of the building. Each property also has a single storey garage.

The Practice currently operates from a previously residential property, No 88 Bramley Road, which was granted a temporary permission in 2018 by the Committee expiring in March 2023 under application reference AWDM/1957/17.

The application site is not within a Conservation Area, although the Conservation Area boundary is immediately to the rear of the property and includes Farncombe Road where plot sizes are generally more spacious.

Madeira Avenue consists of largely detached or semi-detached residential properties with some smaller terraces also located within the street. The application building appears noticeable as having a larger building footprint within its site than the vast majority of buildings in the area. On street parking provision is restricted to the western side of the road for permit holders only.

Relevant Planning History

There have been no recent planning applications relating to the building although as stated above it was believed to be used as a care home from the 1970s until 2006.

Consultations

Environmental Health

No objection in principle, but the layout of the retained residential dwelling (No.26) appears problematic when sealed off from No.28. The access appears to be through the side elevation into a lounge, which is a risk room for fire, and so the first floor bedrooms are inner rooms (the usual front door is blocked by a lift). If this is not covered through building control consent, then it should be brought to the attention of the applicant as an informative

West Sussex Highways

Summary

This proposal is for the change of use of 28 Madeira Avenue from residential dwelling (Class C3 Use) to psychology and psychiatry practice (Class E Use). The site is located on Madeira Avenue, an unclassified road subject to a speed restriction of 30 mph. WSCC in its role as Local Highway Authority (LHA) raises no highway safety concerns for this application, subject to the below comments and conditions.

Access and Visibility

The applicant proposes no alterations to the existing vehicular access arrangements. There are no apparent visibility issues with the existing points of access onto Madeira Avenue. An inspection of collision data provided to WSCC by Sussex Police from a period of the last five years reveals no recorded injury accidents within the vicinity of the site. Therefore, there is no evidence to suggest the existing accesses are operating unsafely or that the proposal would exacerbate an existing safety concern.

Parking

Whilst not demonstrated in the plans, the applicant has stated that two car parking spaces will be made available for use. Given the anticipated number of staff and number of consultation rooms, any overspill parking that may result from this development would have to be accommodated on-street. The Planning Statement states that the site will operate Monday-Friday 08:00-18:30, which is mostly outside of network peaks where demand for on-street parking will be higher.

Whilst on-street parking is limited in the area, there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that could be considered a detriment to highway safety. The LHA does not anticipate that this proposal would result in a detrimental impact on highway safety. The LHA does advise the Planning Authority to consider the potential impacts on on-street parking from an amenity point of view.

Weight is given to the fact the site is situated in a sustainable location, within walking distance of public car parks (Beach House Park, Worthing Beach House East, Union Place) and regular bus services (Pulse service on Lyndhurst Road and Coastliner service on Brighton Road). Worthing Train Station is within cycle distance, approximately 1.4km northwest of the site.

The LHA does advise the applicant to provide secure and covered cycle parking provision for staff and visitors. The inclusion of cycle parking will help promote the use of sustainable transport methods.

Conclusion

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 109), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following conditions should be applied:

Car parking space (details required)

No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use.

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Representations

16 letters of objection were received, all apart from 1 are from addresses in Madeira Avenue. A further 8 objections were received from those who had already written in responding to the Highways response outlined above and comments from the applicant's agent.

The reasons for objection are summarized as:

- Parking is already oversubscribed in the area
- Class E can be used for any commercial use which would not be appropriate in the area
- Increased traffic
- Loss of a family home
- Change in the character of a residential road

- The practice could have in excess of 50 patients visiting a day
- Parking in the road is currently more difficult as frontline NHS workers are now allowed to park in the road
- Noise and disruption from hours of use proposed
- Precedent if this application is allowed
- There are more appropriate locations for the use within the Town Centre
- Ambulances use the road and will be hindered by additional parking
- Still waiting for a permit after living in the road for a number of years
- The clinic is much larger than the existing in Bramley Road

In response to the comments from WSCC Highways

- An accident has recently taken place opposite to the application site (photograph supplied)
- Parking restrictions are constantly abused and illegal parking takes place (photographic evidence supplied)

Barker Parry Planning Consultants (on behalf of residents)

- This application lacks a comprehensive approach, there are no existing or proposed elevations or proposed plans for no. 26, the existing floor plans are a photograph of the sales particulars that are not to scale, and there is no indication as to how the layout of the site will change as a result of the sub-division.
- The proposal is contrary to Core Strategy policy 9 which seeks to retain family housing, either the existing dwelling could be retained or the 2 family sized houses could be retained.
- There is no justification for the proposed use as required by the above policy
- The number of staff employed and visiting the site is not clear at all and therefore the extent of the impact of the development cannot adequately be assessed
- Existing car parks nearby are inadequate hence NHS staff being granted permits to park on the street and hence the probability of illegal parking increases
- As no details have been provided regarding the residential conversion of number 26, it is not possible to assess whether the use of the building would comply with residential/space standards

In conclusion, the planning consultant considers that the application should be refused on the following grounds:

The Applicant has failed to demonstrate that there is a local community need for the proposed facility, which would result in the loss of a large family dwelling, contrary to Policies 9 and 11 of the Core Strategy.

- The Applicant has failed to demonstrate that there is no need for the large family house that would be lost as a result of the development, contrary to Policy 11 of the Core Strategy.

- The Applicant has failed to demonstrate that the proposal will not have an adverse impact on parking provision and highway safety within Madeira Avenue, contrary to the adopted Parking Standards 2019.

- The Applicant has failed to demonstrate that adequate cycle parking provision is available for use, contrary to the adopted Parking Standards 2019.

- Due to a lack of information regarding the nature of the use proposed, the Applicant has failed to demonstrate that the proposal will not have a detrimental impact on the amenities of local residents.

The agent for the planning application made the following response to the above comments:

- The chances of finding a buyer to occupy the dwelling as a single 14 bed unit are extremely small
- The proposal will result in a community facility as required by Core Strategy policy 9
- As well as the provision of the 26 Madeira Avenue as a family dwelling, 88 Bramley Road will also be returned to residential use as a result of the proposal
- The previous use of the building as well as its proximity to Worthing Hospital makes the site ideal for the applicant
- The application site is in a sustainable location with other parking locations available
- There is anticipated to be a maximum of 14 patients per day on 3 days of the week and a maximum of 6 on the other 2 days
- The applicant is willing to accept a condition that the premises could be used for the purposes applied for only and for no other purpose within Use Class E

The planning consultant further responded:

- The agent has still not demonstrated the need for the facility
- The new integrated care centre in Stoke Abbott Road would appear to reduce the demand for the proposed facility
- There is no clarity in the extent of movements to the proposed facility
- The reversion of 88 Bramley Road to residential use should be disregarded as the permission for the current use was only temporary

The planning agent further responded with supporting information from the applicant:

- There are significant differences between the type and scope of the services that are proposed here and what will be provided at the Integrated Care Centre
- It is a matter of fact that 88 Bramley Road will revert to residential use
- The use is low key which will not adversely impact surrounding residents

As a result of the agent's comments, 3 residents that had already written in, reiterated their objection on the basis that the activity associated with the proposed use would adversely affect the amenities of the surrounding area.

Relevant Planning Policies and Guidance

Worthing Core Strategy (WBC 2011):

Relevant policies include: Policy 9 Existing Housing Stock, Policy 11 Protecting and Enhancing Recreation and Community Uses, Policy 12 New Infrastructure Policy 16 Built Environment and Design and Policy 19 Sustainable Travel

National Planning Policy Framework (CLG 2019)

Planning Practice Guidance (CLG 2014)

The Core Strategy, including the saved policies of the Worthing Local Plan, comprises the Development Plan here but the Government has accorded the National Planning Policy Framework (NPPF) considerable status as a material consideration which can outweigh the Development Plan's provisions where there are no relevant development plan policies or the policies which are most important for determining the application are out of date. In such circumstances paragraph 11 of the revised NPPF states that planning permission should be granted unless the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development; or any adverse impacts of doing so would demonstrably outweighs the benefits, when assessed against the policies of the NPPF taken as a whole.

Relevant Legislation

The Committee should consider the planning application in accordance with: Section 70 of the Town and Country Planning Act 1990 (as amended) that provides the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material considerations

Section 38(6) Planning and Compulsory Purchase Act 2004 that requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

Planning Assessment

It is considered that the main issues in the determination of the application are:

- i) whether the principle of the development is acceptable having regard to development plan policies,
- ii) the impact upon highway safety and
- iii) the impact upon the amenities of neighbouring residential properties.

The Principle of Development

Policy 9 of the Core Strategy states that it will seek to ensure the retention of the existing housing stock unless the loss would facilitate the delivery of a needed community use.

At present, the application site consists of a single 14 bed dwelling. This is clearly an unusual situation seemingly borne out of the previous use of the building as a care home and it is understood that the building is currently occupied by the previous owner of the care home rather than a family. It would seem unlikely that the building would fulfil the function of a family home, and were the property divided into 2 units it is considered that both units would still provide the function of family homes. The key issue is therefore whether it is preferable that the building should be retained wholly for housing purposes rather than as part housing, part

community use. Given the size of the residential dwelling there could be pressure to convert to other institutional uses and or a House in Multiple Occupation (HMO) which has been the case for other former Care Homes

The agent and planning consultant differ on whether the use of the existing premises at Bramley Road should be taken into account as part of the assessment. It is relevant that the use was previously accepted as a community use that justified the loss of residential and the relocation of the health use would enable No. 88 Bramley Road to be returned to residential use. It is also a material consideration that part of the reason for granting a temporary permission at Bramley Road was to determine whether concerns raised by local residents (similar to some of those made under this application albeit on a much lesser scale) would come to fruition during the temporary permission. Since the grant of permission for the use of the Bramley Road property, no further concerns have been raised with the Council and it can be assumed therefore that the proposal has been operating without detriment to the amenities of the area.

It is considered, therefore, that the relocation of the use from Bramley Road and its potential return to residential use is a relevant consideration in determining this application.

Policy 11 relating of the Core Strategy relates to community facilities and states:

Protecting and Enhancing Recreation and Community Uses

Indoor and outdoor recreation facilities, sporting facilities, open spaces, cultural and community facilities contribute to the well-being of residents, workers and visitors. The current supply of such sites and facilities in the borough justifies a strategy that seeks to retain and enhance all existing provision.

Development will not be permitted which would lead to the loss of, or prejudice the use of, land / premises used, or last used, for community purposes unless:

- the land / premises or their location are unsuitable for such uses*
- adequate alternative accommodation is available locally that is as accessible and at least equivalent in terms of quality*
- replacement facilities are proposed, or*
- it has been demonstrated that there is no need for the existing use and that the potential to deliver an alternative community use where there is an identified need has been explored.*

In appropriate circumstances the dual use of community facilities will be encouraged.

The commentary for this policy also states:

The Core Strategy can contribute to improved health care provision as part of a broader strategy by providing an enabling policy framework for new facilities to come forward and helping to deal with pressures placed on existing health care and related services. The overarching aim is to improve health and the quality of health care provision by working closely with partners to identify suitable and accessible sites for new modern health care initiatives to meet the needs of all present and future communities

Officers are aware from the previous submission that the practice offers a specialized mental health service, for which opportunities of such provision are relatively scarce. An ability to widen access to such services is, therefore, welcomed in principle.

Referring back to policy 9, the commentary for that policy states that the loss of housing can only be justified if other spatial objectives are met. In this case, it is considered that the provision of a new health facility is such an objective and given that the 'loss' of a dwelling is not straightforward for the reasons outlined above, it is not considered that an objection can be raised to the proposal in principle. The provision of such community facilities remains an aim of the emerging Worthing Local Plan.

Highway Safety

A number of residents have raised concerns regarding the increase in traffic as a result of the development and in particular the potentially increased pressure upon parking.

Members are reminded that paragraph 109 of the National Planning Policy Framework states that *development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*

The comments of the Highways Authority are reported above and they conclude that there is no highways objection made against the development proposed. Residents have questioned the Highways Authority's assertion that there have been no recent accidents and photographic evidence has been received of damage to a parked car in the road as a result of an accident possibly caused by illegal parking on the eastern side of the ride. Separate photographic evidence has been provided of illegal parking taking place on the eastern side of the road on other occasions.

The road is for permit holders only and therefore there is no likelihood of visitors to the application site receiving such a permit and hence there will not be any availability in the road for such visitors to park. It is not considered, therefore, that a case can be made for the application to be refused on the grounds of additional parking in the street. Because of the illegal parking that is apparently taking place already, the point has been raised that the lack of parking available in the street for visitors would only make it likely that further such illegal parking will take place. However, as the Highways Authority states that there are comprehensive parking restrictions in place prohibiting vehicles from parking in places that could be considered a detriment to highway safety. It is not the function of the planning system to prevent development on the grounds of a potential conflict with other legislation as it is open to the relevant authority to take action against illegal parking.

In any case, the assessment of a planning application must take account of the proximity of the development to places where a visitor could legally park and other modes of transport. In this respect, it is a matter of fact that the site is in close proximity to existing car parks, being approximately 300 metres from the Beach House car park, where parking provision was extended onto a previous tennis court in recent years. It is well known that there is often significant pressure on that car

park because of its proximity to the hospital, but both the Union Place and multi storey car park are about 800 metres from the application site and in close enough proximity to the site to be used if necessary. The site is also in close proximity to bus routes to the north and south of the site, so that alternative modes of transport are also available.

In such circumstances, and in the absence of any objection from the Highways Authority, there is no justification to resist the development solely on highways grounds. At the applicant's current premises in Bramley Road, a Patient Management Plan was required under one of the conditions imposed upon the development and a similar plan could be required under a similar condition if permission were granted for this proposal. This plan would be expected to demonstrate that all visitors to the site that are not able to park in Madeira Avenue should seek to either use existing car parks or alternative modes of transport.

Effect upon the amenity of neighbouring residents

Your Officers consider this to be the key issue in the determination of the application. A significant number of residents in the road have objected to the application which is a material consideration in its consideration. Many of the objections cite the fact that Madeira Avenue is a residential road and that the provision of any commercial use would unavoidably detract from its character. It does need to be taken into account that unlike some other roads in the area, there is not a mix of uses in the vicinity and indeed in recent times the only change of use allowed in the road was the reversion of a former Nursing Home back to residential use in 2015.

Equally, it should be taken into account that the premises has been operating in an existing residential location without detriment to the amenities of that locality. It is understood that one of the reasons stated for the need to move premises is that separate office and reception areas are required for patient confidentiality and it is recalled that a previous concern expressed during the determination of the application at Bramley Road (the practice was already operational when the application was submitted) was that visitors may have to wait outside the premises in a residential road before they could enter the building for such confidentiality reasons. It is assumed that this would no longer be a potential issue with expanded facilities. It cannot be considered surprising, either, that demand for the services provided by the applicant have increased in recent years.

The nature of the subject building is also of relevance. Its layout appears related to its previous use as a care home and to that extent would seem to lend itself more practically to the proposed use than other properties.

Nonetheless, it remains that the use proposed will differ from how the building is used at present and the nature of use in the remainder of the street and therefore the application hinges on whether such use is acceptable or could justify a refusal of the application. Again, there has been some disagreement between the applicant and objectors regarding the actual or potential number of visitors to the property and given the size of the building were all of the rooms to be used on a full time basis then the use would appear as intensive in this location.

The supporting information submitted by the applicant by way of an appendix to her agent's planning statement outlines the following:

The objections raised by the residents of Madeira Avenue suggest that there has been a fundamental misunderstanding of the nature of the therapeutic services we provide. We are not a 'medical' practice but a therapeutic and assessment service that serves the local community, notably vulnerable adults, families and children. Perhaps the footfall quoted in various objections relate more to a medical centre where a revolving door of appointments run in 10min cycles. While we have a range of specialists (psychologists, psychiatrists, psychotherapists and paediatric occupational therapists) in our team we do not have the ratio of patients raised in these objections, primarily because there are only a few of us that actually work regularly within the clinic setting during the week. Currently that consists of myself, another psychologist (3 days) and psychotherapist (1-2day) but all working different and overlapping days. In terms of office staff we only have one team administrator (4 days) and a clinical services manager (currently working from home and from next year 3 days home and 2days clinic).

The supporting information goes on to state:

A large part of our service is dedicated to more specialist assessment and therapeutic support work with looked after and adopted children. However, a great deal of therapeutic support offered by this service is conducted outside of the clinic (in schools or family homes). Similarly, specialist assessments linked to this work takes place both at school and the family home environment as well as specialist centres. Whilst we generally don't see looked after and adopted children in the clinic we nevertheless provide a wide range of services to them which takes considerable planning, management and administration.

On the basis outlined above, as well as being the type of medical service that appears to be of a wider benefit to the community, it would not appear that the amount of usage of the building would be sufficient to warrant a refusal of planning permission. It would appear difficult to justify refusing planning permission on the basis that there will be visitors to the building in itself. The seemingly unusual occupation of such a large building has contributed to its low key use at present, but the subdivision of the property to multiple residential units would be similarly difficult to resist in light of the building's central location and such sub division could quite feasibly result in an even greater number of movements proposed under the planning application.

The Bramley Road site has operated without complaint to the Council. The number of consulting rooms increases from 2 there to 6 under this application so it is a valid point to make that the level of potential usage is not comparable to the current use at Bramley Road, but equally that site is more constrained in size and has unrestricted parking outside the site where the potential impact upon neighbours could be greater than in a road restricted to permit holders only.

Similar concerns were addressed previously by the submission of a Patient's Management Plan. There is no reason to suggest that the provisions of that Plan were not adhered to, nor that the applicant does not take account of the environs that surrounds her practice.

The planning system operates in a manner that if the potentially adverse impacts of an otherwise acceptable development can be controlled by condition that is the approach that should be taken. In this instance, therefore, it would seem that the scenario outlined by the applicant should be controlled by condition by way of a Management Plan that will confirm the methods of working at the site, maximum patient numbers as well as outlining measures that makes it clear to visitors to the Practice that there are no parking or drop off facilities available in the road, the proximity of nearby parking as well as the alternative methods of transport available in the area. Should there be a significant variation from this Management Plan, for example approaching the number of patients that a number of the residents suggest and fear, then a further application would be necessary for the Committee to consider any changes.

Other matters

The planning consultant suggests that the application is not a valid submission primarily due to a lack of information regarding the use of number 26 as a residential property. While the planning agent contends that there are no external physical alterations proposed to number 26 and hence there is no need to provide additional information, the use of number 26 does require permission in its own right and therefore a plan outlining the nature of the sub division has been requested and is anticipated to be received prior to the meeting. While it has been suggested in representation that the residential use of number 26 will be linked to the medical use of number 28, it is understood that the occupier of 26 will be a separate party.

Conclusion

This is an application which has generated significant concern from residents in the immediate vicinity. The concerns regarding parking and traffic are appreciated, but national planning guidance does not indicate a refusal could be justified on such basis, especially when there is no objection from the Highways Authority. Matters of illegal parking are outside of the planning system.

There is not an objection in principle to providing a community related use in a road otherwise occupied by residential properties but it is essential that such use occurs without material detriment to the amenities of neighbouring properties. It is considered that the imposition of a condition can satisfactorily control such matters and accordingly, on balance, it is recommended that the application be approved.

Recommendation

To GRANT permission

Subject to Conditions:-

- 01 Approved Plans
- 02 Full Permission
- 03 No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to

and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated purpose.

Reason: To provide car-parking space for the use.

- 04 No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

- 05 The premises shall be used as a psychology practice only and for no other purpose within any other Use Class of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended or in any provision equivalent to that class in any Statutory Instrument revoking and re-enacting that Order with or without modification).

Reason: In the interests of amenity

- 06 No patients are to be seen at the premises outside of 0800 hours to 1830 hours Monday to Fridays.

Reason: In the interests of the amenities of surrounding residential properties.

- 07 Within 1 month of the date of the permission hereby granted a management plan shall be submitted to the Local Planning Authority specifying the number of staff and patients to work and visit the premises and measures to be taken to limit the impact of the use of the premises upon the surrounding residential area, which include details of methods undertaken to ensure that all staff and visitors are aware that no parking is available on Madeira Avenue, the location of alternative parking locations and encouraging the use of other modes of transport. The approved details shall be maintained thereafter unless otherwise agreed in writing with or by way of an application to the Local Planning Authority.

Reason: In the interests of neighbouring residential amenity

20th January 2021

Local Government Act 1972
Background Papers:

As referred to in individual application reports

Contact Officer:

Gary Peck
Planning Services Manager (Development Management)
Portland House
01903 221406
gary.peck@adur-worthing.gov.uk

Schedule of other matters

1.0 Council Priority

- 1.1 As referred to in individual application reports, the priorities being:-
- to protect front line services
 - to promote a clean, green and sustainable environment
 - to support and improve the local economy
 - to work in partnerships to promote health and wellbeing in our communities
 - to ensure value for money and low Council Tax

2.0 Specific Action Plans

- 2.1 As referred to in individual application reports.

3.0 Sustainability Issues

- 3.1 As referred to in individual application reports.

4.0 Equality Issues

- 4.1 As referred to in individual application reports.

5.0 Community Safety Issues (Section 17)

- 5.1 As referred to in individual application reports.

6.0 Human Rights Issues

- 6.1 Article 8 of the European Convention safeguards respect for family life and home, whilst Article 1 of the First Protocol concerns non-interference with peaceful enjoyment of private property. Both rights are not absolute and interference may be permitted if the need to do so is proportionate, having regard to public interests. The interests of those affected by proposed developments and the relevant considerations which may justify interference with human rights have been considered in the planning assessments contained in individual application reports.

7.0 Reputation

- 7.1 Decisions are required to be made in accordance with the Town & Country Planning Act 1990 and associated legislation and subordinate legislation taking into account Government policy and guidance (and see 6.1 above and 14.1 below).

8.0 Consultations

- 8.1 As referred to in individual application reports, comprising both statutory and non-statutory consultees.

9.0 Risk Assessment

9.1 As referred to in individual application reports.

10.0 Health & Safety Issues

10.1 As referred to in individual application reports.

11.0 Procurement Strategy

11.1 Matter considered and no issues identified.

12.0 Partnership Working

12.1 Matter considered and no issues identified.

13.0 Legal

13.1 Powers and duties contained in the Town and Country Planning Act 1990 (as amended) and associated legislation and statutory instruments.

14.0 Financial implications

14.1 Decisions made (or conditions imposed) which cannot be substantiated or which are otherwise unreasonable having regard to valid planning considerations can result in an award of costs against the Council if the applicant is aggrieved and lodges an appeal. Decisions made which fail to take into account relevant planning considerations or which are partly based on irrelevant considerations can be subject to judicial review in the High Court with resultant costs implications.