

Item No. 9

APPLICATION NUMBER	CB/16/04420/FULL
LOCATION	Eversholt Beeches, Watling Street, Caddington, Dunstable, LU6 3QP
PROPOSAL	Change of use for the retention of caravans for occupation by four Romani Gypsy families, with associated hardstanding and access. The site to contain, four static caravans, four touring caravans and associated residential parking.
PARISH	Caddington
WARD	Caddington
WARD COUNCILLORS	Cllrs Collins & Stay
CASE OFFICER	Peter Vosper
DATE REGISTERED	22 September 2016
EXPIRY DATE	17 November 2016
APPLICANT	Mr O Price
AGENT	BFSGC
REASON FOR COMMITTEE TO DETERMINE	Linked to adjoining site planning application CB/15/03850/Full on this Agenda.
RECOMMENDED DECISION	Full Application - Recommended for Approval

Summary of Recommendation

The proposed development is for the retention of an existing site within the Green Belt, A.O.N.B. and A.G.L.V. and the countryside, contrary to Policy H15 of the Local Plan.

There would be some continuation of harm to the landscape of the A.O.N.B although this could be mitigated by significant landscaping.

The development constitutes inappropriate development in the Green Belt, although the shortfall in provision of sites and the loss of this site from existing supply if permission were to be refused and the occupation of the site for over 16 years by the extended family, including the grant of permission in 2009 and applicant's personal circumstances are considered to amount to the very special circumstances needed to warrant the granting of permission for inappropriate development in the Green Belt.

The development would provide 4 permanent pitches to meet an identified need in accordance with the National Planning Policy Framework and Planning Policy for Traveller Sites, at a time when the Council cannot demonstrate a 5 year land supply.

The proposal would not result in any appreciable adverse impact on the residential amenity of nearby properties and improvement works to the existing access would be beneficial in terms of highway safety, and there are no technical waste/drainage or flooding issues.

On balance, the proposal is considered to be acceptable, and in conformity with The National Planning Policy Framework; and Planning Policy for Traveller Sites.

Site Location:

Eversholt Beeches is an established Gypsy and Traveller site, situated on the north east side of the A5 (T) between Dunstable and Junction 9 of the M1. It is some 2km to the south of Dunstable within Caddington Ward.

The site lies within the Green Belt, the Chilterns Area of Outstanding Natural Beauty and an Area of Great Landscape Value.

The Application:

Planning permission was granted on 13 March 2009, under reference SB/09/0078, for the retention of a Gypsy site to provide a maximum of five pitches. A subsequent application (reference CB/10/01497/VOC) for the variation of condition 4 of planning permission SB/09/00078 also allowed, on 24 June 2010, for a maximum of five caravans, but to include no more than three mobile homes.

Both these applications were subject to planning conditions (No. 6 of SB/09/00078 and No. 2 of CB/10/01497/VOC) that required the removal of the caravans, if the conditions were not complied with.

The relevant conditions required the submission of details such as drainage, lighting, boundary treatment and other matters (the details being known as the 'site development scheme'), within 3 months of the permission. However, there is no record of the submission of details of the site development scheme and therefore the conditions were not complied with in the requisite 3 months. The caravans should therefore have been removed from the site shortly after.

Planning permission is therefore now sought to regularise the situation of the site. This involves the retention of caravans for occupation by four Romani Gypsy families living on the site already, with associated hardstanding and access. The site would contain four static caravans, four touring caravans and associated car parking.

The pitches would be occupied by Oram and Lucy Price and children, Fred and Chantelle Price and children, Arum Price, and Dixie and Naomi Price and children. Florence Lee would remain living in the bungalow at the site entrance.

A planning application has also been submitted (reference CB/15/03850) for an extension to the Eversholt Beeches site to the north for the siting of two static caravans, and two touring caravans, to be occupied by Jim and Emma Price on one pitch, and Ashleigh and Samson Price on a second pitch.

The existing vehicular access from Watling Street would be used.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (March 2012)

The presumption in favour of sustainable development is a 'golden thread' running through the N.P.P.F.

Paragraph 17 establishes core principles, one of which is protecting the Green Belt, and recognising the intrinsic character and beauty of the countryside, and paragraph 55 indicates that isolated development in the countryside requires special justification. Paragraph 115 states that "Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty".

Section 9 of the Framework re-affirms the Government's commitment to the Green Belt, and that inappropriate development requires very special circumstances to warrant the granting of permission.

D.C.L.G - Planning Policy for Traveller Sites - August 2015

This document establishes the government's policy in relation to the provision of Gypsy and Traveller sites, establishing a requirement for a 5-year supply of sites.

Paragraph 14 indicates that when assessing the suitability of sites in rural or semi-rural settings, local planning authorities should ensure that the scale of such sites does not dominate the nearest settled community.

In relation to Gypsy sites within the Green Belt, it states:-

Inappropriate development is harmful to the Green Belt and should not be approved, except in very special circumstances. Traveller sites (temporary or permanent) in the Green Belt are inappropriate development. Subject to the best interests of the child, personal circumstances and unmet need are unlikely to clearly outweigh harm to the Green Belt and any other harm so as to establish very special circumstances, and the Green Belt boundaries should be altered only in exceptional circumstances. If a local planning authority wishes to make an exceptional, limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific, identified need for a Traveller site, it should do so only through the planmaking process and not in response to a planning application. If land is removed from the Green Belt in this way, it should be specifically allocated in the development plan as a Traveller site only.

South Bedfordshire Local Plan Review

Policies:

SD1 (Sustainable Keynote Policy),

BE8 (Design and Environmental Considerations)

NE3 (Development in Areas of Great Landscape Value)

H15 (Siting of Mobile Homes in the Green Belt).

[The above policies remain consistent with the N.P.P.F, and as a result, can be afforded significant weight].

Development Strategy

At the meeting of Full Council on 19 November 2015 it was resolved to withdraw the Development Strategy. Preparation of the Central Bedfordshire Local Plan has begun. A substantial volume of evidence gathered over a number of years will help support this document. These technical papers are consistent with the spirit of the

NPPF and therefore will remain on our website as material considerations which may inform further development management decisions.

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Central Bedfordshire Council Gypsy and Traveller Accommodation Assessment (GTAA) August 2016

Relevant Planning History:

Case Reference	CB/10/01497/VOC
Location	Eversholt Beeches, Watling Street, Caddington, Dunstable, LU6 3QP
Proposal	Variation of condition 4 of planning permission SB/TP/09/0078 to allow a maximum of five caravans, as existing, but including no more than three mobile homes, in lieu of the single mobile home currently permitted.
Decision	Variation of Condition - Granted
Decision Date	24/06/2010

Case Reference	SB/09/00078
Location	Eversholt Beeches, Watling Street, Caddington, Dunstable, LU6 3QP
Proposal	Retention of Gypsy site to provide a maximum of five pitches.
Decision	Full Application - Granted
Decision Date	13/03/2009

Case Reference	SB/99/00290
Location	EVERSHOLT BEECHES, WATLING STREET, CADDINGTON.
Proposal	CHANGE OF USE TO RESIDENTIAL GYPSY CARAVAN SITE
Decision	Full Application - Refused
Decision Date	24/08/1999

Consultees:

Caddington Parish
Council

Eversholt Beeches travellers site has permission for 3 static caravans, 2 touring caravans which is 5 units. It was brought to the attention of Central Beds. that there is an extra static caravan. We are not aware of extra tourers. This was deemed to make the site over crowded so a pending planning application, to alleviate all the overcrowding problems, was to extend the site into the field next door. This would then leave the site with 2 caravans and 2 tourers in the field next door, 3 caravans and 2 tourers on the main site. Although the new site in the field is said to be a new site under a new owner it's all under the title of Eversholt Beeches. They are all linked together as one and must be considered as one.

To grant permission for 4 caravans, 4 tourers, 8 parking spaces is overcrowding the site and is going to cause the same issues and problems that exist at the present

time. If a situation has arisen of overcrowding and the solution is to extend the site next door how can you then ask to retain the caravan and add touring caravans and parking spaces. Is this not causing overcrowding and family issues? In the design and access statement it states that it is overcrowded so if the residents admit that there is overcrowding how can we grant permission?

The 2 pending applications are looking for permission for 6 static caravans, 6 tourers, 12 parking spaces so they have permission for 5 units at present and now they wish to extend that to 12. This is a breach of green belt policy of growth in the greenbelt of over 60%.

Private Sector Housing	No comment.
Pollution Team	No comment.
CBC Highway Authority	The application is for the retention of caravans for the occupation by four Romani Gypsy families where the associated hard surfacing and parking would appear to be established.

It is likely that the access needs to be widened to 5.5m for a length of 10.0m into the site, measured from the highway boundary and be provided with kerb radii of 6.0m. This will allow two vehicles to pass at the point of access and also allow a vehicle entering the site to stand clear of the main carriageway in the event that another vehicle is exiting. While there may In a highway context I recommend that the following conditions be included if planning approval is to be issued:

Visibility splays shall be provided at all private means of access from individual properties within the site onto the estate roads. This vision splay shall be provided on each side of the access drive and shall be 2.8m measured along the back edge of the new highway from the centre line of the anticipated vehicle path to a point 2.0m measured from the back edge of the footway into the site along the centre line of the anticipated vehicle path. The vision splay so described and on land under the dwelling occupier's control shall be maintained free of any obstruction to visibility exceeding a height of 600mm above the adjoining footway level.

Reason

To provide adequate visibility between the new estate road and the new individual accesses, and to make the accesses safe and convenient for the traffic which is

likely to use them.

Development shall not begin until details of the improvements to the junction between the proposed estate road and the highway have been approved by the Local Planning Authority and no building shall be occupied until that junction has been constructed in accordance with the approved details.

Reason

In order to minimise danger, obstruction and inconvenience to users of the highway and of the proposed estate road.

Visibility splays shall be provided at the junction of the access with the public highway within 6 month of the granting of permission. The minimum dimensions to provide the required splay lines shall be 215m measured along the centre line of the proposed access from its junction with the channel of the public highway and 2.4m measured from the centre line of the proposed access along the line of the channel of the public highway. The required vision splays shall, on land in the applicant's control, be kept free of any obstruction.

Reason

To provide adequate visibility between the existing highway and the access, and to make the access safe and convenient for the traffic which is likely to use it.

Within 6 month of the granting of permission all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason

In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

Details of bin storage/collection point shall be submitted to and approved by the Local Planning Authority prior to the occupation of any dwelling.

Reason

In the interest of amenity.

Furthermore, I should be grateful if you would arrange for the following Notes to the applicant to be appended to any Consent issued :-

The applicant is advised that the requirements of the New Roads and Street Works Act 1991 will apply to any works undertaken within the limits of the existing public highway. Further details can be obtained from the Central Bedfordshire Council's Highway Help Desk, P.O.Box 1395, Bedford, MK42 5AN.

The applicant is advised that if it is the intention to request the Central Bedfordshire County Council as Local Highway Authority, to adopt the proposed highways as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways together with all the necessary highway and drainage arrangements, including run off calculations shall be submitted to the Development Planning and Control Group, Central Bedfordshire Council's Highway Help Desk, P.O.Box 1395, Bedford, MK42 5AN. No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place.

The comments and advice in this letter are based on the information supplied in the planning application and accompanying documents/plans and no liability is accepted for any inaccuracy contained therein.

Other Representations:

Neighbours No representations received.

Determining Issues:

The main considerations of the application are:

1. Principle of Development in the Green Belt
2. Affect on the Character and Appearance of the Countryside
3. Neighbouring Amenity
4. Highway Considerations
5. Drainage and Waste
6. The planning balance
7. Other Considerations

Considerations:

1. Principle of Development in the Green Belt

- 1.1 The provision of Gypsy sites is governed by similar restrictions as

conventional housing - there is a requirement for the Local planning Authority to identify a 5-year supply of sites to meet an objectively assessed need - and such sites should be in sustainable locations, with good access to facilities - especially educational and medical needs - with a general requirement to avoid isolated sites within the countryside.

- 1.2 Policy H15 of the Local Plan, indicates that applications for the siting of mobile homes or residential caravans in the Green Belt will be treated in the same way as applications for permanent dwellings and judged against the provisions of Green Belt policy.
- 1.3 The site falls within the statutory Green Belt, and the development constitutes 'inappropriate development' which is by definition, harmful. The N.P.P.F indicates that inappropriate development should be refused, and requires very special circumstances to be demonstrated - that outweighs the harm arising from the inappropriateness, the harm to the openness of the Green Belt and all other harm - to warrant the granting of planning permission for inappropriate development.
- 1.4 The National Planning Policy for Gypsy and Traveller sites indicates that:-
"Inappropriate development is harmful to the Green Belt and should not be approved, except in very special circumstances. Traveller sites (temporary or permanent) in the Green Belt are inappropriate development. Subject to the best interests of the child, personal circumstances and unmet need are unlikely to clearly outweigh harm to the Green Belt and any other harm so as to establish very special circumstances, and the Green Belt boundaries should be altered only in exceptional circumstances. (This application does not seek to amend the Green Belt boundary).
- 1.5 The above National Guidance suggests that the shortage of sites and the applicant's personal circumstances would not individually amount to the 'very special circumstances' necessary to justify the granting of permission. However, it is useful to consider the basis on which the original application SB/09/00078 was approved. Whilst the policy context was different in that Planning Policy Guidance 2 (Green Belts) was the applicable national guidance, instead of the N.P.P.F, the requirement for very special circumstances to clearly outweigh harm to the Green Belt was the same. The report for application SB/09/00078 states, *'The material considerations outlined above, including the personal circumstances of some of the intended occupiers and the mutual help and support of the extended family, together with the unmet need for authorised sites in the District may, in the changed legal context, be said to weigh together to make a claim for "very special circumstances" in accordance with PPG2. Such circumstances are considered adequate to outweigh the very limited harm that could be expected to be caused to the Green Belt or the character of the countryside by this particular proposal.'*
- 1.6 Also, the comments from the Council's Local Plans Team in respect of the application to extend Eversholt Beeches (reference CB/15/03850) indicates that the shortfall in the provision of Gypsy and Traveller sites is such, that it could, cumulatively, amount to the very special circumstances as

demonstrated by recent appeal decisions.

- 1.7 Also requiring consideration is a Gypsy and Traveller Accommodation Assessment, published on the Council's website in August 2016. This will form part of the technical studies that are consulted on in December 2016 to inform the new Local Plan. The assessment highlights that given the new definition of Gypsy and Traveller within the 2015 Planning Policy for Traveller Sites, that the need has substantially reduced within Central Bedfordshire for 'Travelling Gypsies and Travellers'. The Central Bedfordshire Local Plan will need to allocate a total of 23 pitches to 2035 to meet identified 'Travelling Gypsy and Traveller' needs, with a further 48 pitches potentially to be delivered for 'Unknown' Gypsies and Travellers. Therefore, the total need within the plan period has been indicated as being up to 71 pitches. 14 of these would need to be delivered by 2021 for 'Travelling' Gypsies and Travellers in order to ensure Central Bedfordshire has an up to date 5 year supply and potentially 11 further for 'Unknown' Gypsies and Travellers, totalling 25 pitches.
- 1.8 In addition the Assessment recognises a need for 98 pitches for 'Non-Travelling Gypsies and Travellers' in the period up to 2035, including 50 in the current 5 year period. The Council has not at present agreed a policy on how culturally appropriate accommodation will be provided for these Gypsies and Travellers in the forthcoming Local Plan.
- 1.9 Additional pitches delivered through applications on existing sites or new unallocated sites would normally contribute to the number of windfall pitches provided for Gypsies and Travellers. However, in this case the site is already shown in the 2016 GTAA as providing 5 pitches towards the need for Gypsy and Traveller pitches and the grant of permission to regularise the present position would almost hold that status quo of provision, albeit that one pitch less is being requested on the existing site. If permission were not granted, the need for pitches would increase by the number lost here, i.e. 5 pitches.
- 1.10 The present site has been used as a Traveller site by this same extended family for over 16 years, the 2009 permission noting that the unauthorised use had persisted for over 10 years at that time already, before being regularised. Although unfortunately the conditions relating to that grant of consent were not followed up by the applicant or Council, the use has continued and has provided Traveller accommodation associated with the occupation of the bungalow at the frontage to the site. This planning history and the circumstances of the extended family do provide a strong basis on which to regularise the continued occupation of the site.
- 1.11 In addition, the applicant has advanced personal circumstances - the educational and health issues of the families living on the site - to justify needing to remain at the current site.
- 1.12 The applicant indicates that his human rights (and those of his children) would be harmed if the families cannot remain on the site, and that the above, in total, constitutes the 'very special circumstances' needed to warrant the granting of permission.

1.13 It is apparent from the Local Plan team response, that despite the National Planning Policy for Gypsy and Traveller sites indicating that the lack of 5-year supply of sites, and the personal circumstances would rarely amount to the 'very special circumstances' needed to justify inappropriate development within the Green Belt, in this instance the short-fall in the availability of Gypsy sites and the greater deficit that would result from the loss of this site from the existing supply of pitches is such, that the combination of the added shortfall, and the applicant's personal circumstances, including particularly the occupation of the site as an extended family for over 16 years, including the grant of permission in 2009, would in this instance, amount to the 'very special circumstances' needed to warrant the granting of inappropriate development within the Green Belt. Whilst the relevant national policy document has changed since the original application, the policy intention is the same, and it is therefore considered that a decision to approve the proposal can again be made.

1.14 Other harm - to the character of the A.O.N.B and A.G.L.V.- is discussed in the following section.

2. Affect on the Character and Appearance of the Countryside

2.1 The character of the land around the site is of open countryside, and rolling downs and falls within the Chiltern Hills Area of Outstanding Natural Beauty, (which the N.P.P.F indicates should be afforded the highest level of protection) and the Local Plan designated Area of Great Landscape Value.

2.2 The site is visible from vantage points in the surrounding area, including public footpaths, although less so from the A5 due to boundary treatment.

2.3 Whilst the site could be screened further by the introduction of additional planting, it would still be the retention of an encroachment into the countryside of the A.O.N.B, and within such areas, the cumulative impact of the development considered with other developments, is an important consideration within the A.O.N.B.

2.4 The area already has electricity pylons and several commercial and Gypsy and Travellers sites that are developed and intrude into the countryside of the A.O.N.B. and A.G.L.V. in this locality on the eastern side of the A5, and although the retained development is part of this intrusion, it is a developed site and has been for over 16 years and no additional harm to the locality would occur as a result of the retention. A condition requiring further mitigating landscaping could be attached to any planning permission granted to enhance the overall appearance of the site.

3. Neighbouring Amenity

3.1 There are no 'bricks and mortar' neighbouring properties in close proximity to the site. As such, the proposal would not have any appreciable impact on the amenities enjoyed by the occupants of any nearby residential properties.

4. Highway Considerations

- 4.1 The proposed access to the site is via the existing access to Eversholt Beeches. The A condition requiring details of such a widened access and these improvement works taking place before the development is occupied, should be attached to any planning permission granted.
- 4.2 The site has adequate parking and turning facilities.

5. Drainage and Waste

- 5.1 The means of foul sewage, as existing, is to septic tanks and the means of surface water disposal is to an existing watercourse. In the absence of mains sewer in the area this is considered acceptable.
- 5.4 The site would have an assigned area for the positioning of wheelie-bins, which would be placed at the access drive junction with the public highway for collection on the assigned day.

6. The Planning Balance

- 6.1 The site falls with the A.O.N.B and A.G.L.V; the impact on the landscape can be mitigated by additional landscaping.
- 6.2 The development is well screened from localised views along the A5 by existing planting, although longer views from elevated positions and public footpaths would be affected.
- 6.3 The site constitutes inappropriate development within the Green Belt and would be contrary to saved policy H15 of the adopted South Bedfordshire Local Plan Review 2004, which requires residential caravan sites to be dealt with in the same manner as conventional dwellings.
- 6.4 The N.P.P.F indicates that inappropriate Development is by definition harmful to the openness of the Green Belt and that very special circumstances - that outweigh the harm from inappropriateness, the openness of the Green Belt and any other harm - needs to be demonstrated in order to warrant the granting of permission for inappropriate development.
- 6.5 The national planning policy for Gypsies and Travellers indicates that the lack of a 5-year supply of Gypsy and Traveller sites, and any personal circumstances advanced by the applicant would in themselves rarely amount to the very special circumstances needed to offset the harm.
- 6.6 In this instance, on balance, it is considered that the lack of a deliverable 5 year supply of pitches and shortage of sites which would be worsened by the refusal of permission, compounded by the circumstances of the occupation of the site by the extended family for over 16 years, including the grant of permission in 2009 and the applicants personal circumstances (educational and health needs) do in this instance amount to the very special circumstances needed to warrant the granting of permission for inappropriate development.

Furthermore, it is noted that the intention of current relevant policy in the N.P.P.F is the same as that in PPG2 when the original planning application (SB/09/00078) was approved.

- 6.7 By attachment of a condition, the development would result in improvements to the existing access that would have a modest highway safety improvement.
- 6.8 The overall planning balance in view of the above points is that planning permission should be granted for the development as proposed.

7. Other Considerations

- 7.1 **Human Rights issues:** Regard has been had to the Human Rights implications. The site is currently occupied and has been by the extended family for over 16 years. Refusal of permission could therefore require the applicant and extended family to leave the site and may restrict the range in sites available to them and may lead to them returning to a life on the road. This could be a potential interference with their rights to a home and private family life under Article 8 of the Convention. In addition the applicant indicates that the refusal of permission would be contrary to the human rights of his children in relation to their educational and medical/health needs.
- 7.2 **Equality Act 2010:** the applicant is a member of the Gypsy and Traveller community, and as such, issues of equality were considered in the formulation of the above report, although no breach of the Act was considered to have occurred.
- 7.3 **Temporary permission:** Consideration is also required to be given to whether temporary consent would be appropriate as the Planning Policy for Traveller Sites sets out this should be considered where there is no 5 year supply of sites. However, in this case it has been considered above that the circumstances are such that a permanent permission is justified.

Recommendation:

That Planning Permission be GRANTED subject to the following:

RECOMMENDED CONDITIONS

- 1 The development hereby permitted shall begin not later than three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 Within 3 months of the grant of this planning permission a landscaping scheme to include all hard and soft landscaping and a scheme for landscape maintenance for a period of five years following the implementation of the landscaping scheme shall be submitted for approval in writing by the Local Planning Authority. The approved scheme shall be implemented by the end of the full planting season immediately following the approval of the scheme,

(a full planting season means the period from October to March). The trees, shrubs and grass shall subsequently be maintained in accordance with the approved landscape maintenance scheme and any which die or are destroyed during this period shall be replaced during the next planting season.

Reason: To ensure an acceptable standard of landscaping and to provide screening for the site in view of its location within the A.O.N.B., AGLV and the Green Belt.

(Policies BE8 & NE3, SBLPR and Sections 7, 9 & 11, NPPF)

- 3 Unless otherwise agreed by the Local Planning Authority, the site shall not be occupied by any persons other than gypsies and travellers as defined in Annex 1 of Planning Policy for Traveller Sites, August 2015, or any subsequent guidance which amends or supersedes the above.

Reason: To limit the use of the site to gypsies and travellers as the proposal is justified on addressing a need for such accommodation in accordance with the Planning Policy for Traveller Sites 2015.

(Section 9, NPPF)

- 4 No caravan located on the site shall be occupied for residential purposes by any person other than the following or their dependants: Oram and Lucy Price, Fred and Chantelle Price, Arum Price, and Dixie and Naomi Price, and the caravans and associated structures, shall be removed from the site within 2 months of the named occupants or their dependants ceasing to occupy the site.

Reason: In recognition of the location of the site in the Green Belt and the “very special circumstances” case accepted in accordance with the National Planning Policy Framework and Planning Policy for Traveller Sites.

(Section 9, NPPF)

- 5 No more than eight caravans shall be located on the site and occupied for residential purposes, and no more than four caravans shall be static caravans, and the said caravans shall be sited within the pitches indicated on the submitted plan reference BP-014.

Reason: In recognition of the location of the site in the Green Belt, an Area of Outstanding Natural Beauty and AGLV and having regard to the provisions of the National Planning Policy Framework and Planning Policy for Traveller Sites.

(Policy NE3, SBLPR and Sections 9 & 11, NPPF)

- 6 No commercial activities shall take place on the land, including the storage of materials.

Reason: In order to ensure appropriate development in the open countryside and the A.O.N.B and AGLV, and In order to protect the openness of the Green Belt.

(Policy NE3, SBLPR and Sections 9 & 11 NPPF)

- 7 Prior to provision, the details of any external lighting to be installed on the site, including the design of the lighting unit, any supporting structure and the extent of the area to be illuminated, shall be submitted to and approved in writing by the Local Planning Authority. The external lighting shall be installed in accordance with the approved details and retained as such thereafter.

Reason: To protect the visual amenity of the site and the open countryside of the A.O.N.B., AGLV and Green Belt and its surrounding area.
(Sections 7, 9 & 11, NPPF)

- 8 Within 3 months of the grant of this permission details of a refuse collection point located at the site frontage and outside of the public highway and any visibility splays shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented within 3 months of approval and shall be retained thereafter.

Reason: In the interest of amenity and in order to minimise danger, obstruction and inconvenience to users of the highway.
(Section 4, NPPF)

- 9 Within 3 months of the grant of this permission details of a development scheme shall be submitted for approval in writing by the Local Planning Authority, and the approved development scheme shall be implemented within 3 months of the approval and thereafter retained in the agreed form.

- (i) The proposed means of foul and surface water drainage of all parts of the site;
- (ii) Walls, fencing, gates or other means of enclosure on the boundary of and within all parts of the site, together with any additional such walls, fencing, or other enclosures on all parts of the site;
- (iii) The waste storage facilities to serve the various parts of the site; and
- (iv) The treatment of the hard-surfaced areas of the site.

Reason: To provide a satisfactory appearance in recognition of the location of the site in the Green Belt and an Area of Outstanding Natural Beauty and AGLV.
(Policies BE8 & NE3, SBLPR and Sections 7, 9 & 11 NPPF)

- 10 Within 3 months of the grant of this permission details of the improvements to the junction of the vehicular access with the highway shall be submitted for approval in writing by the Local Planning Authority and the junction shall be constructed in accordance with the approved details within 3 months of the approval.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and the premises.
(Section 4, NPPF)

- 11 Before the new access is first brought into use, any existing access within the frontage of the land to be developed, not incorporated in the access hereby approved shall be closed in a manner to the Local Planning Authority's written approval.

Reason: In the interest of road safety and to reduce the number of points at which traffic will enter and leave the public highway.
(Section 4, NPPF)

- 12 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

Location Plan 01 1/1250 Scale, received on 22 September 2016
BP-014 1/500 Scale - Site Plan/Block Plan, received on 22 September 2016

Reason: To identify the approved plans, to define the terms of the permission and for the avoidance of doubt.

INFORMATIVE NOTES TO APPLICANT

1. In accordance with Article 35 (1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the reason for any condition above relates to the Policies as referred to in the South Bedfordshire Local Plan Review (SBLPR) and the National Planning Policy Framework (NPPF).
2. This permission relates only to that required under the Town & Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.
3. The applicant is advised that no works associated with the construction of the vehicular access should be carried out within the confines of the public highway without prior consent, in writing, of the Central Bedfordshire Council. Upon receipt of this Notice of Planning Approval, the applicant is advised to write to Central Bedfordshire Council's Highway Help Desk, P.O.Box 1395, Bedford, MK42 5AN quoting the Planning Application number and supplying a copy of the Decision Notice and a copy of the approved plan. This will enable the necessary consent and procedures under Section 184 of the Highways Act to be implemented. The applicant is also advised that if any of the works associated with the construction of the vehicular access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) then the applicant will be required to bear the cost of such removal or alteration.
4. The applicant is advised that the requirements of the New Roads and Street Works Act 1991 will apply to any works undertaken within the limits of the existing public highway. Further details can be obtained from the Central

Bedfordshire Council's Highway Help Desk, P.O.Box 1395, Bedford, MK42 5AN.

- 5. The applicant is advised that photographs of the existing highway that is to be used for access and delivery of materials will be required by the Local Highway Authority. Any subsequent damage to the public highway resulting from the works as shown by the photographs, including damage caused by delivery vehicles to the works, will be made good to the satisfaction of the Local Highway Authority and at the expense of the applicant. Attention is drawn to Section 59 of the Highways Act 1980 in this respect. (HN xi)

Statement required by the Town and Country Planning (Development Management Procedure) (England) Order 2015 - Part 6, Article 35

The Council acted pro-actively through early engagement with the applicant at the pre-application stage which led to improvements to the scheme. The Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

DECISION

.....

.....