

LATE SHEET

DEVELOPMENT MANAGEMENT COMMITTEE – 08.11.2017

Item 6 (Pages 13-34) – CB/17/02941/FULL – Land East of Hitchin Road, Shillington

Additional Consultations

Highways

Raised no objections subject to conditions

Housing Development Officer

Having reviewed the submitted viability for application CB/17/02941/FULL, it would not be appropriate to seek any affordable housing onsite or financial contribution towards offsite provision of affordable housing. The substantial costs towards the overall community project with the provision of a new village hall and other community infrastructure would result in any affordable housing provision rendering the scheme as unviable. On the basis of the submitted viability, I would not expect to see the application provide for affordable housing provision.

Additional Comments

The recommendation states that this is an outline application which is an error as the proposal is for full planning permission as stated in the rest of the report.

Additional/Amended conditions:

Condition 13 amended to detail the correct Assessment reference number.

Condition 26 typo corrected.

Additional highways conditions

Visibility splay shall be provided at the junction of the access with the public highway before the development is brought into use. The minimum dimensions to provide the required splay line shall be 2.4m measured along the centre line of the proposed access from its junction with the channel of the public highway and 43m measured from the centre line of the proposed access along the line of the channel of the public highway to the northern side of the access on Foundry Road. The required vision splays shall for the perpetuity of the development remain free of any obstruction to visibility.

Reason: To provide adequate visibility between the existing highway and the proposed access, and to make the access safe and convenient for the traffic which is likely to use it (them).

Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015, or any amendments thereto, the garage accommodation

on the site shall not be used for any purpose, other than as garage accommodation, unless permission has been granted by the Local Planning Authority on an application made for that purpose.

Reason: To retain off-street parking provision and thereby minimise the potential for on-street parking which could adversely affect the convenience of road users.

Prior to any occupation of the dwellings, a scheme for the secure and covered parking of cycles on the site (including the internal dimensions of the cycle parking area, stands/brackets to be used and access thereto), calculated at one cycle parking space per bedroom and 2 short stay spaces per unit, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.

Reason: To ensure the provision of adequate cycle parking to meet the needs of occupiers of the proposed development in the interests of encouraging the use of sustainable modes of transport.

Notwithstanding the details in the approved plans, no development shall take place until details of revised layout plans to be submitted to illustrate a service vehicle turning area within the development. Works shall then be carried out in accordance with the approved details.

Reason: To enable vehicles to draw off, park and turn outside the highway limits thereby avoiding the reversing of vehicles on to the highway.

Item 7 (Pages 33-54) – CB/17/02417/RM – Land adj to St Marys (Stotfold) Lower School, Rook Tree Lane, Stotfold, Hitchin, SG5 4DJ

Additional Comments

Update to Site Description following missing words and the details of the recent planning application which approved the school play area expansion. Description should read as follows:

“The application site consists of a site area of 0.67 hectares of paddock land located on the eastern edge of the town of Stotfold. The site is currently being used as pasture for horses. The site is flanked to the north by 22 & 24 Rock Tree Lane, to the south by St Marys Lower School and Caretakers House and to the east by part agricultural land and part land which is proposed to be used in conjunction with the schools future plans for play area/wildlife conservation activities in mitigation to the schools recent expansion approved under planning permission reference CB/14/03601/FULL. This play area extension was approved under a recent planning application under reference CB/17/01494/FULL. “

Amended conditions:

Removal of condition 4 in relation to the requirement for a Construction Management Plan, as a plan has been received and approved by the Councils Highways Officer.

Drawing no condition (condition 6), has been updated according: to include the approved CEMP drawing:

- 6 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 14385/2972/1555 (Site Location Plan), A0566-100 Rev F (Site Layout Plan), A0566-101 Rev A (Plot 1), A0566-102 Rev A (Plot 2), A0566-103 Rev A (Plot 3), A0566-104 Rev A (Plot 4), A0566-105 Rev A (Plot 5), A0566-106 Rev B (Plot 6), A0566-107 Rev A (Plot 7), A0566-108 Rev B (Plot 8), A0566-109 Rev A (Plot 9), A0566-110 Rev B (Plot 10), A0566-111 Rev B (Plot 11, 12 & 13), A0566-112 Rev B (Plot 14 & 15), A0566-113 Rev A (Garages), A0566-114 Rev C (Waste Audit), A0566-117 Rev B (External Materials), A0566-118 Rev C (Soft Landscaping), A0566-119 Rev B (Hard Landscaping), A0566-120 Rev B (Tree Protection), A0566-121 Rev D (Levels), A0566-122 Rev A (Block Plan) and A0566-123 Rev A (Green Infrastructure), A0566-124 (Storm Water Maintenance), Archaeological Project Design Rev A & Notification dated Oct 2017, School Noise Assessment (8th October 2017) and 17-045-DR1 Rev 4, 17-045-DR2 Rev 4 and associated soakaway design (Site Drainage Layout) & A0566-125 (CEMP).

Reason: To identify the approved plan/s and to avoid doubt.

Item 8 (Pages 55 - 74) – CB/17/03228/OUT – Land west of Jacques Lane, Clophill, Bedford, MK45 4BS**Additional Consultation/Publicity Responses**

Additional representations have been received from surrounding addresses. Concern has been raised with regards to flooding and the photographs below have been provided.



Additional Comments

It is noted that the Parish Council has made reference to Policy DM3 in concerns regarding the impacts on the character of the area. For completeness, Policies CS17, DM3 and DM4 all seek to ensure proposals integrate with local character and appropriately preserve the countryside.

Additional Conditions

14. The development shall not be occupied until 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 have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented by the end of the full planting season immediately following the completion and/or first use of any separate part of the development (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.
(Sections 7 & 11, NPPF)

15. Prior to the first occupation of the dwellinghouses hereby approved, a signage scheme for a no through road sign (TSRGD 816) and Quiet Lanes sign shall be submitted to and approved by the Local Planning Authority. The scheme shall be fully implemented prior to the first occupation of the development.

Reason: In the interests of road safety and traffic movement and pedestrian safety.

16. Prior to first occupation of the dwellinghouses hereby approved, a turning space for a 11.5m long refuse collection vehicle shall be constructed within the curtilage of the site in a manner to be approved in writing by the Local Planning Authority.

Reason: To enable vehicles to draw off, park and turn outside of the highway limits thereby avoiding the reversing of vehicles on to the highway.

Item 9 (Pages 75 -88) – CB/17/02942/FULL – Puddlehill (Former All Saints Vicarage) Bedford Road, Houghton Regis

Additional Consultation/Publicity Responses

Highways Officer Response

Thank you for your consultation in relation to drawing number PH5000/2.1/001 Rev.C to which I make the following comments:-

This revision relates mainly to the point of access which still only measures 4.0m between the gate posts and the gates are only 8.0m back from the carriageway of Bedford Road. Further, the two gates are split to a width of 3.0m and 1.0m and I am

to understand that one is to be used as a pedestrian access. In vehicle access terms this will not be acceptable and if the applicant insists that they need a 1m width gate for use by pedestrians then there is room beside this access to provide one. Finally and for the avoidance of doubt I reiterate the following:-

The access should be 4.1m wide with lateral clearance of 150mm on both sides of the gates and open fully and inward. These gates should be 8m from the back of the footway. There would appear to be ample space to provide this and as a result this can be conditioned.

Additional/Amended Conditions/Reasons

1. Development shall not begin until details the improvements to the junction of the proposed vehicular access with the highway have been approved by the Local Planning Authority and no building shall be occupied until the 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 the premises.
(Section 4, NPPF)

2. The maximum gradient of the vehicular access shall be 10% (1 in 10).

Reason: In the interests of the safety of persons using the access and users of the highway.
(Section 4, NPPF)

3. Any gates provided shall open away from the highway and be set back a distance of at least 10.0 metres from the nearside edge of the carriageway of the adjoining highway.

Reason: To enable vehicles to draw off the highway before the gates are opened.
(Section 4, NPPF)

4. Before the premises are occupied 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.
(Section 4, NPPF)

5. Development shall not commence until a scheme detailing provision for on site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

Reason: To ensure adequate off street parking during construction in the interests of road safety.
(Section 4, NPPF)

Informatives

- i. 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 follow this link on the Council website
<http://www.centralbedfordshire.gov.uk/transport/request/dropped-kerb.aspx>
Or contact Central Bedfordshire Council's Highway Help Desk, Tel: 0300 300 8049 quoting the Planning Application number. 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. To fully discharge condition 1 the applicant should provide evidence to the Local Planning Authority that the Highway Authority have undertaken the construction in accordance with the approved plan, before the development is brought into use.
- ii. 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 Street Works Co-ordinator, Bedfordshire Highways, by contacting the Highways Helpdesk 0300 300 8049.
- iii. The applicant is advised that the storage of materials associated with this development should take place within the site and not extend into within the public highway without authorisation from the highway authority. If necessary further details can be obtained from The Street Works Co-ordinator, Central Bedfordshire Highways, by contacting the Highways Helpdesk 0300 300 8049.

Item 10 (Pages 89 -104) – CB/17/01600/OUT – Location

Additional Consultation/Publicity Responses

None

Additional Comments

None

Additional/Amended Conditions/Reasons

None

Item 11 (Pages 105 -120) – CB/17/02681/FULL – Land at Chase Farm, East of High Street and Land to the East of the A507, Arlesey

Additional Consultation/Publicity Responses/Additional Comments

Amended plans were received and are referred to in the Officer Report. Additional consultation responses to the amended plans are below:

CBC Countryside Services:-

Appreciate the change of bridge alignment and landing position within Etonbury Wood. This is more in keeping and will blend in with the natural landscape of the site.

There is still concern regarding the lack of a bridleway provision to link into the Etonbury Wood network, and therefore concern regarding passing places and parapet height. Concern is also expressed regarding the potential for people to throw fallen wood from the bridge onto the A507 below.

Any hedging that will be removed to facilitate the proposal will need to be replaced.

Any lighting proposals will need to ensure that the lights do not intrude further into the woodland.

CBC Landscaping:-

In terms of landscape and visual impact, still considers the design to be incongruous and should be a green bridge to enhance ecology, and the opportunity should be taken to secure a bespoke design.

CBC Public Art:-

Additional public art condition to address concerns regarding the design of the bridge.

If the application were to be approved, the following condition is recommended:-

No development above base course level shall commence until details of a scheme for the provision of public art associated with the bridge, including a timetable for its provision and which will involve Arlesey Town Council, has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To control the appearance of the development in the interests of the visual amenities of the locality in accordance with Policy DM3 of the Core Strategy and Development Management Policies Document (2009)

Additional Comments

Some plan numbers are incorrect. The correct plan numbers should read as below:-

114P2 – Bridge elevations sheet 1

116P1 - Bridge elevations sheet 2

Item 12 (Pages 121-128) – CB/17/04232/FULL – St Nicholas Church, Church Road, Barton-Le-Clay, Bedford, MK45 4LA.

Amended Recommendation

Due to further information becoming available the application is recommended for Deferral to allow for a full assessment by the Conservation Officer.

Additional Consultation/Publicity Responses

Additional 7 letters of objection received from neighbours which raise the following issues:

Concern over the amount of wall to be demolished.

Should be able to restore more of the wall.

Concerned about the physical appearance of the new proposal.

Current wall's curving / leaning characteristics and brick buttresses are significant part of the historic character.

New, straight wall is inappropriate.

Wall is unique and it's siting is of great historic value.

Application could start precedent for future planning applications in the conservation area.

Existing bricks would crumble and could not be reused.

Applicant's representatives withheld the structural engineers report.

Application is in conflict with the structural engineers report.

PCC cannot afford to pay for the works, other works should be given priority.

Works would destroy the history beauty of the area.

Lack of buttresses is inappropriate.

Doing something cheaply is not an alternative solution to doing it right.

Should be restored and not torn down.

Additional comments from Conservation Officer

"Recommendation: deferral of decision in order to re-consult and engage with Historic England as part of the exploration of alternative options for wall repair seeking to address local concerns".

Additional Comments

The term "collapsed" as mentioned throughout the officers report refers to the section of wall to the east which is currently being supported by timber struts. As this section is not structurally sound it has been referred to as "collapsed".

Additional/Amended Conditions/Reasons

Item 13 (Pages 129-138) – CB/17/01775/LB – St Nicholas Church, Church Road, Barton-Le-Clay, Bedford, MK45 4LA.

Amended Recommendation

Due to further information becoming available the application is recommended for Deferral to allow for a full assessment by the Conservation Officer.

Additional Response from Conservation Officer

“(Impact of proposals upon the historic character and integrity of a listed wall, including an extended section of walling associated with the neighbouring property, The Rectory, a grade II Listed Building)

“Revised Recommendation: deferral of decision in order to re-consult and engage with Historic England as part of the exploration of alternative options for wall repair seeking to address local concerns”.

Additional Comments

The term “collapsed” as mentioned throughout the officers report refers to the section of wall to the east which is currently being supported by timber struts. As this section is not structurally sound it has been referred to as “collapsed”.