

Item No. 12

APPLICATION NUMBER	CB/17/04638/FULL
LOCATION	Public Convenience, Duck Lane, Woburn, MK17 9PT
PROPOSAL	Redevelopment of a brownfield site within the infill boundary with a Residential development of 1 new dwelling. Demolition of the existing public conveniences.
PARISH	Woburn
WARD	Aspley & Woburn
WARD COUNCILLORS	Cllr Wells
CASE OFFICER	Stuart Kemp
DATE REGISTERED	27 September 2017
EXPIRY DATE	22 November 2017
APPLICANT	Goldcrest Developments (MK) Ltd
AGENT	Project Design Studio Ltd
REASON FOR COMMITTEE TO DETERMINE	Call in - Cllr Wells 1 - Contrary to Policy - Application contravenes 1 and 2 of the Heritage Statement 2 - Overbearing - It will compromise light and privacy of residents in adjacent properties. The location is not a backwater but is visible from strategic sites within the village. 3 - Proposed dwelling is not in keeping with Georgian Street scene in Woburn
RECOMMENDED DECISION	Full Application - Recommended for Approval

Reason for Recommendation:

The development constitutes redevelopment of an existing brownfield site within the Green Belt which complies with policy DM6 of the North Core Strategy and Development Management Policies (2009). The proposal is considered to result in less than substantial harm to the Woburn Conservation Area, such harm is considered to be outweighed by the reuse of the existing brownfield site. The development would not result in any undue adverse impact on neighbouring amenity or highway safety. Therefore, subject to conditions, the proposed development is in conformity with Policies DM3, DM6 and DM13 of the North Core Strategy and Development Management Policies (2009) and the National Planning Policy Framework.

Site Location:

The application site comprises a small piece of land which currently benefits from a single storey public convenience building which has not been in use for a number of years. The existing building is constructed in a buff style brickwork with pitched tile roof, part of the existing roof has already been removed.

The application site is within the Green Belt and is within the Woburn Conservation Area.

The Application:

Planning permission is sought for the erection of a two storey, three bedroom, contemporary style dwelling following the demolition of the existing public convenience.

The proposed dwelling would be primarily square in shape with a small side protrusion, it would be constructed with three separate "blocks", each would be finished with a flat roof. The building would have a maximum width of 10.5 metres and depth of 10.8 metres, the maximum roof height would not exceed 6.2 metres.

The dwelling would benefit from an entrance hall, open plan kitchen, dining and living room with separate utility room and a snug on the ground floor. Three bedrooms would be created on the first floor, two of these would be doubles, one of which would include an en suite, as well as a family bathroom.

The property would also benefit from an adjoined, open car port to the side which would provide on site parking for a minimum of 2 vehicles.

RELEVANT POLICIES:**National Planning Policy Framework (NPPF) (March 2012)****Core Strategy and Development Management Policies - North 2009**

CS1	Development Strategy
CS14	High Quality Development
CS15	Heritage
DM3	High Quality Development
DM6	Development within Green Belt Infill Boundaries
DM13	Heritage in Development

Central Bedfordshire Local Plan 2035

SP3	Development in the Green Belt
H2	Housing Standards
T3	Highway Safety and Design
T4	Parking
HQ6	High Quality Development
HE3	Build Heritage

The Council is currently consulting on its Draft Local Plan (Regulation 18). The Plan outlines the overarching strategy for growth and also sets out more detailed policies which will be used to determine planning applications. A substantial volume of evidence gathered over a number of years supports this document. These technical papers are consistent with the aspirations of the National Planning Policy Framework and therefore will remain on the Council's website as material considerations, which will, along with the direction of travel of the Local Plan, inform development management decisions.

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Relevant Planning History:

Application: Planning
Validated: 09/06/2017

Number: CB/17/02795/PAPC
Type: Pre-Application - Charging Fee

Status:	Decided	Date:	05/07/2017
Summary:		Decision:	Pre-App Charging Fee Advice Released
Description:	Pre-Application Advice: Redevelopment of brownfield site within the infill boundary with a residential development of one new dwelling.		
Application:	Planning	Number:	CB/16/03091/PAPC
Validated:	08/07/2016	Type:	Pre-Application - Charging Fee
Status:	Decided	Date:	02/08/2016
Summary:		Decision:	Pre-App Charging Fee Advice Released
Description:	Pre Application Charging Advice: Redevelopment of former Public Convenience to a 3 bed dwelling.		
Application:	Planning	Number:	MB/94/01258/CAC
Validated:	21/09/1994	Type:	Conservation Area
Status:	Decided	Date:	29/11/1994
Summary:		Decision:	Conservation Area - Granted
Description:	CAC: DEMOLITION OF EXISTING PUBLIC CONVENIENCES.		
Application:	Planning	Number:	MB/94/01259/DC
Validated:	21/09/1994	Type:	Full Application
Status:	Decided	Date:	29/11/1994
Summary:		Decision:	Full Application - Granted
Description:	DISTRICT COUNCIL: REDEVELOPMENT OF PUBLIC CONVENIENCES.		

Consultees:

Woburn Parish Council	<p>Objection (Summary)</p> <ul style="list-style-type: none"> - The proposed dwelling is not in keeping with the Georgian street scene within the Conservation Area. - The planning application contravenes 1 and 2 of the Heritage Statement. - It will compromise the light and privacy of the residents in a number of adjacent properties. - The location is not a "backwater" but is visible from strategic sites within the village. - The modern style of windows were not allowed when Bedford Estates looked at upgrading their properties in Woburn.
Highways Officer	<p>The Highways Officer has provided the following comment:</p> <p>"The existing is a public convenience with a dropped kerb pedestrian access at the highway. The proposal is for a 3 bedroom dwelling with an access located at the north of the site for 2 vehicles, with pedestrian visibility splays. Driver /driver inter visibility from the access is acceptable".</p>
Conservation Officer	<p>The Conservation Officer has provided the following comment:</p> <p>"Given the eclectic mix of styles and ages of properties in Duck Lane which includes the current Public</p>

Conveniences the proposal although contemporary is supportable subject to the use of sympathetic and high quality materials. Materials should be submitted prior to any work commencing. The reduced scheme a first floor level sits more comfortably in the street and avoids a "terracing" effect of the previous scheme".

Revised Comments (09/02/2018):

1. The appraisal document states that the buildings in the conservation area are predominantly in residential use. There are number of dwellings that have been constructed by Bedford Estate during the 20th century within Duck Lane.

2. Given the eclectic mix of styles and ages of properties in Duck Lane which includes the current Public Conveniences the proposal although contemporary is supportable subject to the use of sympathetic and high quality materials. Materials should be submitted prior to any work commencing. A reduced scheme at first floor level was submitted which better related to the other properties in the lane and avoided the "terracing" effect of the previous scheme". However there was still concern that the proposed new dwelling would dominate neighbouring properties in particular number 3 with its exposed timber frame and overall roof height. A subsequent revised scheme has been received which looks to eliminate the mono pitch roof and reduce the overall mass and scale of the scheme which better reveals the timber frame detail of number 3 which is considered to make a positive contribution to the character and appearance of the conservation area a. The new proposal is considered to better reveal the historical significance by demonstrating the ongoing development of Duck Lane which ranges from 19th century to 20th century.

3. The revised scheme is considered an improvement on the previous schemes for the reasons stated above and supportable for the reasons stated below.

4. Policy: NPPF Paragraph 137. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

Other Representations:
Neighbours

13, Bedford House, 15
George Street.
4, 30A Bedford Street
3, 5, 11, 13, 15 Duck
Lane
11, 35 London End
6 Howland Place
Bedford Estates
36, 38, 39, 40 Timber
Lane
1 Amherst Court
3, 5 Bloomsbury Close
Ansley House
36 Leighton Street
Woburn Abbey
3 Howland Place
The Old Smithy,
Caswell Lane

Objections (Summary)

The proposed building is out of keeping with the surrounding houses and an eyesore in the village.

This would spoil the entire streetscene and village.

The proposed fashionable modern design doesn't resonate with existing buildings, especially given its prominent position.

Rear bedroom and side bedroom would have a direct view into the rear windows of No.6 Howland Place, and will remove any privacy.

Building would be less than 1.5 metres from the boundary of No.6 Howland Place.

The building is twice the footprint of the original building, which is outside of planning regulations, this would block light to No.5 Howland Place.

Proposed development does not meet with criterion of points 1 and 2 of the pre application advice.

Existing outbuildings have been designed to appear "Georgian".

Other similar newer buildings within the vicinity have also respected the "Georgian" architectural style and materials. Any newer modern developments are hidden from the streetscene by being set back and being hidden by predominantly 2m high brick walls.

Paragraph 3.10 of the Heritage report recognises that the present application "detracts from the local character and appearance of Duck Lane".

Negative visual impact on adjacent listed buildings.

Proposed buildings and fenestrations are not proportional or balanced and are therefore out of keeping.

Errors in the Heritage report in reference to the works recently completed to No.3 Duck Lane.

Materials to be used are not traditional and are not in keeping or sympathetic to the conservation area.

Removal of the view of Nos 3 and 5 Duck Lane from Leighton Street.

No tree survey has been submitted even though trees will be lost.

Proposal would not result in a net gain of parking spaces as the dropped kerb would remove two existing on street spaces.

Proposal does not allow access to the gas meter box to the side of No.3 Duck Lane.

Issue of privacy from the window of No.3 into the flat roof skylight of the proposed dwelling.

North facing window to the gable end of No.3 will be entirely blocked resulting in a significant loss of light.

Car dominant scheme.

Overdevelopment of the site.

Amendments do not address the issues above.

30A Bedford Street	<p>Comments (Summary)</p> <p>We are in favour of this development, however, the design of the new property must reflect the existing properties in Woburn and must not be of a modern design and should reflect the Georgian style predominant in central Woburn.</p>
5 George Street 30A Bedford Street	<p>Support (Summary)</p> <p>Received notice of this application through a letter canvassing for negative opinions.</p> <p>Cannot see a problem with the proposals for the following reasons:</p> <ul style="list-style-type: none"> - Derelict toilet block is ugly and brings down the general feel of the area. - Whilst the housing is modern it is not out of keeping with the village. Whilst the main street is all Georgian the rest of the village is not, with a mix of Victorian - modern housing throughout. - Duck Lane is made up of more modern 70's / 80's houses which are extremely ugly with high brick walls around the front which are imposing. There is a complete mix of ages of houses and mix of designs along Duck Lane. - The house includes two off street parking spaces, parking is already an issue along Duck Lane although if these spaces are used the parking should not be made worse. - Many examples across the country of modern designs looking great in amongst historic houses. We need to move forward. It will look much nicer than most of the other newer houses on Duck Lane.

Determining Issues:

The main considerations of the application are;

- 1. Principle**
- 2. Impact on the Character and Appearance of the Conservation Area**
- 3. Neighbouring Amenity**
- 4. Highways**
- 5. Other Considerations**

Considerations

- 1. Principle**
 - 1.1 The application site is located within the Green Belt, and is within the Green Belt infill boundary of Woburn. Therefore Section 9 of the National Planning Policy Framework (NPPF) and Policy DM6 of the Central Bedfordshire Core Strategy and Development Management Policies (North) (CSDMP) are key considerations in the determination of this application.
 - 1.2 Section 9 of the NPPF explains that the government places great importance on the protection of Green Belts. It states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

- 1.3 Paragraph 88 of the NPPF states that, when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. It states that 'very special circumstances' will not exist unless the harm that would be caused to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 1.4 Paragraph 89 explains that the construction of new buildings should be regarded as inappropriate development, unless it falls within the provided list of exceptions. The applicant is relying on exception 6: limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.
- 1.5 However, the preamble to policy DM6 defines infill development as small scale development utilising a vacant plot which should continue to complement the surrounding pattern of development. The application site is of a similar size as adjacent plots and would complement the surrounding pattern of development.
- 1.6 The application site has clearly been previously developed through the siting of the existing public convenience, as such is considered to be the redevelopment of a previously developed, brownfield site. The site is surrounded by residential development on all sides, as such the proposed redevelopment is not considered to have a greater impact on the openness of the Green Belt and would not impact on the purpose of including the land within the Green Belt.
- 1.7 In conclusion, for the reasons stated above, the proposal is considered to amount to an infill development through the redevelopment of previously developed land and would not result in any undue impact on the openness of the Green Belt. As such, the proposal is considered to be in accordance with Section 9 of the National Planning Policy Framework and Policy DM6 of the Central Bedfordshire Core Strategy and Development Management Policies (North) and is considered to be acceptable in principle.

Whilst the building would be taller than the existing building it would be of a similar height to those in the vicinity.

2. Impact on the Character and Appearance of the Conservation Area

- 2.1 The applicant sought pre application advice from the council which confirmed that a contemporary dwelling, in traditional materials would likely be supported if a formal application was to be submitted.
- 2.2 The proposal seeks to provide a contemporary design solution utilising traditional materials close to the centre of the Woburn Conservation Area. The site is visible from Leighton Street and a number of key heritage assets within the centre of Woburn, including the Town Hall. Whilst the site is visible from the parts of the main centre of Woburn it is sited on Duck Lane moving

away from the main, central heritage assets.

- 2.3 The proposed dwelling would be set back from the existing established front building line of No.3 Duck Lane adjacent to the site. The building would be finished with a flat roof which would sit below the ridge line of the original neighbouring properties and the two storey rear extensions to No.3. Considering this design, siting and scale a partial view of the existing timber framed dwelling at No.3 would be retained.
- 2.4 Whilst the proposal would introduce a new contemporary form of development within Duck Lane there are a number of existing dwellings within Duck Lane of differing styles, design and material finish. Including a row of large, detached 90's style, gable frontage, dwellings which are sited just two dwellings down from the application site.
- 2.5 The garage buildings to the north of the application site, associated with No.1 Duck Lane are currently finished with a flat roof. Whilst it is noted that these garages are single storey, the flat roof design of the proposed dwelling can be seen within the context of the existing adjacent flat roof building.
- 2.6 The existing public convenience block located on the application site was also constructed in the 1990's and is of a more contemporary design than both adjacent properties and the general "Georgian" design of Woburn. The building has not been in use for a number of years and is in a bad state of disrepair, the surrounding land has also been left to become overgrown. As such the existing state of the site is considered to have a negative impact on the Conservation Area.
- 2.7 Whilst the application site, and proposed dwelling would be partially visible from a number of listed buildings within Woburn. The dwelling would not be sited within the grounds or immediate vicinity of any listed building and as such, it would not result in harm to the setting or significance of any listed building.
- 2.8 The Conservation Officer has been consulted on the proposal and has made the following comment: "Given the eclectic mix of styles and ages of properties in Duck Lane which includes the current Public Conveniences the proposal although contemporary is supportable subject to the use of sympathetic and high quality materials. Materials should be submitted prior to any work commencing. The reduced scheme at first floor level sits more comfortably in the street and avoids a "terracing" effect of the previous scheme".
- 2.9 Updated comments from the Conservation Officer state: "A subsequent revised scheme has been received which looks to eliminate the mono pitch roof and reduce the overall mass and scale of the scheme which better reveals the timber frame detail of number 3 which is considered to make a positive contribution to the character and appearance of the conservation area a. The new proposal is considered to better reveal the historical significance by demonstrating the ongoing development of Duck Lane which ranges from 19th century to 20th century".

- 2.10 The proposal is considered acceptable having regard to paragraph 137 which states that "local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably". The siting of the proposed dwelling is considered to better reveal the historical significance of the adjacent timber framed building which is considered to make a positive contribution to the Conservation Area.
- 2.11 The dwelling would be sited off of the boundaries of the site and as such would not result in any terracing effect.
- 2.12 Whilst the application site is not of a significant size the private amenity space provided would have an area of approximately 89m² this is well above the minimum requirement of 60m² as outlined in the Central Bedfordshire Design Guide 2014. Whilst the rear garden depth would not meet with the minimum requirement of 10 metres the design guide states that residential development on infill sites need only comply with one of the criteria (either the area or depth criteria). As such the private amenity space provided on site is considered to be acceptable in accordance with the Central Bedfordshire Design Guide 2014.
- 2.13 Considering the size of the plot, the design of the dwelling, the provision of the relevant private amenity space and the size of neighbouring plots, the proposal is not considered to be an overdevelopment of the site.
- 2.14 The proposal includes on site parking for two vehicles, located primarily to the side of the main dwelling. The siting of the car parking would not be to the front of the main dwelling, as such the proposal is not considered to result in a car dominant street frontage. Duck Lane is currently dominated by car parking on both sides of the street, considering the proximity of the dwellings to the highway of Duck Lane it can be argued that the existing built form appears to be "car dominant". The proposal is considered to result in an improvement to this existing situation through the provision of on site parking.
- 2.15 In conclusion, considering the above points the proposal is considered to result in less than substantial harm to the Conservation Area which would be outweighed by the benefit of bringing the site back into use. Whilst the design is contemporary a condition is recommended in order to require the use of quality traditional materials to ensure that the material finish is in keeping with the general character and appearance of the area. As such the proposal is considered to have an acceptable impact on the character or appearance of the Conservation Area and it is therefore in accordance with the National Planning Policy Framework, policies CS14, CS15, DM3 and DM13 of the Core Strategy and Development Management Policies - North Document dated 2009 and the Central Bedfordshire Design Guide

3. Neighbouring Amenity

- 3.1 The proposed dwelling would be sited a minimum of 1 metre from the adjacent dwelling at No.3 Duck Lane to the south of the application site. No.3 has previously benefited from rear extensions at both ground and first floor level

along the boundary of the site. No.3 benefits from two ground floor windows facing the application site, these appear to serve an entrance hall and ground floor w/c neither of which are considered to be habitable rooms. No.3 also benefits from two first floor windows facing the application site, these serve the first floor hallway, which is not considered to be a habitable room, and a rear bedroom which is also lit from a large window to the rear. As such whilst the proposed dwelling is likely to result in a minor loss of light to these windows, considering its proximity and two storey nature, the level of loss is not considered to be unduly detrimental given these windows serve non habitable rooms or rooms also lit by windows to the rear. No.3 also benefits from a loft conversion with two windows in the side elevation gable at second storey level, considering the height and nature of the proposed dwelling it would not result in any undue loss of light into these windows.

- 3.2 The boundary between No.3 and the application site runs at an angle in comparison to the siting of the proposed dwelling. As such the rear of the proposed dwelling would be located a minimum of 3.7 metres from the rear of No.3. The proposed dwelling would only protrude approximately 2.3 metres beyond of the rear of No.3 with the section closest to the shared boundary being single storey. Considering this relationship the proposal would not appear as unduly overbearing to No.3.
- 3.3 A number of ground floor windows are proposed facing No.3, as these would be sited on the ground floor they would not result in any direct overlooking of No.3. No windows are proposed on the first floor directly facing No.3, as such the proposal would not result in any undue loss of privacy to No.3.
- 3.4 The proposed sky light in the flat roof aspect closest to No.3 has been reduced in size to ensure that there is no view from the side facing bedroom window of No.3 down into the sky light. As such the position of such roof light is considered to be acceptable.
- 3.5 The proposed dwelling would be sited a minimum of 0.5 metres at ground floor level and 2.6 metres at first floor level from the boundary with the neighbouring property to the north of the application site at No.1 Duck Lane. No.1 benefits from a garage building and rear garden, with a minimum depth of 10 metres, along this shared boundary. The rear to side relationship between the rear of No.1 and the proposed dwelling at a minimum of 10 metres is considered to be in accordance with the Central Bedfordshire Design Guide.
- 3.6 Considering the distance between the rear of No.1 and the side of the proposed dwelling, and the design of the proposed dwelling it would not intersect a 45 degree vertical angle from the mid point of the nearest ground floor, rear facing window of No.1. Therefore the proposal would not result in any undue loss of light into the main dwelling of No.1 and would not appear as unduly overbearing.
- 3.7 The proposed dwelling is likely to result in minor overshadowing of a small section of rear garden closest to the boundary of the application site. Considering the flat roof design of the proposed dwelling and the siting of the first floor aspects off of this shared boundary, the loss of light to the rear garden by way of overshadowing is not considered to be unduly detrimental.

- 3.8 One window is proposed in the ground floor of the side elevation facing No.1, this would not result in any direct overlooking. Two windows are proposed at first floor level in the side elevation facing No.1. The first would be sited to the front corner of the dwelling and would only result in overlooking of the flat roofs of the existing adjacent garages. The second would be sited adjacent to the rear garden of No.1, this window would be obscurely glazed and would not result in any direct overlooking. As such the proposal would not result in any undue loss of privacy to No.1.
- 3.9 The rear garden of the proposed dwelling would also share a boundary with the neighbouring property to the north west of the application site at No.69 Leighton Street. The proposed dwelling would be sited a minimum of 15.3 metres from the rear of No.69. Considering the relationship between No.69 and the proposed dwelling it is not considered to result in any undue loss of light or privacy to No.69 and would not appear as unduly overbearing.
- 3.10 The proposed dwelling would be sited a minimum of 20 metres from the rear of the neighbouring properties to the west of the application site at Nos.6 and 7 Howland Place. The properties are slightly offset from each other and are not directly back to back, as such the relationship between these two dwellings is considered to be acceptable in accordance with the Central Bedfordshire Design Guide 2014. As a result no undue loss of light or privacy would result to the owners / occupiers of Nos.6 and 7, and the dwelling would not appear as unduly overbearing.
- 3.11 All other neighbouring properties are considered to be far enough removed from the application site for the proposal to have no impact on neighbouring amenity.

4. Highways

- 4.1 The proposed dwelling would benefit from the provision of two on site car parking spaces, as such the parking provision is considered to be in accordance with the Central Bedfordshire Design Guide for a dwelling of this size.
- 4.2 The Highways Officer has been consulted on the proposal and has made the following comment: "The existing is a public convenience with a dropped kerb pedestrian access at the highway. The proposal is for a 3 bedroom dwelling with an access located at the north of the site for 2 vehicles, with pedestrian visibility splays. Driver /driver inter visibility from the access is acceptable". As such the proposed vehicular access to the site is considered to have an acceptable impact on Highway Safety.

5. Other Considerations

5.1 Landscaping:

Limited detail has been included in regards to the boundary treatment and landscaping on site, as such a condition has been attached to ensure that this is provided before any development works commence on site.

5.2 Public and Parish Comments:

The various comments and objections received by members of the public and

parish council have been considered throughout the processing of this application and have been addressed in the relevant sections of this report.

5.3 Human Rights issues:

The development has been assessed in the context of human rights and would have no relevant implications.

5.4 Equality Act 2010:

The development has been assessed in the context of the Equality Act 2010 and would have no relevant implications.

Recommendation:

That Planning Permission be **APPROVED** 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 **Notwithstanding the details submitted with the application, no work on the construction of the new dwelling, hereby permitted shall take place until samples of the exterior materials proposed to be used in the development hereby approved, including roofing materials, ridge piece and rainwater goods, timber cladding, have been made available on site for inspection and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.**

Reason: To control the appearance of the development in the interests of the character, appearance of the Conservation Area. (NPPF 12).

- 3 **All new doors, windows and garage door shall be timer and detailed drawings at a scale of 1:10 of all new doors and windows shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The works shall be carried out in strict accordance with the approved details.**

Reason: To control the appearance of the development in the interests of character, appearance of the Conservation Area. (NPPF, Section 12).

- 4 **No development shall take place 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)**

- 5 The first floor windows in the north facing side elevation of the development hereby permitted shall be permanently fitted with obscured glass of a type to substantially restrict vision through it at all times and shall be non-opening, unless the parts of the windows which can be opened are more than 1.7m above the floor of the rooms in which the windows is installed. No further windows or other openings shall be formed in the side elevations.

Reason: To safeguard the privacy of occupiers of adjoining properties.
(Section 7, NPPF)

- 6 No building shall be occupied until the junction of the proposed vehicular access with the highway has been constructed in accordance with the approved details and any surplus lengths of dropped kerb not required in the approved proposed access shall be re-instated to full height kerbs.

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

- 7 Prior to occupation, the proposed development shall be carried out and completed in all respects in accordance with the access siting and layout, secure and covered long stay cycle parking, refuse collection point, pedestrian visibility splay illustrated on the approved drawing no. 817-L4A and defined by this permission and, notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995, (or any Order revoking or re-enacting that Order) there shall be no variation without the prior approval in writing of the Local Planning Authority. The vision splay so described and on land under the applicant's control shall be maintained free of any obstruction to visibility exceeding a height of 600mm above the adjoining footway level.

Reason: To ensure that the development of the site is completed insofar as its various parts are interrelated and dependent one upon another and to provide adequate and appropriate access arrangements at all times.

- 8 The proposed vehicular access shall be surfaced in bituminous or other similar durable material (not loose aggregate) as may be approved in writing by the Local Planning Authority for a distance of 5.0m into the site, measured from the highway boundary, before the premises are occupied. Arrangements shall be made for surface water drainage from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: To avoid the carriage of mud or other extraneous material or surface water from the site into the highway so as to safeguard the interest of highway safety.

- 9 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995, or any amendments thereto, the

covered/car port accommodation on the site shall not be used for any purpose, other than as covered/car port 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.

- 10 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 817-L1, 817-L2, 817-L3D, 817-L4A, 817-P1F, 817-P2E, 817-P3F, 817-P4E.

Reason: To identify the approved plans and to avoid doubt.

INFORMATIVE NOTES TO APPLICANT

1. 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.
2. 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 National Planning Policy Framework (NPPF) and the Core Strategy for North Central Bedfordshire.
3. The applicant is advised that no works associated with the construction of the vehicular access and re-instatement of any surplus lengths of kerbs 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 Tel: 0300 300 8301 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.

The applicant is advised that, under the provisions of the Highways Act 1980, no part of the structure, including boundary foundations and surface water hardware shall be erected or installed in, under or overhanging the public highway and no door or gate shall be fixed so as to open outwards into the highway. The Highway Authority has the power under Section 143 of the Highways Act 1980, to remove any structure erected on a highway.

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 by this link on the Council website

<http://www.centralbedfordshire.gov.uk/transport/request/dropped-kerb.aspx> or contact Central Bedfordshire Council Tel: 0300 300 8301.

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 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 Tel: 0300 300 8301. Under the provisions of the Highways Act 1980 the developer may be liable for any damage caused to the public highway as a result of construction of the development hereby approved.

The contractor and/or client are to ensure that any mud or building material debris such as sand, cement or concrete that is left on the public highway, or any mud arising from construction vehicular movement, shall be removed immediately and in the case of concrete, cement, mud or mortar not allowed to dry on the highway.

The applicant is advised that all cycle parking to be provided within the site shall be designed in accordance with the Central Bedfordshire Council's "Cycle Parking Annexes – July 2010".

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

The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process 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

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