

Central  
Bedfordshire  
Council  
Priory House  
Monks Walk  
Chicksands,  
Shefford SG17 5TQ



**TO EACH MEMBER OF THE  
DEVELOPMENT MANAGEMENT COMMITTEE**

10 September 2013

Dear Councillor

**DEVELOPMENT MANAGEMENT COMMITTEE - Wednesday 11 September 2013**

Further to the Agenda and papers for the above meeting, previously circulated, please find attached the Late Sheet.

Late Sheet

**3 - 10**

Should you have any queries regarding the above please contact Democratic Services on Tel: 0300 300 4040.

Yours sincerely

Helen Bell,  
Committee Services Officer  
email: [helen.bell@centralbedfordshire.gov.uk](mailto:helen.bell@centralbedfordshire.gov.uk)

This page is intentionally left blank

## LATE SHEET

### DEVELOPMENT MANAGEMENT COMMITTEE – 11.09.2013

*Item 6 (Pages 13 - 34) – CB/13/02017/FULL – Unit A & R, Stratton Business Park, London Road, Biggleswade, SG18 9QR*

#### **Updates:**

A contribution of £10,000 towards sustainable transport projects in the area would be made by the applicant and secured through a s106 agreement.

For clarity, the first paragraph of Section 2 (appearance) refers to the existing situation at the site.

#### **Representations:**

One letter of objection has been received, that raises the following issues:

The proposed use would conflict with the site allocation.

The development could undermine aspirations to develop at nearby sites.

Consideration should be given the aspirations to extend the adjacent site (Unit B) when assessing this planning application.

#### **Conditions:**

It is recommended that the following conditions and informatives be attached to any consent:

1/ The development shall not be occupied before all access and junction arrangement and off-site highway improvements serving the development have been completed in accordance with the approved in principle plans and constructed to the specification of the Highway Authority and Local Planning Authority's satisfaction.

Reason: To secure a satisfactory access and highway arrangements appropriate to the development, in the interest of public safety and convenience.

**2/ No development shall commence at the site before details of the phasing of all the highway works has been submitted to and approved in writing by the Local Planning Authority. The approved phasing schedule shall be implemented to the satisfaction of the highway authority.**

**Reason: In order to ensure that the approved development takes place in a comprehensive manner having regard to the highway safety and capacity.**

3/ Before first occupation or use of the development the customer and staff parking areas and service yard as shown on the approved plan shall be provided and maintained thereafter for that use.

Reason: To ensure the development makes adequate provision for the off-street parking and manoeuvring of vehicles likely to be associated with its use.

**4/ No development shall commence at the site before details of wheel cleaning facilities to be provided on site during site preparation and construction have been submitted to, and approved in writing by, the local planning authority. As approved these shall be installed before any development commences and shall be retained in working order during the whole of the site preparation and construction period. All vehicles leaving the site shall use the facilities.**

Reason: In order to minimise the amount of mud, soil and other materials originating from the site being deposited on the highway, and in the interests of highway safety and visual amenity.

**5/ No development shall commence at the site before a scheme detailing provision for on site parking for construction workers and deliveries 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.

Condition 4 as shown in the report would be amended to read:

**i) The development shall not be occupied before a site wide travel plan has been submitted to and approved in writing by the Local Planning Authority. The travel plan shall include details of:**

- **Initiatives of joint working with local employers and shared travel plan activities across London Road Retail Park and Plot 'S';**
- **Predicted travel journeys to and from the site and targets to reduce journeys;**
- **transport links, to include pedestrian and cycling links and details of public transport to and from the site;**
- **A timetable to implement the identified measures to minimise private car use and incentives to encourage walking, cycling and to promote travel choice;**
- **The mechanism for monitoring and review annually for a period of five years from the date that the travel plan detailed within this condition has been approved in writing by the Local Planning Authority;**
- **Cycle parking;**
- **The appointment and role of the travel plan co-ordinator;**
- **Promotion of the approved travel plan to all occupiers of the site.**

**ii) Before the development is brought in to use, the approved travel plan shall be submitted to the Local Planning Authority for review and approval so that prevailing conditions at that time can be considered and the plan adjusted as necessary at that time.**

**The development, hereby approved, shall only be used in accordance with the approved travel plan and the timetable agreed within to implement measures to minimise private car use and incentives to encourage walking, cycling and to promote travel choice.**

**Reason: In the interests of sustainable travel.**

This would safeguard against a position where a potential occupier agrees to a Travel Plan but does not then occupy the building.

Informatives:

The applicant is advised that in order to comply this permission it will be necessary for the developer of the site to enter into an agreement with Central Bedfordshire Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. Further details can be obtained from the Development Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.

The applicant is advised that no highway surface water drainage system designed as part of a new development, will be allowed to enter any existing highway surface water drainage system without the applicant providing evidence that the existing system has sufficient capacity to account for any highway run off generated by that development. Existing highway surface water drainage systems may be improved at the developers expense to account for extra surface water generated. Any improvements must be approved by the Development Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.

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 Traffic Management Group Highways and Transport Division, Central Bedfordshire Council, Technology House, 239 Ampthill Road, Bedford MK42 9BD

***Item 7 (Page 35-45) – CB/13/02542/FULL – Lombardi's Pizza, Red Lion, Deadmans Cross, Shefford, SG17 5QQ***

**Additional Consultation/Publicity Responses**

Haynes Parish Council Response – OBJECT

The application would have a detrimental effect on a dangerous stretch of road. Since the last planning application a speed survey has been carried out by Bedfordshire Police, which indicates that speeding occurs.

The new application will undoubtedly create even more traffic movements and the location is inappropriate for this type of activity.

Access arrangements are also inadequate, in light of speed of traffic and camber of road. Needs to be significant traffic calming measures implemented.

The application would have an adverse impact on the open countryside.

Neighbour Consultations – (One additional objection received)

Deadmans Cross will be seen as massive car lot, rather than a residential hamlet.

Although 'Speed Watch' is carried out on a regular basis, the road is a lot busier due to new housing developments in Shefford and New Cardington. Does the Central Bedfordshire Council have any plans for traffic calming, as there will be an increase in traffic movement both in and out of the site?

Planning permission has already been refused opposite for improvements to the original car sales opposite, seems unfair that this business can start up opposite.

The application would have a visually detrimental effect on the hamlet, and increase the traffic on a dangerous stretch of road.

Highway Officer –

No objection to the proposal, subject to the imposition of conditions.

It is noted that the Highway Officer has recommended that the applicant provides vehicle actuated signage on approach to the site. However, in planning terms it is not considered reasonable to require the applicant to provide this, or relevant to the proposal and therefore would not pass the condition tests.

**Additional Comments**

The Officers report, on page 40, in the second paragraph under Section 2 - *Impact on character of the area and streetscene*, refers to the car sales yards as North and South. However, it would be more correct to refer to them as West and East.

**Additional/Amended Conditions/Reasons**

**Revised Condition 2 -**

2. Within one month of the date of this permission, details of surfacing materials and surface water drainage for the site, shall be submitted to the Local Planning Authority. Within two months of the details being approved, the approved surfacing materials and drainage works shall be constructed and implemented on site and thereafter retained for the duration of the development.

Reason: To avoid the carriage of mud or other extraneous material or surface water from the site so as to safeguard the interest of highway safety and reduce the risk of flooding and to minimise inconvenience to users of the premises.

**Additional Conditions**

8. The kerb build out adjacent to parking bay 1, and the area between the rear of bays 1 and 2 and the highway way boundary, shall be maintained free of any obstruction to visibility exceeding a height of 600mm above the adjoining carriage way level.

Reason: To provide driver/ driver intervisibility between vehicles using the bays and the access and for the avoidance of doubt, in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

9. Within 1 month of the date of this permission, details of a light goods vehicle parking space for the loading/unloading for the restaurant/letting rooms and fast food takeaway and keep clear signage for this bay, shall be submitted to and approved in writing by the Local Planning Authority, and within one month of that approval, the loading/unloading space shall be located and constructed in accordance with the approved details and the signage installed.

Reason: To provide an adequate loading/unloading bay for the existing restaurant/letting rooms/fast food takeaway, in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

***Item 8 – CB/13/01850/FULL (pages 47 – 58) – 18 Chapel Road, Flitwick, Bedford, MK45 1EA***

**Additional Consultation/Publicity Responses**

With respect to the revised plan indicating details including boundary treatments, retention of boundary hedges and two parking spaces to the front of the site for the use of the two bedroomed existing house (18 Chapel Road) The highways officer remains of the view that the proposal remains acceptable in a highways context.

One neighbour has advised that she still has objections on grounds of loss of amenity, privacy and intrusion. The plans indicate overdevelopment amidst long established and traditional garden environments of the surrounding locality. The project has more to do with opportunistic garden grabbing that providing affordable housing. Attention is drawn to the Government's announcement of 8 June 2010 on this subject.

**Additional Comments**

There are no additional comments

**Additional Condition:**

There are no additional conditions

**Additional Informative:**

It is recommended that the following Informative be attached to any planning permission.

The applicant is advised to require that lorries and vans involved in the construction of the development hereby approved only come to the site during the hours of 09:00 and 17.50 Mondays to Fridays and 09:00 to 13:00 Saturdays and not at all on Sundays, Banks or Public Holidays.

**Item 9 – CB/13/02102/FULL – (pages 59 - 70) 81 Ampthill Road, Maulden, Bedford, MK45 2DH**

**Revised plan received 6/09/2013.**

A revised site layout plan and accompanying letter were received on 6/09/2013 (PL106/A/B) showing the removal of the parking space to the side of the proposed bakery and the erection of a screen wall to the front of this area with a refuse storage area behind this wall. A gated access is shown alongside this screen wall - and behind the wall and gate is to be a paved area.

This revision will prevent any conflict between pedestrians to the hairdressers, bakery and flats with any car parked in this area. The omission of this parking space will enable vehicles to park on the road in front of this area.

**Additional Consultation/Publicity Responses**

The highways officer is not raising any objections to the revised site layout plan

**Minor changes to the report.**

Page 61 of agenda: 'Summary of decision' is amended to 'Summary of recommendation'.

Para 1: row eight '*additional*' is changed to '*additional*'  
row nine '*this*' is changed to '*these*'

**Additional and amended Conditions**

The conditions are to be re numbered consecutively.

Condition 5 – (to be re-numbered to condition 4) to be reworded so that it begins with: '*Before the use commences ...*'

Condition 6 – (to be re-numbered to condition 5) to be reworded to state ' .. *in accordance with condition 4...*'

Condition 10 – (to be re-numbered to condition 9) to include revised plan number: PL106/A/B and to remove reference to PL106/A/A

A new condition to be attached which states:

*'Before the development commences details of the brick screen wall, frontage gate and the paved area behind these shall be submitted to and approved in writing by*



*the Local Planning Authority and the approved details shall be implemented prior to the commencement of the use of the retail unit hereby permitted.*

*Reason: To safeguard the safety of pedestrians to the retail unit, flats and hairdressers.*

**Additional Informative:**

An informative be attached which reads:

*The applicant is advised that the development must comply with the requirements of the Disability Discrimination Act 2005.*

**Item 11 (Page 83-92) – CB/13/02393/FULL – 38, Bedford Road, Sandy, SG19 1EW**

**Additional Consultation/Publicity Responses**

Sandy Town Council – Object

The pitch is not symmetrical, lintels, height of the wall, colour of the brick used does not match the brick on the main building and will have an overbearing impact on the near neighbour. In addition it is disappointing that the front boundary wall has been demolished and an additional four car parking spaces at the front have been made.

Neighbour representations

A third party representation has been received from the adjoining neighbouring owner/occupier of No. 40 Bedford Road in objection to the application for the following reasons:

- The plans are incorrect. The plans indicate the wall on the boundary to measure 2.64 metres in height. This currently stands at 2.73 metres and will rise to 2.79 metres when coping stones are added;
- 0.30 metres higher than approved this creates a sever tunnelling impact and a significant loss of light;
- The wall is unattractive and badly constructed;
- The asymmetrical roof pitch is completely out of proportion and style with the existing house;
- The lintels are not correctly gauged and look ugly;
- The brick colour does not match the existing and is unsympathetic and new and old brick courses have not been aligned; and
- The extension has been constructed quickly and cheaply due to trespass as the proposal encroached on the neighbouring land of No.40.

It is considered that the above concerns raised in both the consultation response received from the Town Council and the third party representation from the owner/occupier of 40 Bedford Road have been addressed within the Officer's report to the Development Management Committee and no revisions to the report are required.

**Item 12 (Page 93 - 131) – CB/13/02037/VOC – Double Arches Quarry,  
Eastern Way, Heath and Reach**

**Amendment to conditions**

A request has been received from the applicant to :

1. Change the time limit of the permission from 3 to 5 years as per original permission in order to offer flexibility to the implementation timetable.
2. With the removal of Condition 11, it follows that Condition 12 should also be removed given that both conditions are closely related. It is however considered that whilst this might be the case, Condition 12 should have been included in the application to afford interested parties an opportunity to comment on it.

**Amended Condition**

- **Condition 1 – pg 119** (Time limit) – replace 3 with 5 years as per original permission. (CB/10/03034/FULL).

**Item 13 – (page 133 - 145) - CB/13/02360/FULL – Land Adj. to 2  
Sandy Lane, Leighton Buzzard, Beds, LU7 3BE**

**Additional Consultation/Publicity Responses:** N/A

**Additional Comments**

Revised parking plan received on 6<sup>th</sup> September 2013, demonstrating 3 parking spaces for existing bungalow under drawing no. E/P/1.

**Additional Condition:**

**No development shall take place until, the parking provision of 3 car parking spaces for the existing dwellinghouse of 2 Sandy Lane, in accordance with drawing no. E/P/1, has been completed and thereafter retained for that purpose and prior to the occupation of the new dwellinghouse, the parking provision of 2 car parking spaces, shall be completed and thereafter retained for that purpose.**

**Reason:** To ensure the continued provision for car parking clear of the highway.  
(Policies 27 and 43 D.S.C.B)

**Additional Informative:**