

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



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

18 August 2015

Dear Councillor

DEVELOPMENT MANAGEMENT COMMITTEE - Wednesday 19 August 2015

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

Late Sheet

3 - 32

Should you have any queries regarding the above please contact Democratic Services on
Tel: 0300 300 5132.

Yours sincerely

Leslie Mannig,
Committee Services Officer
email: leslie.manning@centralbedfordshire.gov.uk

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LATE SHEET

DEVELOPMENT MANAGEMENT COMMITTEE – 19th August 2015

Item 6 (Pages 15-30) – CB/15/02292/FULL – Land at Braeburn Way, Cranfield

Additional Consultation/Publicity Responses

Since the writing of the report for committee, a further letter was received from 41 Lordsmead who had previously objected to the application (included within the main report). The letter provided greater clarification on the objection, however did not raise new concerns or issues.

The main issues contained within the letter relate to the Travel Plan, the inappropriate location for a school on a minor road, the need for onsite visitor parking, and the possibility of a land swap between this site and the existing recreation ground.

Additional Comments

None

Additional/Amended Conditions/Reasons

The development and use of the school site shall be carried out in accordance with the measures set out within the submitted Travel Plan (June 2015).

Reason: To ensure sustainable forms of transport to and from the school site.

Item 7 (Pages 31 - 46) – CB/15/00269/Full – Land adjacent 29 Sand Lane Northill

Additional Consultation/Publicity Responses

Three additional letters from neighbours received - Comments summarised below

- Sand Lane cannot support another housing development
- Sand Lane is narrow and cannot support additional traffic without imposing parking restrictions on existing residents. This is unacceptable and unfair to those without garages while parking is available to newcomers at current resident expense.
- There is already an affordable housing scheme next door
- Have suffered environment loss of glow worms due to inappropriate urban lighting at Chantry Piece
- If there is a need for affordable housing, there are other places in the parish or nearby towns which are more accessible with more amenities
- There is a blind spot at the end of the road, the proposed layout would make this worse.

- Children play in the area.
- On road parking towards Ickwell Road end causes a back up along the lane.
- No street lights makes it difficult for the elderly and children in Sand Lane
- Already difficult for emergency vehicles
- Character should be kept agricultural
- Development goes beyond village limits
- There are more sensible places to build in the parish
- Loss of privacy – ground floor window facing the site. Views from existing windows will be compromised as well as peace and quiet.

Northill Parish Council comments –

Northill Parish Council confirms its support for Affordable Housing in principle, but continues to question the site location proposed in this application. The amended application including the updated Housing Needs Survey has been re-considered, and all previous objections are still considered valid apart from the previous Housing Needs Survey being out of date. Although the new survey indicates a need for smaller homes(1/2 bed) and bungalows, there is still a need identified for 3 bed homes, and Northill Parish Council continues to consider the mix of housing proposed here to be inappropriate. We are aware of a local family in urgent need of at least a 3 bedroom house to rent, for 2 adults and 3 children

Could I add one personal comment re the Housing Needs Survey, a comment that I have already passed to Jon Boswell at BRCC. The survey continually refers to Northill without making it clear as to whether it is talking about Northill as a parish, or the settlement of Northill. Taken out of context this can cause confusion. For example, the June 2010 HNS recommended 7 units in the settlement of Northill (with a further 10 – now built- in Upper Caldecote, and 4 units in Ickwell). This is undoubtedly why the present application is for 7 homes, as it was put together before the update. My interpretation of the updated HNS survey is that it recommends 14 units in the parish, not just the settlement of Northill, so not such a big increase as stated in your report under section 5, entitled CBC Housing Needs Strategy.

Additional Comments

Amendment to Section 4.5 of committee report - second from last line of paragraph should read ...'as set out below in section 4.10 '

For clarity the rear garden serving Plot 7 (a two bedroom bungalow) equates to 58 sq m. The CBC Design Guide recommends a minimum of 50 sq m garden size for a two bedroom property.

Additional/Amended Conditions/Reasons

None

Item 8 (Pages 47-146) – CB/15/01626/REG3 – Land Thorn Turn, Houghton Regis (Waste Park)

Additional consultee comments on re-consultation:

Dunstable Town Council

Response received on 12 August to re-consultation – No objection.

CBC Highways Development Management Team

The Highways Development Control Officer has clarified that a condition relating to detailed highway design should be imposed which is consistent with the condition approved at the previous meeting of this Committee in relation to the outline application for employment development at Thorn Turn (ref. CB/15/01628/REG3).

Officers therefore recommend an additional condition as follows:

No part of the development shall be brought into use unless and until a scheme of highways improvement works has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall include construction details of approved access arrangements and crossing facilities at Thorn Road and footway / cycleway provision along the site frontage. The scheme as may be approved in writing shall be implemented in full prior to the waste park hereby permitted coming into operation.

REASON: To ensure that the proposed highway works are constructed to adequate standard, are appropriate and proportionate to the mitigation required to serve the development and that public rights of way are protected, enhanced and promoted as part of the development in accordance with the saved Policies GE23 and GE21 of the Bedfordshire & Luton Minerals & Waste Local Plan 2005 and the NPPF.

Additional Objector comments:

Some further objections set out in several emails have been received from a Chalk Hill resident. It is noted that the issues have since been encapsulated in a handout, received Tuesday 18 August, covering issues of development in the Green Belt, noise impacts, fire risk and ecology. It is understood that this handout has been circulated to Committee members and therefore the content of the earlier e-mails are not duplicated here. The issues raised in the handout in respect of this application are covered in the report with the exception of two matters.

- Firstly, a comment has been received regarding the amount of vacant industrial units, including a link to available property, and questioning the need to build on Green Belt land. Committee are advised that the application was accompanied by an alternative site search as referred to in the report in order to identify the availability of any preferable site outside the Green Belt.
- Secondly, it has been questioned whether the area has been assessed for fire risk taking into account the close proximity of the residential areas at Chalk Hill and Sewell. It is argued that these areas should be treated as high sensitivity receptors given that they comprise surrounding land where users can

reasonably expect enjoyment of a high level of amenity and people would reasonably be expected to be present here continuously, or at least regularly for extended periods, as part of the normal pattern of use of the land. The application does not address the health and safety concerns of local residents or the risk to the environment. Committee are advised that the issue of fire risk is covered on page 119 – 120 of the report. Officers would further comment that the Chief Fire Officer has twice been consulted on the application. In addition, the objector's comments were forwarded to the Chief Fire Officer on 10 August and attention was drawn to the Fire Strategy accompanying the application, which outlines high specification fire detection and control systems included in the site design. Although a response was invited ahead of today's meeting, no comments have been forthcoming. Officers would wish to emphasise the point that there is no reason in land use planning terms why the development is unacceptable from the point of view of fire risk. Before any waste handling operations can take place on the site, the applicant would need to obtain a Permit from the Environment Agency under the appropriate pollution control regime, this being the Environmental Permit Regulations 2010 (as amended). It is considered that fire risk will be examined in a greater degree of detail as part of this permitting process and any Permit would be expected to contain day-to-day fire prevention and safety measures. Furthermore, a fire certificate would need to be obtained and the Council's insurers would need to be satisfied that adequate precautions are in place.

Item 9 (Pages 147-240) – CB/15/01627/REG3 – Land at Thorn Turn, Houghton Regis (Highway Depot)

Additional consultee comments on re-consultation:

Dunstable Town Council:

A response has been received dated 12/08/2015 raising no objection.

CBC's Public Protection Officer:

A further response dated 12/08/2015 has been received but this does not depart from the previous position as set out in the report. The latest response suggests conditions in respect of noise, dust and light, although Committee are advised that these do not materially alter the content of those set out in the recommended conditions.

CBC Highways Development Management Team:

The Highways Development Control Officer has clarified in a response dated 05/08/2015 that a condition relating to detailed highway design should be imposed which is consistent with the condition approved at the previous meeting of this Committee in relation to the outline application for employment development at Thorn Turn (ref. CB/15/01628/REG3).

Officers therefore recommend an additional condition as follows:

No part of the development shall be brought into use unless and until a scheme of highways improvement works has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall include construction details of approved access arrangements and crossing facilities at Thorn Road and footway / cycleway provision along the site frontage. The scheme as may be approved in writing shall be implemented in full prior to the highways and winter maintenance depot hereby permitted coming into operation.

REASON: To ensure that the proposed highway works are constructed to adequate standard, are appropriate and proportionate to the mitigation required to serve the development and that public rights of way are protected, enhanced and promoted as part of the development in accordance with the NPPF.

With reference to Condition 1 on Page 227, the Works Information relating to Landscape and Ecology (6 bullet points from the bottom of the page) should relate to the version dated 5 August 2015.

Late Representations:

Some further objections set out in several emails have been received from a Chalk Hill resident. It is noted that the issues have since been largely encapsulated in a handout received on 18 August 2015, covering issues of development in the Green Belt, noise impacts and ecology. It is understood that this handout has been circulated to Committee members and the content of the earlier emails are therefore not duplicated here. The issues raised in the handout in respect of this application are covered in the report with the exception of one issue raised in earlier correspondence regarding the amount of vacant industrial units, including a link to available property, and questioning the need to build on Green Belt land. Committee are advised that the application was accompanied by an alternative site search in order to identify the availability of any preferable site outside the Green Belt, as referred to in the report.

Item 10 (Pages 241-248) – CB/15/02323/FULL – 18 Seamons Close, Dunstable

Additional Consultation/Publicity Responses

Another letter has been received from the occupier of No. 28 Seamons Close. The author of the letter cannot attend the committee meeting but hopes that his previous representation has been made available to Members. He also hopes that the matter he raised in regards to the building onto the vacant plot of No. 16 has been properly investigated.

Additional Comments

As noted in the report, plots 16 and 18 have been amalgamated and the proposed extension would not increase the footprint of the dwelling.

Additional/Amended Conditions/Reasons

None

Item 11 (Pages 249 -265) – CB/15/02657/Full – Bridge Farm, Ivel Road, Shefford

Additional Consultation/Publicity Responses

Letter from Savills on behalf of adjacent land owners (Copy attached to Late Sheet)

Summary of comments -

- Adjacent land owners not notified.
- Timing of application. It is not possible for Member to be aware of the all the issues while the consultation period is still open.
- Marketing period of 3 years has not expired. It began in December 2013 according to submitted documents.
- Marketing information is not supported by Economic Growth team.
- MA6 requires route to be safeguarded to land to south and east.
- Development should not impact on the adjacent working farm

Shefford Town Council - Object. Summary of comments

LAPS shown are close to road junctions and have been removed from other plans? Where are they? Are the plans accurate?

Officer comment: the play areas have been removed from the site at the suggestion of the CBC Play and Open Space Officer given the scale of the site.

Development will overload the existing sewers. They system is unable to cope with additional demand at present are requires continual remedial pumping out.

There is insufficient lower school places in Shefford.

Further – there is insufficient parking provision provided. The developer should be responsible for yellow lines on main feeder road to the estate.

Full details of the Town Council comments are appended to the Late Sheet.

CBC Archaeology Officer - No objections subject to condition requiring archaeological investigations.

CBC Tree and Landscape Officer - Landscape details provided are acceptable.

CBC Highways Officer –

Further to my initial response dated 4th August I make the following additional comments and recommendation of conditions and advice notes to be included on the late sheet for members consideration at planning committee. For clarification, these are in addition to the Grampian condition requiring the provision of the controlled pedestrian crossing on Shefford Road prior to first occupation of any dwelling.

In terms of on-site detail, the design of the estate roads comply with the CBC design guidance and will be appropriate for adoption as highway maintainable at public expense, subject to detail design and construction requirements to be finalised and agreed as part of any subsequent Highways Act S38 agreement. The provision of car parking, including minimum garage size can be argued is design guide compliant Appendix F compliant (they have provided 7.0 x 3.3m external dimension to comply with the text of the design guide whereas the sketch indicates internal dimension) and appropriate resident cycle parking provision is achievable in either the garages or free standing stores.

In these circumstances I confirm that there is no highway reason why planning approval should not be granted.

CBC Sustainable Growth Officer –

The development should meet 10% energy demand from renewable sources. This can be secured by a condition.

Additional Comments

The press advert expires on 28th August

Whilst it has been suggested by the Highways Officer that the provision of a new crossing between Shefford Road/Churchill Way roundabout and the A507 could be dealt by a condition, it is recommended to Members that the provision of the crossing is secured via the S106 Agreement.

Although no comment have yet been received from Anglian Water, based on the previous application for 49 dwellings, their comments stated that there is adequate capacity for the development.

Additional/Amended Conditions/Reasons

Highway conditions

1.If the proposed roads are not constructed to the full length and layout illustrated on the approved plan, a temporary turning space for vehicles shall be constructed within the site in a position to be approved in writing by the Local Planning Authority before any building taking access from the road is occupied.

Reason: To avoid the need for vehicles to reverse into or from the highway in the interest of road safety.

2. Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995, 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.

3. Development shall not begin until the developer has made provision for;

- A Construction Traffic Management Plan detailing access arrangements for construction vehicles, routing of construction vehicles, on-site parking and loading and unloading areas.
- An on-site materials storage area.
- On-site wheel cleaning arrangements.

Reason: To ensure that the development of the site does not compromise highway safety on the surrounding highway network.

4. No development shall commence at the site before details of how the development will achieve a reduction in carbon emissions of at least 10% more than required by current Building Regulations through the use of on-site or near-site renewable or low carbon technology energy generation have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.

Reason: Required prior to the commencement of the development in order achieve 10% of energy from renewable sources in the interest of sustainability.

5. No dwelling shall be occupied until a controlled pedestrian crossing has been constructed on Shefford Road at an appropriate point between the Churchill Road roundabout and the roundabout junction with the A507, together with a 2.0m wide footway linking the site with the crossing in accordance with details to be submitted to and approved by the Local Planning Authority.

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

Additional information regarding marketing

The S106 agreement relating to the B1 employment land (CB/12/01123/OUT) required a marketing period of three years from the date of the planning consent. The marketing on site originally commenced in December 2011 and has since been carried out by various agents such as Robinson and Hall, EG Property, Rightmove etc. The marketing strategy has been subject of quarterly updates and Additional marketing was undertaken by Robinson and Hall in December 2013 following discussions with CBC Officers.

The submitted Marketing Report sets out the level of interest in the site over the marketing period. There have been a number of interests, but no further follow up inquiries. In 2011 H-Squared, a Shefford based company expressed an interest for a 1 acre plot on the land. H Squared are a battery and torch distribution company, a use that would fall within B2/B8 use class. In order for H-Squared to operate on the site a new access may have been required onto Ivel Road and would rely on the transfer of a portion of land from CBC Estate. Planning consent would also need to be sought for B2/B8 use which may not have been compatible with the adjacent residential use. H-Squared do not appear to have made any further enquires therefore it is assumed their interest in the land has since declined.

In early 2014 Castleoak, a Registered Care Home provider expressed an interest in a section of the land for the development of a care home which has subsequently been granted Outline planning consent.

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17 August 2015
CAPL/249054/A3/CC

savills

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Dear Ms Boyd

PLANNING APPLICATION CB/15/02657: BRIDGE FARM, SHEFFORD

We write on behalf of Mr and Mrs Foster who own land adjacent and to the east and south of the above application site. My clients (and before them, their family farming company, Polehanger Farms Limited, which formerly owned the land) have promoted their land through the development plan process over a number of years and been involved in many discussions with the Council regarding its development. They also commented on planning applications CB/12/01125/FUL, CB/12/01123/OUTLINE and CB/14/02182 which related to the land in question (of which they were not notified). Despite this, and us pointing this out to the Council on numerous occasions, again they have not been notified by the Council of the receipt a planning application on land which adjoins their land. As you will be aware, Article 15(4)(a)(ii) of the Development Management Procedure Order 2015 requires that for major applications the local planning authority serve notice on the adjoining landowners and occupiers.

Timing of committee

My clients are surprised at the speed with which this planning application is being presented to committee. The application was registered on 15th July 2015. The consultation period runs until the 28th August, yet the application is to be considered by members 10 days before the consultation period has expired. It is simply not possible for members to be aware of all the issues in relation to the application when the consultation period is still open.

Principle of development

Policy MA6 of the adopted Site Allocations DPD identifies the application site for a mixed use development of residential development and "a minimum of...2 hectares of employment land".

The S106 agreement executed in relation to planning application CB/12/01123/OUTLINE requires that the owners market the site for a period of three years. That planning permission was granted on the 29th November 2012. The S106 requires that the site be marketed from the date of permission, however, as set out in application CB/14/02182 marketing of the site for employment purposes commenced in December 2013.

The committee report states that the land has been marketed over a period of four years, but that is clearly inconsistent with the information submitted in relation CB/14/02182. It is also inconsistent with the letter which accompanies the application from Robinson Hall dated 10th February which says marketing commenced in December 2013.

Offices and associates throughout the Americas, Europe, Asia Pacific, Africa and the Middle East.

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As set out in that earlier planning application, marketing actually commenced in December 2013. The site has therefore only been marketed for 19 months, not the 3 years required by the s106. The committee report at para. 1.3 is clearly incorrect and could mislead members where it says the marketing period expires in November. A 3 year marketing is required under the S106 and therefore the period expires in December 2017.

It is also clear that the limited marketing to date is not supported by the Council's Economic Growth team. Matt Pyecroft's email of 8th August sets out numerous criticism of the marketing, none of which are set out in the committee report.

The approach to marketing falls considerably short of what is expected.

The land in question was allocated by the development plan to meet the employment needs of Shefford and its surrounding area during the local plan period to 2026. The purpose of the development system is to take a long term view as to what is needed in the area. There remains a considerable period of the plan period left to run and that whilst we consider that Shefford is an appropriate location in principle for further housing growth, we consider that the appropriate vehicle for determining the most suitable sites is the Neighbourhood Plan process which the Council has put in place and which can consider all the options for growth.

Safeguarding delivery of future sustainable development

A fundamental requirement for the development of land allocated by Policy MA6 is to safeguard a route through site MA6 to allow future access and services to land to the south and east. That requirement is not referred to in the committee report.

The purpose of this requirement of the development plan is to ensure that the potential for future sustainable development at Shefford is not hindered in the interests of the proper planning of sustainable development in the area. We consider that the application as it stands does not comply with the intentions of the development plan nor the NPPF. The NPPF sets out to ensure the delivery of sustainable development and places a positive obligation on local authorities to achieve sustainable development.

The submitted plan *Shef2-03-100 revB plot landscaping* shows trees at the end of the one of the access roads. Neither of the access roads are shown running to the boundary of the site.

Central Bedfordshire is a predominantly rural district, with a number of small market towns and large villages. The supply of previously developed land in sustainable locations is limited. It is inevitable therefore that greenfield land will be required in order to meet future housing needs in a sustainable way. The southern edge of Shefford has previously been considered to be a sustainable location. Owing to the constraints in the District and at Shefford, Policy MA6 requires that the development of the allocation does not prejudice the delivery of further development to the east and south of the allocation. In the interests of good planning and of achieving sustainable development, the Council should require, through a legal agreement, that roads and services to adoptable standards are provided to the boundaries of the application site with land to the east and south. Without such a stipulation the Council can not be certain that a key policy objective, namely the proper planning of sustainable development in its area, will be achieved. This requirement needs to be brought to members attention and its implications fully considered. Should the Council decide to grant planning permission, both routes need to be assured through a legal agreement.

We request to be consulted on the wording of any legal agreement. That wording should require that roads and services are delivered to adoptable standards failing which sustainable development and the good planning of the area will not be achieved.



Impact on working farm

The land to the south and east forms part of an active farm holding and business. It is critical that the future of that business is not put at risk by development proposals and does not restrict my clients legitimate business operations. The field in question is used for cropping purposes. In order to operate efficiently and effectively the field is farmed using modern heavy agricultural machinery. My clients are concerned that unless adequate safeguards are put in place occupiers of new homes will exert pressure to curtail their legitimate farming of the land and that their land may become increasingly under pressure from trespass and consequent damage to crops and the field may be liable to damage during construction. There is currently no physical demarcation of the boundary along the eastern side. It is critical therefore that should the Council decide to grant planning permission, the boundaries to our clients' land are appropriately secured from within the development site ahead of commencement. That should be secured through a S106 agreement and require that a 2.4 metre (8 feet) high fence be constructed along the boundary prior to the commencement of development. That legal agreement should also contain a covenant by the owners of the application site from time to time to maintain such fence unless and except for the provision of access to the land to the south and east.

Yours sincerely



**Colin Campbell BSc Dip TP MRTPI
Director**

SHEFFORD TOWN COUNCIL

10 AUG 2015

THE PLANNING OFFICER
Priory House
Chicksands
Shefford
SG17 5TQ

SHEFFORD TOWN COUNCIL
PO Box 39
Shefford House
15 Shefford High Street
Shefford
Beds.
SG17 5DD

Dear Sir

Date 05/08/15

PLANNING CONSULTATIONS

Planning application

Reference CB15/02657/FULL

Proposal

Address BRIDGE FARM, IVEL ROAD, SHEFFORD, SG17 5LB

Applicant x DAVID ALAN, WALTER, BERYL & SUJAN GUNGIN
JOINTLY WITH BOUIS HOMES

NOTE. These comments relate to three separate submissions with various dates in July for Bridge Farm.
CB15/02657/FULL – July 22. Revised CB/14/03159/FULL
CB/15/02657/FULL – July 22. Revised CB/14/03159/FULL. With post it note 'All other plan previously sent.'
CB/1502657/FULL – July 28. Revised CB/14/03159/FULL

I am directed by Shefford Town Council to refer to the above applications and to advise you that following inspection of the documents submitted, the Council:-

Objects to the application for the following reasons:-

The LAPs shown in the 'our proposals' document located dangerously close to road junctions on bends have completely disappeared on other site plans, typically SHEF2.02.103 and 17272/shef/5/602. The LAPS are not mentioned in other documents. Where are they? Are these documents to be considered as accurate?

This development will add greatly to the overloaded sewers that run down Ivel Road to the junction of Clifton Road. The system is unable to cope with the present demand requires continual remedial pumping out operations by the drainage authority.

There is insufficient lower school places in Shefford now. Any additional children from this estate will add to the total that have to be transported to schools in other communities, adding to traffic volumes, pollution from motor vehicles and disturbance to existing community children.

I am further instructed to make the following comments which it is hoped will be brought to the attention of the Committee:-

We believe there is insufficient parking provision provided on the development. Should this estate be permitted the developer should be made responsible for obtaining the relevant GTO and to put in place double yellow lines on the main feeder road into the estate, Harvest Rise, and on the adjacent sections of Ivel Road and Shefford Road.

The cover sheet dated 28 July makes no mention of the 33% affordable housing. Why? What is being provided in its place?

Yc



Town Clerk.

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fd31c8ddbbe9594a800a094b94ec5b7aa668c6f7/Downloads/SN00934%20(8).pdf

2.1 Green belt in planning practice guidance In March 2014 the Government published new web-based Planning Practice Guidance to accompany and give further detail about the policies in the NPPF. This guidance sets out that unmet housing need in a particular area is unlikely to meet the “very special circumstances” test to justify green belt development: Unmet housing need (including for traveller sites) is unlikely to outweigh the harm to the Green Belt and other harm to constitute the “very special circumstances” justifying inappropriate development on a site within the Green Belt.0

1. Purpose of green belt land According to the Government’s National Planning Policy Framework (NPPF), the green belt serves five purposes: • to check the unrestricted sprawl of large built-up areas; • to prevent neighbouring towns merging into one another; • to assist in safeguarding the countryside from encroachment; • to preserve the setting and special character of historic towns; and • to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.1 The CPRE (Campaign to Protect Rural England), describes green belts as a buffer between towns, and town and countryside whereby within their boundaries, damaged and derelict land can be improved and nature conservation encouraged.

2.3 Waste facilities on green belt land On 16 October 2014 the then Secretary of State for Communities and Local Government announced that he had “strengthened the policy on planning for waste facilities such as recycling plants making clear that companies and councils looking to build these should first look for suitable sites and areas on brownfield land.” The new wording changes the previous policy, to mean that councils can now no longer give special consideration to locational needs, or wider economic benefits the site could bring, over other considerations, as justification for building waste facilities on green belt land. The Government’s National Planning Policy for Waste was published on 16 October 2014.

Following the information regarding the opening hours for the Waste Park, Highways Depot and Industrial units, I believe the same consideration should be given to local residents, as they would for construction pollution,

As a general rule where a neighbour, whether residential or commercial, can hear noise in their **house or garden**, or at their business premises it is expected that works shall not take place outside the following hours

- 08.00 to 18.00hrs Monday to Friday
- 08.00 to 13.00hrs Saturdays
- no working on Sundays or Public Holidays

There is scope for negotiation on these hours where there are particularly noise sensitive properties involved, emergency or specialist work has be undertaken. In areas which are predominantly commercial or industrial there may be advantages in working outside normal hours, whilst in mixed urban areas there will be a need to compromise. Such works shall require prior approval from the Council and will only be granted under exceptional circumstances.

All vehicles and plant arriving at and leaving the site shall comply with the same restrictions on hours. The main contractor shall be held responsible for informing all sub-contractors working on the site of the permitted hours of work.

The buildings would be prominent not only to residents, but from the A505 and Thorn Turn. Landscape value should be given some significance when assessing site location.



Area proposed for Waste Park and Highways depot



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3. Recommended Further Surveys Badger • Access to the sett in the firing range is required, in order to assess current use; • If this and the sett identified to the south are considered to be in current use, and are to be directly impacted by the development, a licence from Natural England will be required in order to destroy them; • For the licence, we would need to be able to demonstrate that our classification of the sett (main, annex, subsidiary, etc.) is correct and prove how important these setts are for badgers in the local area. This would require two visits, spaced a month apart to determine –access to the wider area may be required. Reptiles • Seven visits are required to be spaced within now and the end of September. artificial refuges (roofing felt) would be deployed within areas identified previously. Bats • Further survey is required on all 10 trees identified within the walkover survey; • Tree climbing surveys would be undertaken (where trees are deemed safe) in order to inform the need for dusk/ dawn surveys – can be done any time of year; • Any trees with low potential to support bat roosts will need a single dusk or dawn survey; • Any trees with moderate potential to support bat roosts will need one dusk and one dawn survey; • Dusk and dawn surveys would be done between now and the end of September.

Response from CBC

The ecological survey work has used, as its starting point, an earlier Extended Phase 1 survey. This has been reviewed and the applicant has been in discussion with the County Ecologist regarding the programming of additional targeted surveys. The Wildlife Trust has been invited to comment at both consultation stages associated with these applications.

Fire Risk

Waste management and recycling companies can no longer ignore the situation: the issue of major blazes will refuse to die down until they or the authorities take action

Insurance premiums are going up or are much harder to attain, local communities and fire services are getting increasingly impatient and commercial, environmental and health damage is continuing unabated. The issue of major fires at waste management and recycling sites only gets more severe. Simon Jenkins, product manager at FireVu, a fire detection solution supplier, tells us why the incidence and scale of major fires at waste and recycling plants cannot continue and what can be done.

The UK averages a touch under one fire at a waste management or recycling facility every day of the year.

More precisely the number of blazes between 2001 and 2012 stood at 355 yearly, with a “low” of 246 in 2001 and a high of 425 in 2011 according to Environmental Agency figures.

1.1 Risks of fires 1.1.1 Fires involving wastes can cause **significant harm to people and the environment:** ☐ There is the risk of death and/or serious injury and health damage from high thermal energy and smoke inhalation ☐ Combustion products, even those from non-toxic materials, release airborne pollutants which can cause short and long term effects on human health and the environment ☐ **Firewater run-off can transport pollutants into drainage systems, rivers and lakes, groundwater and soil, threatening water supplies, public health, wildlife** and recreational use ☐ Explosions, sparks and

projectiles can harm people and spread any fire ☐ Substantial property damage and subsequent financial losses

Kingfishers at Dunstable Sewer Works

Posted by [Sean DArcy](#)

When Rob was clearing and doing general maintenance around the scrape he noticed huge quants of Sticklebacks in the shallow water near the hide so I thought it a good idea and suggested we put a perch above the area to see if it would bring the Kingfishers nearer the hide.

That was last week and since then we have had nothing but regular visits to the perch by the local Kingfishers with 2 seen hunting/feeding from the same perch at the same time so a success all around on that front. At this rate of predation I am not sure how long the stock of Sticklebacks will last, as I sat in the hide for 2 and a 1/2 hours today and the Kingfisher was feeding in full view for pretty much the duration of my visit.

Also on view today on the scrape where, 2 no Green Sandpipers, 1 no Little Ringed Plover, Grey & Pied Wagtail, Coot, Moorehen, Mallard + 5 surviving chicks, Reed & Sedge Warblers, Reed Bunting, Bullfinch, Goldfinch & Blackcap



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Through development wildlife is being pushed to its limits, often development has an unrecorded effect on wildlife, it is only years later people realise what they have lost.

We are at risk of not only losing important wildlife, but also local history and knowledge within our towns and villages.

At what point do we say enough. When will we realise our economy should not be built on development, as a way of providing short term jobs and economic growth.

Wild Orchids

Orchids have been in magnificent shape this year all over the country, and putting on an especially good show in the chalky grasslands of Bedfordshire.

One of the UK's most intriguing and beautiful groups of flowering plants, orchids are enjoying particularly good displays this year.

One of the best displays of these exotic-looking flowers this year has been at Houghton Regis Chalk Pit, Bedfordshire, where reserve officers counted over 700 common-spotted, around 140 pyramidal and three bee orchids – an enigmatic species that attracts bees looking to mate due to the bee-like appearance of their flowers

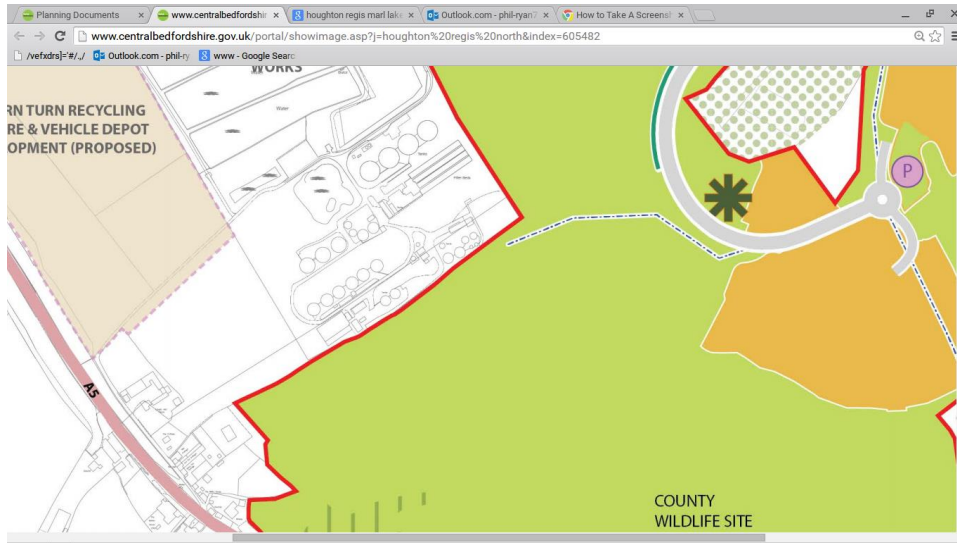
“Orchids are only found in relatively few wild places so it’s great to hear that they are thriving not only on protected nature reserves but also in the wider countryside and even gardens.”

– PAUL WILKINSON, THE WILDLIFE TRUSTS’ HEAD OF LIVING LANDSCAPE

<http://www.itv.com/news/anglia/2013-08-07/orchids-bloom-in-regions-beauty-spots/>

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Proximity of the planned development to Chalk Hill Hamlet



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