

## CENTRAL BEDFORDSHIRE COUNCIL

At a meeting of the **DEVELOPMENT MANAGEMENT COMMITTEE** held at Council Chamber, Priory House, Monks Walk, Shefford on Wednesday, 24 March 2010

### PRESENT

Cllr P F Vickers (Chairman)  
Cllr A Shadbolt (Vice-Chairman)

Cllrs	P N Aldis	Cllrs	D Jones
	A R Bastable		H J Lockey
	R D Berry		K C Matthews
	D J Gale		Ms C Maudlin
	Mrs R B Gammons		A A J Rogers
	K Janes		J N Young

Apologies for Absence: Cllrs A D Brown  
Mrs C F Chapman MBE  
A Northwood  
Mrs C Turner

Substitutes: Cllrs D Bowater (In place of A D Brown)  
M Gibson (In place of Mrs C F Chapman MBE)  
R W Johnstone (In place of Mrs C Turner)

Members in Attendance: Cllrs J A E Clarke  
J Kane  
Mrs A M Lewis  
T Nicols  
J Street,

Officers in Attendance:	Mr D Ager	Highways Officer
	Mrs M Clampitt	Democratic Services Officer
	Mrs G Claxton	
	Mr A Davie	Head of Development Management (North)
	Mr A Emerton	Managing Solicitor Planning, Property, Highways & Transportation
	Mr D Hale	Head of Development Management (South)
	Mr C Murdoch	
	Mrs H Pattinson	Senior Planning Officer
	Mrs A Sammé	Development Management Team Leader (North)

DM/09/51 **Chairman's Announcements**

The Chairman informed the Committee that Item 22 – Flexible Approach to the Implementation of the Council’s adopted Planning Obligation Strategy had been withdrawn by Officers and would not be discussed today.

DM/09/52 **Minutes**

**RESOLVED**

***that the Minutes of the meeting of the Development Management Committee held on the 17 January 2005 be confirmed and signed by the Chairman as a correct record subject to the inclusion of the recorded vote for item 11 The Gables, Mill Lane, Potton.***

DM/09/53 **Members' Interests**

(a) **Personal Interests:-**

<b>Member</b>	<b>Item</b>	<b>Nature of Interest</b>	<b>Present or Absent during discussion</b>
Cllr K Janes	12	Owner of Care Home	Absent

(b) **Personal and Prejudicial Interests:-**

There were no personal and prejudicial interests declared.

(c) **Prior Local Council Consideration of Applications**

<b>Member</b>	<b>Item</b>	<b>Parish/Town Council</b>	<b>Vote Cast</b>
Cllr K C Matthews	11	Cranfield Parish Council	Did not vote
Cllr A R Bastable	11	Cranfield Parish Council	Did not vote
Cllr P N Aldis	15 & 19	Sandy Town Council	Did not vote
Cllr D Bowater	12		Did not vote
Cllr A A J Rogerts	8 & 18	Henlow Parish Council	Did not vote

**DM/09/54 Late Sheet**

In advance of consideration of the following Planning Applications, the Committee received a late sheet advising it of additional consultation, publicity, responses, comments and proposed additional / amended conditions. A copy of the late sheet is attached as an Appendix to these minutes.

During consideration of some of the Applications, the Committee received representations from members of the public in accordance with the Public Participation Procedure as set out in Annex 3 of Part A4 of the Constitution.

**DM/09/55 Planning Enforcement Cases Where Formal Action Has Been Taken**

***AGREED***

***that the monthly update for Planning Enforcement Cases as identified in the report where formal action has been taken were received.***

**DM/09/56 Planning Application No. CB/10/00242/FULL**

**RESOLVED**

**that Planning Application No. CB/10/00242/FULL which related to 66 High Street, Henlow be refused as set out in the Schedule appended to these Minutes.**

**DM/09/57 Planning Application No. CB/10/00247/CA**

**RESOLVED**

**that Planning Application No. CB/10/00247/CA which related to 66 High Street, Henlow be refused as set out in the Schedule appended to these Minutes.**

**DM/09/58 Planning Application No. CB/10/00482/FULL**

**RESOLVED**

**that Planning Application No. CB/10/00482/FULL which related to Land Adjacent Springwood House 22 Ickwell Green, Ickwell be refused as set out in the Schedule appended to these Minutes following the conclusion of the consultation on 26 March 2010.**

DM/09/59 **Planning Application No. CB/10/00356/VOC**

**RESOLVED**

**that Planning Application No. CB/10/00356/VOC which related to Land and buildings at College Farm, Bourne End be delegated to the Director of Sustainable Communities to approve as set out in the Scheduled appended to these Minutes.**

DM/09/60 **Planning Application No. CB/09/07065/FULL**

**RESOLVED**

**that Planning Application No. CB/09/07065/FULL which related to Elm Lodge, 18 Stoke Road, 20 Stoke Road and Elmside, Bossington Lane, Linslade be approved as set out in the Schedule appended to these Minutes.**

DM/09/61 **Planning Application No. CB/09/0679/REN**

**RESOLVED**

**that Planning Application No. CB/09/06759/REN which related to Dukeminster Estate, Church Street, Dunstable be delegated to the Director of Sustainable Communities to refuse as set out in the Schedule appended to these Minutes.**

**This application was decided by a recorded vote which was as follows:  
For: Cllrs Bastable, Gale, Rogerts, Gammons, Lockey, Bowater,  
Johnstone and Young**

**Against: Cllrs Janes, Aldis, Berry, Shadbolt, Vickers, Maudlin, Jones**

**Abstentions: Cllrs Matthews and Gibson**

DM/09/62 **Planning Application No. CB/09/06437/OUT**

**RESOLVED**

**that Planning Application No. CB/09/06437/OUT which related to Boscombe Place (former Renault site) Boscombe Road, Dunstable be approved as set out in the Schedule appended to these Minutes subject to delegation to Officers in consultation with the Chairman and the Vice-Chairman for allocation of the S106 monies.**

DM/09/63 **Planning Application No. CB/09/07055/OUT**

**RESOLVED**

**that Planning Application No. CB/09/07055/OUT which related to Land Adjacent 67 London Road, Sandy be deferred for one cycle to allow consultation with the Highways Agency.**

DM/09/64 **Planning Application No. CB/09/06528/OUT**

**RESOLVED**

**that Planning Application No. CB/09/06528/OUT which related to Land adjacent to 192 High Street North and North West of adjoining Tavistock Street, Dunstable be approved as set out in the Schedule appended to these Minutes subject to delegation to Officers in consultation with the Chairman and the Vice-Chairman for allocation of the S106 monies.**

DM/09/65 **Planning Application No. CB/09/06626/Full**

**RESOLVED**

**that Planning Application No. CB/09/06626/FULL which related to Land Rear of Town Farm Court and 53 High Street, Henlow be delegated to the Director of Sustainable Communities to approve as set out in the Schedule appended to these Minutes.**

DM/09/66 **Planning Application No. CB/09/06630/CA**

**RESOLVED**

**that Planning Application No. CB/09/06630/CA which related to Land Rear of Town Farm Court and 53 High Street, Henlow be delegated to the Director of Sustainable Communities to approve as set out in the Schedule appended to these Minutes.**

DM/09/67 **Planning Application No. CB/10/00330/Full**

**RESOLVED**

**That Planning Application No. CB/10/00330/FULL which related to 4 Owlswood, Sandy be delegated to the Director of Sustainable Communities to refuse the application as set out in the Schedule appended to these Minutes.**

DM/09/68 **Planning Application No. CB/10/00337/Full**

**RESOLVED**

**that Planning Application No. CB/10/00337/FULL which related to 11 Willow Way, Flitwick be approved as set out in the Schedule appended to these Minutes.**

DM/09/69 **Planning Application No. CB/10/00196/Full**

**RESOLVED**

**that Planning Application No. CB/10/00196/FULL, which related to Caddington Village School, Five Oaks, Caddington be approved as set out in the schedule appended to these Minutes.**

DM/09/70 **Flexible Approach to the Implementation of the Council's adopted Planning Obligation Strategy**

The report was withdrawn by Officers prior to the meeting.

DM/09/71 **Site Inspection Appointment(s)**

Members were reminded that the Committee's next meeting would not be held until 28 April 2010, following the Council's Annual General Meeting on 22 April 2010. Members were further reminded that, as a result, and in accordance with paragraph 4 of the Code of Practice for [the] Conduct of Site Inspections, the timing and arrangements for the conduct of any site inspections required prior to 28 April would be agreed by the Assistant Director, Legal and Democratic and the Assistant Director, Development Management in consultation with the Chairman of the Committee.

(Note: The meeting commenced at 2.00 p.m. and concluded at 6.30 p.m.)

Chairman: \_\_\_\_\_

Date: \_\_\_\_\_

**LATE SHEET****DEVELOPMENT MANAGEMENT COMMITTEE 24/03/10****SCHEDULE A****ITEM NO. 8 (Page 33 - 40) – CB/10/00242/Full – 66 High Street, Henlow****Additional Consultation/Publicity Responses**

Received completed unilateral undertaking and the relevant fee's have been paid

**Additional Comments**

None

**Additional/Amended Conditions**

N/A

**ITEM NO. 9 (Page 41 - 46) – CB/10/00247/CA – 66 High Street, Henlow.****Additional Consultation/Publicity Responses**

None

**Additional Comments**

None

**Additional/Amended Conditions**

N/A

**ITEM NO. 10 (Page 47 - 58) – CB/10/00482/Full – Land Adjacent Springwood House, 22 Ickwell Green, Ickwell.****Additional Consultation/Publicity Responses**

A response has been received from Northill Parish Council. The main points are summarised below:

- The development would constitute backland, not “infill” because:
  - The plot is not, “at the corner of the Green” but along the Sheepwalk
  - The Sheepwalk is a narrow rural bridleway or track, not a street, or lane or a “radiating settlement limb”. The development to the East should not set a precedent because it was originally built as agricultural development.

- The proposed garden extends outside the settlement envelope onto previously undeveloped land.
- The size and appearance of the house (two storey with a basement and sunken patio area) would be out of keeping with the surrounding rural area and conservation area.
- The Sheepwalk is a narrow single track bridleway with no passing places.
- There is a water course in a culvert along the edge of the settlement envelope.
- If permitted, an easement for access and services across the Green may be required from Northhill Parish Council.

A full, written response has been received from the Council's Heritage and Design Team. The main points are summarised below:

- The site is within Ickwell Conservation Area where all new development must preserve or enhance the area. The site is at the edge of the conservation area, adjacent to a public bridleway, in a particularly prominent location.
- The character of the area is rural. The mature hedgerow makes a positive contribution to the character and appearance of Ickwell Conservation Area and the land to the south is mainly used as paddocks.
- The house would have a heavy and assertive appearance, with a weak relationship with the adjacent track. The large parking/ turning area would dominate the front of the house and would create a domestic character to the detriment of the present rural character in this part of the conservation area.
- Should the principle of a dwelling be acceptable at this sensitive site, a more modest building would be appropriate to reflect the character of many of the vernacular cottages in the surrounding area.

A response has been received from the Rambler's Association. The main points are summarised below:

- The large house would front onto and be accessed along the Sheepwalk, a public bridleway which forms part of the Council's system of circular walks in the Old Warden/ Ickwell area.
- The Sheepwalk would be the sole means of vehicular access for about 100 metres, which would conflict with the interests of walkers, cyclists

and horseriders who all use the Sheepwalk in substantial numbers for recreation and access to events at Old Warden airfield.

- The house would increase vehicle usage of the track whose width effectively precludes any effective segregation of walkers and riders from vehicles. The track could also be blocked by large vehicles. This would increase the risk of injury.
- The development would set a precedent for further development along the track, spoiling its amenity value.

Comments have been received from an additional two nearby properties and further comments have also been received from a neighbour who had already made comments by the time the committee report was written. The main points are summarised below:

- Drawing number PL02 shows an access into the site the West of the larger stable block. This is factually incorrect; there is no entrance at this point and no opening in the boundary wall at this point.
- The application states that the stables and ménage are redundant. This factually incorrect; there are currently 2 horses in the stable.
- The development would not be infilling, it would be ribbon development into unspoilt landscape.
- The proposed dwelling's garden would encroach into the countryside and beyond the accepted boundaries for development in Ickwell.
- The size, height and design of the building are inappropriate to the rural site.
- The new house would be too close to existing houses nearby.
- Noise from flying and other activities around Shuttleworth would affect future occupants of the proposed dwelling to the detriment of their residential amenity.
- The access from a well-used bridleway is unacceptable due to the increase in vehicular traffic and danger for users of the bridleway, especially children and animals.
- The application ignores the moat to the east of the site. The introduction of bends in the system would increase the risk of blockages/ flooding.
- The foul drainage details show a Klargester bio-disc treatment unit in an unspecified position. More information should be given on where it would discharge to. It would require Environment Agency consent.

**Additional Comments**

Please note that the application was advertised in the Biggleswade Chronicle on 5.3.10.

**Additional/Amended Conditions**

N/A

**ITEM NO. 11 (Page 59 - 66) – CB/10/00356/VOC – Land and buildings at College Farm, Bourne End, Cranfield.**

**Additional Consultation/Publicity Responses**

Archaeological Officer: No objections

**Additional Comments**

None

**Additional/Amended Conditions**

N/A

**SCHEDULE B**

**ITEM NO. 12 (Page 67 - 78) – CB/09/07065/Full – Elm Lodge, 18 Stoke Road, 20 Stoke Road and Elmside, Bossington Lane, Linslade.**

Please see email attachment.

**ITEM NO. 13 (Page 79 - 96) – CB/09/0679/REN – Dukeminster Estate, Church Street, Dunstable.**

**Additional Consultation/Publicity Responses**

42 Kingsway – Do not relish having a road at the end of the back garden and that it will also be at least 15m higher than the garden. From this height there will be absolutely no privacy and anyone could then look into the garden and, most of all, the bedrooms. Request that the Council propose to the applicants to build a high fence between the road and the adjoining gardens. This will help reduce the noise of the traffic, pollution and give some consolation to the lack of privacy. Remember also that when the estate was first built there was a stipulation that the estate had to abide by regarding a maximum of cars/transport that could enter and exit the estate.

**Amended Condition**

Condition 6 (page 91)

Insert “in” between “provided” and “association”.

**ITEM NO. 14 (Page 97 - 130) – CB/09/06437/OUT – Boscombe Place (Former Renault Site) Boscombe Road, Dunstable.**

**Additional Consultation/Publicity Responses**

Highways Officer – comments further in respect of:

- Abbeygate Development Limited's site access (page 117). I am unable to confirm that I would not object to an intensification of the use of the existing redundant access if an application was submitted for the redevelopment of the car park site. It is probable that intensification of the use of this access would be unacceptable in highway safety terms.
- Woodside connection. Previous applications have included contributions towards the proposed road connection between the industrial area of the town (Woodside Estate/Boscombe Road) and the A5-M1 link. In the past, contributions have been sought for the feasibility study of various options. A preferred option has now been identified (Option 1) and will go into the preliminary design stage for further consideration. I recommend that £5,000 of the amount sought for public transport go towards this preliminary design.
- Freight strategy. A consultant has been commissioned to put forward a freight strategy which is expected towards the end of May. There will then be two other stages that will be to collate evidence in relation to the highway network and the current routing of HGVs. It would be appropriate to seek a contribution of £5,000 towards this work that would be in addition to the other sums sought.

**Additional Comments**

Site location (page 99)

Sappi Nash has now moved out. Save for ICP Commercial Limited staff and security staff, Boscombe Place is now an unoccupied site.

6. Food risk (page 116)

It is important to note that the attenuation measures proposed to be introduced at Boscombe Place, primarily the construction of soakaways, would reduce surface water run-off from the site by 48%.

7. Other issues (page 117)

Underground infrastructure

In response to concerns expressed by Ridgeway Avenue residents with regard to the transfer of noise and vibration through sewer pipework running beneath the site and Ridgeway Avenue, the applicants have submitted further information. They comment as follows.

*"The source of any vibration is most likely the movement of heavily loaded lorries as their wheels cross the various manhole, access chambers, gullies and catch pits associated with the sewer pipes which cross the existing site.*

*For a facility of this age (constructed in the 50's) it is unsurprising that some of these covers have become badly seated over time – and the covers will bounce and vibrate as the wheel crosses the cover. Also it is highly unlikely the design of the existing covers took into account current heavy lorry wheel load intensities.*

*Civil Engineers are now well aware of the issues which relate to the general durability and robustness of manhole covers and surrounds and take these into account both in the selection of the cover and frame and the provision of isolated reinforced concrete surrounds to each cover. A British standard wheel load selection criteria is available such that a strong and durable cover can be selected which will be applicable to the location and anticipated vehicle traffic and loading. These measures will help to ensure that each drainage chamber cover will remain solidly seated over the lifetime of the facility and as a result significantly reduce any vibrations.*

*The construction of the new facility will require that most of the existing surface water and foul drainage infrastructure serving the current facility is broken out completely and replaced with a new drainage system. The covers and surrounds of which will be specified as described above. The main large diameter public sewer which crosses the site will need to be diverted around the new facility, although some of the manholes on this run will be retained the covers and surrounds will be new. The diagonal sewer must be diverted as the water authority would not allow an operational sewer to remain under the proposed building. As a result there will certainly be no flow in the pipe. It is envisaged that the pipe then remains abandoned under the building floor slab. However in the interests of good practice, given that we will have a high performance warehouse floor slab over the top, to pump the pipe full of foam concrete to ensure that there is no risk of collapse in future.”*

The applicants also confirm that it is intended that the existing public foul sewer located on the eastern boundary would be retained unaltered. This sewer is located within the existing maintenance channel and as such cannot be trafficked by HGVs and therefore is unlikely to be a source of vibration.

### **Amended Condition**

#### Condition 29 (page 123)

The applicants consider that the recommended wording of this condition is unsuitable. They have suggested alternative wording that is the subject of negotiation between the Environmental Health Officer and the applicants' noise consultants. Condition 29 seeks to control noise emissions from within the canopy proposed to enclose the eastern (rear) yard and would be one of the key conditions imposed on any permission granted. The Council and the applicants need to reach a consensus on the wording of this condition and it is therefore recommended that agreement on the precise wording of Condition 29 be delegated to officers should Members be minded to grant permission for the proposed development.

**Additional Condition**

38. Before development commences and notwithstanding the details submitted with the application, further particulars of the proposed site boundary treatments, to include particulars of security fencing, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the proposed site boundary treatments shall be carried out in accordance with the approved particulars. The existing acoustic fence adjacent the eastern site boundary shall be retained.

REASON: To control the appearance of the proposed development in the interests of the amenities of the surrounding area.

(Policy BE8, S.B.L.P.R.).

Re-number Condition 38 on page 126 as Condition 39.

**ITEM NO. 15 (Page 131 - 142) – CB/07055/OUT – Land Adjacent 67 London Road, Sandy.****Additional Consultation/Publicity Responses**

Received response from Natural England

They have no further comment to the proposed development in respect of legally protected sites or species as we are not aware that they are likely to be adversely affected by the proposal. They recommend a condition be attached to any consent granted to protect nesting birds.

Received further response from Internal Drainage Board

They suggest the applicant applies for consent now to building within the 7m maintenance strip. They note that the application intends to adjust the position the buildings in order to ensure sufficient clearance of the boundaries of the site so that there is no impact on the drainage contiguous with the site.

Received response from Anglian Water Services Ltd

The site is within the recommended 400.0m cordon sanitaire of Sandy Waste Water Treatment Works. They take all reasonably practical steps to prevent odour arising from the works, nevertheless its important that there should be no development within 400.0m which is potentially sensitive to odour or other nuisance arising from the location of the works. They request that this objective is supported by the Local Planning Authority in dealing with the planning application for this development

**Additional Comments**

With regards to the objection received from Anglian Water, the Sandy Waste Water Treatment Works is located some 50.0m away from the edge of the application site. However,

it is considered that the proposed employment development is not consider sensitive to odour or other nuisance arising from the location of the works.

**Additional/Amended Conditions**

Any removal of trees, scrub or hedgerow should take place outside of the bird breeding season of March to August inclusive. Should any such vegetation have to be removed during, or close to this period it should first be thoroughly assessed by a suitably experienced ecologist as to whether it is use by nesting birds and the report be submitted and approved in writing by the Local Planning Authority.

Reason: To safeguard and protect nesting birds.

**ITEM NO. 16 (Page 143 168) – CB/09/06528/OUT – Land Adjacent to 192 High Street North and North West of adjoining Tavistock Street, Dunstable.**

**Amended Recommendation**

In addition to that already set out in the main report, to include reference within the Section 106 Agreement to the parameter plan forming the basis for the application for approval of reserved matters and for all dwellings to be constructed to the Code for Sustainable Homes Level 3 as a minimum.

**RECOMMENDATION:**

That Planning Permission be granted subject to the completion of a legal agreement under Section 106 of the Town & Country Planning Act 1990 (as amended) to ensure provision of the affordable housing, delivery of not less than 50% of the commercial units before occupation of any of the dwellings; the parameter plan forms the basis for the application for approval of reserved matters; all dwellings meet the Code for Sustainable Homes Level 3 as a minimum; financial contributions to education, off-site open space, highways/sustainable transport measures including the Luton-Dunstable Busway and Real Time Bus Information; household waste and recycling collection and the payment to make Traffic Regulation Orders for a residential parking scheme, if required and the following:

**ITEM NO. 17 (Page 169 - 200) – CB/09/06626/Full – Land Rear of Town Farm Court and 53 High Street, Henlow.**

**Additional Consultation/Publicity Responses**

The following additional comments have been received.

Henlow Parish Council:

This application is for a 'revised description' of an application for the same number of properties on the same site as was discussed and RESOLVED at Full Council on 11<sup>th</sup> January 2010. At that time the Parish Council RESOLVED to Object on points a) to p) – (16 reasons) and were recorded in the minutes of that meeting. The revisions now proposed were discussed and

further areas of concern expressed. It was **'RESOLVED'** that: **The Parish Council re-iterate the previous 16 reasons of objections made on 11<sup>th</sup> January 2010, but to add the following items of concern to the objections previously made:**

- 1) Confirm in the item d) relating to 'Foul Sewers' previously - that the foul sewer in the High Street had again been blocked and had overflowed during the last month, leaving raw sewerage in the area.
- 2) Turning head reduced to now be wholly within the site boundary – This was previously shown much larger to enable heavy goods vehicles to turn around. The Members are very concerned that this is not now large enough within the site for HGV to turn around.
- 3) Electronic operated gate is now noted - at the entrance to the parking area north of the affordable housing. This location is very close to the main entrance to the development off the High Street and vehicles waiting at this point for the gates to open will cause congestion, and could back up to and into the High Street.
- 4) Whilst there is a circular route within the development this apparently is not to be adopted. This is also very narrow with very sharp bends making it very difficult for HGV to manoeuvre around the site. Presumably the refuse vehicle will not travel this route, so would it mean the residents of 12 properties beyond the adopted highway would all have to leave their dustbins on the area of land next to the adopted carriageway, where the pumping station is to be sited?
- 5) The narrow carriageway adjacent to the western boundary shows a passing/parking bay. This is bound to be used for parking and cannot therefore be used for 'passing' vehicles.

Plus the comments made at Full Council on 11<sup>th</sup> January 2010:

- a) *Henlow has seen an increase of over 25% in development since 1996 and is at capacity for its existing facilities.*
- b) *The Parish Council has provided and maintains extensive playground facilities at considerable expense, and is unable to provide further facilities to cater for any increased demand.*
- c) *Schools: Capacity in the Henlow Schools is at saturation point. Raynsford VC Lower School is full and are unable to take in any more pupils. Henlow VC Middle School is full with older age groups oversubscribed, and Derwent Lower School reception ages are also oversubscribed – they would all have difficulty in accommodating any further increase in pupils.*
- d) *Foul Sewers: Drainage difficulties generally have been highlighted before, without any resolution forthcoming, and the proposed development would only add to the existing problems. Sewage has in the past overflowed in areas of the High Street and the introduction of a pumping station serving 29 dwellings would result in constant discharge at times of pumping into an already overloaded system.*
- e) *Surface Water: We are concerned about the proposed box culverts shown under the carriageways and their capabilities, and capacity to, discharge surface water away from the residential area, part of which is shown within the flood plain. The current layout now shows the carriageway moved to be adjacent to the western boundary – within the*

*flood plain. Surely it must be undesirable to have an increased impermeable area in this location?*

- f) Traffic problems – at present especially during rush hours, the High Street endures an intolerable strain of traffic jams, from the A507 north towards Langford, throughout the length of the High Street. This development would add in the region of 60 vehicles to the traffic flow which would severely add to the existing situation. The previous Parish Council requests for widening the High Street to the A507 and creating a filter lane have been completely ignored to date.*
- g) Parking in the High Street is already a major problem and will be made worse by this development, as it will increase the amount of parking required, and decrease the amount of parking available.*
- h) Access onto the High Street – the access to the development is on the narrowest part of the High Street and very close to the existing access to Town Farm Close (not shown on the plans). This is felt to be inappropriate and dangerous for the volume of traffic the development would bring.*
- i) Doctors Surgeries – are at saturation point in Shefford, Stotfold and Langford. Any further development would only exasperate this current desperate situation.*
- j) The Members feel that Henlow Parish Council have done more than their share in providing additional accommodation for Bedfordshire, including all the facilities required to sustain the residents, and the proposed development would add an intolerable strain on the existing fibre of the community.*
- k) There is a complete lack of amenity space or any focal point within the development – what looks like it may have initially been intended to be a ‘green’ has, in the revised proposal, now got three properties on it.*
- l) A ‘Noise Survey’ has not been provided, even though we understand that new developments in this area require one to be submitted. Nor have ‘noise pollution’ details been submitted with regard to the proposed pumping stations.*
- m) The ‘spur road’ is not necessary for turning as there is a circular route within the development. It’s only purpose appears to be to service completely unacceptable future development in the countryside north of the proposed development.*
- n) No details have been submitted for the demolition of the existing storage building that we understand is on the site within the Conservation Area*
- o) At the Development Strategy Task Force meeting held on 23<sup>rd</sup> October 2009, to discuss site allocations, Central Bedfordshire Council Officer’s stated that the application site was no longer one of the Council’s preferred sites, as it was felt essential to retain the ‘green’ area from Clifton to Henlow intact.*
- p) No demand for new development: With the number of properties under construction and on the market at present, and with building works having been stopped completely in Clifton, the Parish Council doubts that there is a demand or need for further development in the area.*

Henlow Village Design Association.

The Henlow Village Design Association has written to clarify the misrepresentations, which were recently published in a Newsletter by the 'saynototownfarmdevelopment' campaign, Which is being organised in the village in connection with the proposal. The full text reads as follows:

*"We have just been alerted to the fact that the Henlow Village Design Association has been misrepresented in a Newsletter circulated by the authors of 'saynototownfarmdevelopment'. Text in the petition part of the leaflet states that the HVDA is totally opposed to any development on this site. Please be assured that this is not the case; however we do have concerns regarding design and associated matters and have been responding accordingly and will continue to do so.*

*Unfortunately, other than by word of mouth, there is nothing we can do to correct what has been printed. However, we have written to the authors of the leaflet and asked them in future to clear any text appertaining to HVDA with the secretary before going into print.*

*We take this matter seriously and very much hope this unfortunate mistake by others does not in any way diminish the value, in the eyes of Central Bedfordshire Planning Department, of future HVDA planning responses".*

Further comments and objections from the Henlow Design Association are as follow:

- Incremental changes have compromised the original design and the site has been overdeveloped.
- Vehicular access problem has been created. In addition, the recent changes to provide Ivel Drainage Board (IDB) access to the west have limited access round the loop, which is narrow and remains un adopted.
- Adding the electrically operated gates at the site entrance further restricts traffic flow.

*"The Design Association feel that the issues mentioned have resulted in piecemeal changes over a period of time and the original concept and overall site limitations have not been recognised.*

*Reducing the number of dwellings, responding to an understanding of the traffic situation in this part of the village and the feelings of the residents of Henlow would be a major step forward in the demonstration of a democratic planning process.*

*We feel a traffic survey of the High Street and an access survey of the site should be made prior to the layout being approved."*

The Council's Ecologist has made additional comments and further recommendations to the previous comments made on *biodiversity issues* on the above site, together with a revision to condition (number 28) of the committee report. These are as follow:

i) **Widening of Henlow Brook Buffer Zone**, as this stands there is barely 4m from the boundary to the edge of the resin bonded gravel road. 6m is the suggested buffer strip size to be planted with a wildflower mix and maintained as a graded edge to the hedgerow, details of which can be finalised within the landscape management scheme. The passing/ parking bay is unnecessary and reduces the width of the buffer further so should be removed.

ii) A number of the original orchard tree trunks and branches remain on site, deadwood provides excellent **invertebrate habitat**, and where possible a number of **log piles** could be created within the riparian buffer zone. **Millennium Meadow** is an area of public open space to the north of the village. The Council has consulted Joel Carre of BRCC, who is involved with the site and he has approved in theory the removal of some of the larger tree trunks to the Millennium Meadow where a 'Natural Play' approach is taken in providing features for public use within open spaces, for example, logs on which to sit, climb or just as features within themselves. Health and Safety measures would need to be taken to ensure logs did not pose a risk to users but this would allow for the retention of the larger trunks and any associated invertebrate larvae and fungi within the area.

iii) **Millennium Meadow Management Funding**: The meadow is managed through the Parish Council and will need funds to support the maintenance of a newly planted orchard. Should the application be approved, funding could be secured to contribute to this which would link in with the suggestions from the Wildlife Trust and Natural England.

iv) The south boundary hedgerow has had some recent infilling and these would benefit now from being laid to strengthen the hedgerow. A number of over mature elder are present in all of the hedges; these should be removed together with the buddleia and additional planting of species such as alder (on the western boundary). This can further be clarified in the landscape management scheme.

In condition (number 28) relating to removal of trees, shrubs, pruning states '...unless works to make the habitat unsuitable are first undertaken...' This should be amended to read:

***'No tree, shrub or pruning shall be removed from the site during the nesting season from February to September, unless works to make the habitat unsuitable are first undertaken outside of these months, or detailed examination by hand before clearance, declares the area free from nesting birds.'***

**Reason:** In order to safeguard the protected species and in accordance with the Wildlife and Countryside Act 1981.

**Additional Comments**

Further letters of objection have been received from the owner-occupier(s) of 'The Keeping) and Number 13 Clifton Road. These comments and objections are summarised below:

'The Keeping': The letter of objections received is a duplication of an earlier letter of objections, which has been summarised in the committee report. Therefore, there are no new issues raised.

Owner-Occupier(s) of 3 Clifton Road: Although the objector welcomes the new proposal in terms of its location within the settlement envelope, he has drawn the Council's attention to his earlier comments in the original application. The comments now received have not raised any new issues. The issues already raised have been summarised in the committee report.

The applicant's agent has sent an email with a letter attachment to the Council (see file), which the 'Architects Registration Board' (ARB), that regulates architectural practices, sent to Mrs Wendy Rapacchi over the promotion of inaccurate and misleading facts about this application on her website. The agent would like to stress that this is damaging the democratic process as these distorted or wrong facts go unchallenged and form the basis of public opinion.

**Additional Conditions**

N/A

**ITEM NO. 18 (Page 201 - 208) – CB/09/06630/CA – Land Rear of Town Farm Court and 53 High Street, Henlow.**

**Additional Consultation/Publicity Responses**

None

**Additional Comments**

None

**Additional/Amended Conditions**

N/A

**ITEM NO. 19 (Page 209 - 218) – CB/10/00330/Full – 4 Owlswood, Sandy.**

**Additional Consultation/Publicity Responses**

None

**Additional Comments**

Additional email received from a neighbouring resident whom had previously commented, it indicated that the applicant parked a car which over hung the boundary of number 4 Owlswood. A photo was attached to the email.

**Additional/Amended Conditions**

Change to condition 3:

All openings within the carport hereby approved shall remain unobstructed at all times, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenity of neighbouring residents, and ensure adequate off street parking.

**SCHEDULE C**

**ITEM NO. 20 (Page 219 - 226) – CB/10/00337/Full – 11 Willow Way, Ampthill.**

**Additional Consultation/Publicity Responses**

None

**Additional Comments**

None

**Additional/Amended Conditions**

N/A

**ITEM NO. 21 (Page 227 – 234) - CB/10/00196/Full – Caddington Village School, Five Oaks, Caddington.**

Correspondence from the applicant's agent in response to the objection from the occupier of the neighbouring property.

- The middle school is up to capacity with regard to accommodation for students and the overall number of places cannot increase unless additional classrooms are constructed, and none are proposed.
- The lower school is just under capacity and could accommodate a few more students, but this will be within their current classrooms and outbuildings.
- There are no plans to increase the overall capacity of either school and as such the dining facilities that are proposed to be enlarged and form the current planning application are of such a size to accommodate the current number of students plus a moderate increase.

- It is not envisaged that the noise levels created by the school will change from the current levels and these are to be expected from a school, and it could be argued the noise level might reduce at lunch times if more children dine inside and are better catered for.
- There are no reasons to cause traffic movements to and from the school to increase as a result of the dining area increasing in size, and it is envisaged the traffic movements will remain at the same level that currently exists.

### **Section 215 Prosecutions:**

18 High Street South, Dunstable – CB/EN/09/1220

5 High Street South, Dunstable – CB/EN/09/1221

15<sup>th</sup> March 2010: Both sites were heard at the Luton Magistrates court, both owners were fined.

#### Fines:

Mr Opel of 18 High Street South (Chilli and Spice) came and pleaded that his works were completed, though we had not had a chance to verify this. The magistrate fined him £105 for not completing the works within the life of the notice, £15 victims surcharge, and £370.50 costs. This totals £490.50, he was given 14 days to pay this.

Mr Reid of 5 High Street South (The Money Box) did not attend, but the magistrate was happy to proceed in his absence. The magistrate fined him £350 for not completing the works within the life of the notice, £15 victims surcharge, and £370.70 costs. This totals £735.70, he was given 14 days to pay this.

### **Current Position and Next Steps:**

The owners have until the 29<sup>th</sup> March to pay their respective fines. As well as paying the fine they do still have to undertake the work, if the works are not completed after the 14 days they can be fined for every day after they appeared in court the first time that the works are not complete. We visited Dunstable on the 18<sup>th</sup> March and confirmed that neither of the Notices had been complied with. We will be visiting Dunstable on the 29<sup>th</sup> March to check compliance should works not be commenced or completed we can take the landowner back to court to be fined again.

**Update on Other Sites:****The Winston Churchill:**

The pub was brought on the 4<sup>th</sup> February 2010, we are in contact with the new owner and it is their intention to open a restaurant. The new owner did not know about the previous Notice during the time of sale, as part of the conversion of the pub it is the owners plan to clean up the site as soon as possible in order to open the restaurant, we can confirm that some internal works have started. The metal shutters which were placed over the doors and windows previously have been removed. We do not currently have a schedule of external works, though this has been asked for.

**The Priory Public House:**

We had confirmation that the works would have been finished in the week commencing 8<sup>th</sup> March, after a site visit we have confirmed that the Notice has not been complied with and therefore we believe that prosecution for non compliance would be appropriate.

A Section 215 Notice was served on Scottish and Newcastle, currently we are undertaking a land registry search to confirm that the Notice was served on the appropriate company, this is after a representative of the company confirmed that the Winston Church was owned by Scottish and Newcastle but it was registered under Blue Star Pub Enterprises, before prosecution of the Priory Public House we want confirmation that the Notice has been served correctly.



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**Item No. 9**

<b>APPLICATION NUMBER</b>	<b>CB/10/00247/CA</b>
<b>LOCATION</b>	<b>66 High Street, Henlow, SG16 6AB</b>
<b>PROPOSAL</b>	<b>Conservation Area Consent: Part demolition of building to form 6no. residential units.</b>
<b>PARISH</b>	<b>Henlow</b>
<b>WARD</b>	<b>Langford and Henlow</b>
<b>WARD COUNCILLORS</b>	<b>Cllr Clarke &amp; Cllr Rogers</b>
<b>CASE OFFICER</b>	<b>Dee Walker</b>
<b>DATE REGISTERED</b>	<b>25 January 2010</b>
<b>EXPIRY DATE</b>	<b>22 March 2010</b>
<b>APPLICANT</b>	<b>Henlow Parish Council</b>
<b>AGENT</b>	<b>Henlow Parish Council</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>Cllr Rogers called it to Committee on grounds of local interest and its location within the Conservation Area</b>
<b>RECOMMENDED DECISION</b>	<b>Conservation Area - Refused</b>

REFUSE Conservation Area Consent for the application set out above on the following reason(s):

- 1 The application site lies within the Henlow Conservation Area and by nature of the proposed partial demolition of the building would neither preserve or enhance the character and appearance of this part of the area; as such the proposal is contrary to PPG15 and Policies CS15 and DM13 of the Adopted Central Bedfordshire Core Strategy and Development Management Policies 2009.

[Note:

- (1) In advance of the consideration of the application the Committee were advised of consultation received as set out in the Late sheet attached to these Minutes.
- (2) In advance of the consideration of the application the Committee received representations made under the Public Participation Scheme.]

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**Item No. 10**

<b>APPLICATION NUMBER</b>	<b>CB/10/00482/FULL</b>
<b>LOCATION</b>	<b>Land Adjacent Springwood House 22, Ickwell Green, Ickwell</b>
<b>PROPOSAL</b>	<b>Full: Demolition of existing outbuildings and the construction of a new 2 storey 4-bedroomed detached house and associated works.</b>
<b>PARISH</b>	<b>Northill</b>
<b>WARD</b>	<b>Northill and Blunham</b>
<b>WARD COUNCILLORS</b>	<b>Cllr Maudlin &amp; Cllr Turner</b>
<b>CASE OFFICER</b>	<b>Kate Phillips</b>
<b>DATE REGISTERED</b>	<b>11 February 2010</b>
<b>EXPIRY DATE</b>	<b>08 April 2010</b>
<b>APPLICANT</b>	<b>Mr &amp; Mrs MaGuinness</b>
<b>AGENT</b>	<b>DLP Design Ltd</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>Cllr Turner's request due to considerable local interest</b>

**RECOMMENDED DECISION** **Full Application - Refused**

- 1 The proposed development, by nature of its siting and relationship with adjacent land, does not constitute infilling within the Settlement Envelope of Ickwell which has been classified as a Small Village; as such the proposal would extend the built form of the settlement into the countryside thereby harming its character. The proposal is therefore contrary to Policies DM3 and DM4 of the Central Bedfordshire Council Core Strategy and Development Management Policies Development Plan Document (2009).
- 2 The application site lies within Ickwell Conservation Area and the proposal, by reason of its size and siting towards the edge of the Conservation Area and the settlement would detract from the character and appearance of this part of the Conservation Area; as such the proposal is contrary to PPG15 and Policies CS15 and DM13 of the Central Bedfordshire Council Core Strategy and Development Management Policies Development Plan Document (2009).
- 3 A Unilateral Undertaking has not been submitted with the proposal, in order to make a financial contribution towards infrastructure in the local area; as such the proposal is contrary to Policy CS2 of the Central Bedfordshire Council Core Strategy and Development Management Policies Development Plan Document (2009) and the Central Bedfordshire Council Planning Obligations Supplementary Planning Document (Reviewed November 2009).

[Note:

- (1) The refusal will be issued following the conclusion of the consultation period which ends on 26 March 2010.

- (2) In advance of the consideration of the application the Committee were advised of consultation received as set out in the Late sheet attached to these Minutes.
- (3) In advance of the consideration of the application the Committee received representations made under the Public Participation Scheme.]

**Item No. 11****SCHEDULE A**

<b>APPLICATION NUMBER</b>	<b>CB/10/00356/VOC</b>
<b>LOCATION</b>	<b>Land And Buildings At College Farm, Bourne End, Cranfield</b>
<b>PROPOSAL</b>	<b>Removal of Condition 8: from Planning Permission CB/09/01017/Full dated 20/07/09 in respect of the use of part of building B as shown on drawing no. 1907/3 for storage and office purposes (B1 and B8 use) shall be for a limited period of two years commencing from the date of this decision notice at the end of which time the uses shall cease.</b>
<b>PARISH</b>	<b>Cranfield</b>
<b>WARD</b>	<b>Cranfield</b>
<b>WARD COUNCILLORS</b>	<b>Cllr A Bastable &amp; Cllr K Matthews</b>
<b>CASE OFFICER</b>	<b>Sarah Fortune</b>
<b>DATE REGISTERED</b>	<b>02 February 2010</b>
<b>EXPIRY DATE</b>	<b>30 March 2010</b>
<b>APPLICANT</b>	<b>Mr C Green</b>
<b>AGENT</b>	
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>Cllr Alan Bastable – Parish Council concerned about possible loss of jobs but would like to see a specific area designated for use</b>
<b>RECOMMENDED DECISION</b>	<b>Full Application - Refused</b>

Delegated Application – See Minute No. DM/09/59

That the Director of Sustainable Communities be given delegated authority to approve the application subject to the following conditions:-

1. The premises known as Units 1 and 5 shall only be used between 0800 and 1800 Monday to Friday and 0800 to 1400 Saturdays and at no time on Sundays, Bank or Public Holidays.

Reason: To ensure that the amenities of neighbouring occupiers are not prejudiced by excessive noise.

2. Deliveries by commercial vehicles shall only be made to or from the site between 0800 and 1800 Monday to Friday and 0800 to 1400 Saturdays and at no time on Sundays, Bank or Public Holidays.

Reason: To ensure that the amenities of neighbouring occupiers are not prejudiced by excessive noise.

3. Operations for which noise is audible at the nearest residential boundary shall only be carried out between 0800 and 1800 Monday to Friday and 0800 to 1400 Saturdays and at no time on Sundays, Bank or Public Holidays.

Reason: to ensure that the amenities of neighbouring residential occupiers are not prejudiced by excessive noise.

4. No ancillary equipment, goods, waste or other materials shall be deposited or stored in the open outside of any buildings the subject of this permission without the prior written consent of the Local Planning Authority.

Reason: To safeguard the character and appearance of the area.

5. No retail sales shall take place from the units the subject of this planning permission.

Reason: To safeguard the amenities of nearby residential properties.

6. The permission shall only be exercised by 'Sara-Richards' in Unit 1, 'energ' in Unit 5 and cnpackaging in a part of Building B, the latter to be restricted to use for the purpose of B8 (storage in an area of 19m by 5m maximum) and B1 (office on two floors in an area of 19m by 5m maximum footprint) within the locality as defined on drawing SE1907/31 dated March 2003.

Reason: To enable the Local Planning Authority to retain control over the use of the unit in the interest of highway safety in the context of the scale of development, the potential traffic movements to and from the site and amenities of neighbours.

7. The permission shall extend only to the application as amended by email dated 16/07/2009.

Reason: For the avoidance of doubt and to ensure that the development is implemented in accordance with the plans formally approved by the Local Planning Authority.

## NOTES TO APPLICANT

**The application form for approval of details reserved by a condition, guidance notes and fees (i.e. £25.00 for householder applications and £85.00 for all other applications, per submission) can be found on our website [www.centralbedfordshire.gov.uk](http://www.centralbedfordshire.gov.uk) or alternatively call Customer Services on 0300 300 8000 for hard copy forms.**

[Note:

- (1) In advance of the consideration of the application the Committee were advised of consultation received as set out in the Late sheet attached to these Minutes.
- (2) In advance of the consideration of the application the Committee received representations made under the Public Participation Scheme.]

**Item No. 12****SCHEDULE B**

<b>APPLICATION NUMBER</b>	<b>CB/09/07065/FULL</b>
<b>LOCATION</b>	<b>Elm Lodge, 18 Stoke Road, 20 Stoke Road and Elmside, Bossington Lane, Linslade, Leighton Buzzard, LU7 2SW</b>
<b>PROPOSAL</b>	<b>Demolition of number 20 Stoke Road and Elmside, Bossington Lane and erection of single and two storey extensions to Elm Lodge residential nursing home (revised application CB/09/06271/FULL).</b>
<b>PARISH</b>	<b>Leighton-Linslade</b>
<b>WARD</b>	<b>Leighton Linslade Central</b>
<b>WARD COUNCILLORS</b>	<b>Cllrs Bowater, Johnstone, Sharer &amp; Spurr</b>
<b>CASE OFFICER</b>	<b>Mr A D Robertson</b>
<b>DATE REGISTERED</b>	<b>24 December 2009</b>
<b>EXPIRY DATE</b>	<b>18 February 2010</b>
<b>APPLICANT</b>	<b>Nanco Enterprises Ltd</b>
<b>AGENT</b>	<b>Burnel Design Associates</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>Called in by Councillor Bowater</b>
<b>RECOMMENDED DECISION</b>	<b>Full Application - Granted</b>

That Planning Permission be GRANTED subject to the following:

- 1 The development 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 **Before development begins, a landscaping scheme to include any hard surfaces and earth mounding shall be 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 occupation or use of any separate section or phase of the development (a full planting season means the period from October to March). The trees, shrubs and grass shall subsequently be maintained for a period of five years from the date of planting and any which die or are destroyed during this period shall be replaced during the next planting season and maintained until satisfactorily established.**  
**REASON: To ensure a satisfactory standard of landscaping.**  
**(Policy BE8, S.B.L.P.R).**
- 3 The existing trees and hedgerows shall, unless otherwise agreed in writing by the Local Planning Authority, be retained and protected and shall not be destroyed, uprooted, felled, lopped or topped. Any trees or hedgerows removed without such consent or dying or being severely damaged or becoming seriously diseased shall be replaced by trees or hedgerow specimens of such size and species as may be agreed with the Local Planning Authority. Such trees or hedgerow specimens shall subsequently

be maintained for a period of five years from the date of planting and any which die or are destroyed during this period shall be replaced during the next planting season and maintained until satisfactorily established.

REASON: To comply with Section 197 of the Town and Country Planning Act 1990 and to safeguard existing trees on site.

(Policy BE8, S.B.L.P.R).

- 4 Before any section of the development hereby permitted is first occupied or brought into use, the parking scheme shown on Drawing No. 00709/12C shall be completed and thereafter retained for this purpose.

REASON: To ensure provision for car parking clear of the highway.

(Policy T10, S.B.L.P.R).

- 5 Before any section or phase of the development hereby permitted is first occupied or brought into use, all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

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

- 6 Before each section or phase of the development hereby permitted is first occupied or brought into use, any existing access within the frontage of the land to be developed as part of that section or phase shall be permanently closed in a manner to the Local Planning Authority's written approval.

REASON: In the interest of road safety and to reduce the number of points at which traffic will enter and leave the site.

- 7 **Before development begins, a scheme for screen fencing and/or screen walling shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before any section or phase of the development is first occupied or brought into use and thereafter retained.**

REASON: To safeguard the amenity of the area.

(Policy BE8, S.B.L.P.R).

- 8 **Before development begins, samples of the materials to be used for the external walls and roofs of all new buildings shall be submitted to 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 building/s.

(Policies BE8 & H8, S.B.L.P.R).

- 9 The windows shown on Drawing Nos. 00709/7B, 00709/8B and 00709/9B shall be permanently glazed with obscured glass.

REASON: To protect the privacy of the occupiers of adjoining properties.

(Policy BE8, S.B.L.P.R).

- 10 **The existing buildings shall not be demolished before a contract has been entered into for carrying out of works of redevelopment of the site.**

REASON: To ensure that premature demolition does not occur leaving an empty gap in the street scene.

(Policies BE6 & BE8, S.B.L.P.R).

- 11 **Before development begins, details of the proposed method of surface water drainage for the site shall be submitted to and approved in writing by the Local Planning Authority. The drainage works as approved shall be constructed in accordance with the approved details before the related section or phase of the development is first occupied or brought into use.**  
**REASON: To ensure satisfactory drainage of the site.**
- 12 No development shall commence until wheel-cleaning facilities have been provided at all site exits in accordance with a scheme submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be installed and made operational before development commences and the Site Developer(s) shall ensure that all vehicles exiting the site use the approved wheel cleaning facilities. The wheel cleaning facilities shall be retained until the development has been substantially completed or until such time as the Local Planning Authority is satisfied that the roadworks necessary to provide adequate and clean access to and from the public highway have been completed (apart from final surfacing).  
REASON: In the interests of the amenity and to prevent the deposit of mud or other extraneous material on the highway during the construction period.
- 13 Before the access is first brought into use a triangular vision splay shall be provided on each side of the new access and shall measure 1.8m along the fence, wall, hedge or other means of definition of the front boundary of the site, and 1.8m measured into the site at right angles to the same line along the side of the new access drive. The vision splays 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 provide adequate visibility between the existing highway and the proposed access, and to make the access safe and convenient for the traffic which is likely to use it .
- 14 Any gates provided shall open away from the highway and be set back a distance of at least 5.0m from the nearside edge of the carriageway of the adjoining highway.  
REASON: To enable vehicles to draw off the highway before the gates are opened.
- 15 The maximum gradient of the vehicular access shall be 10% (1 in 10).  
REASON: In the interests of the safety of persons using the access and users of the highway.
- 16 Before the development is commenced, details of a travel plan shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented in full within six months of the first occupation or use of the development. The travel plan shall be monitored on an annual basis and any necessary improvements or variations shall be submitted to and approved in writing by the Local Planning Authority.  
REASON: In order to reduce reliance on the private car.
- 17 This permission relates only to the details shown on Drawing Nos. 00709/13A, 00709/1C and 00709/2C received 24/12/09 and Drawing Nos. 00709/12C, 00709/3D, 00709/4D, 00709/7B, 00709/8B and 00709/9B received 04/02/10 or to any subsequent appropriately endorsed revised plan.

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

### Notes to Applicant

1. In accordance with Article 22 of the Town & Country Planning (General Development Procedure) Order 1995 (as Amended), the Council hereby certify that the proposal as hereby approved conforms with the relevant policies of the Development Plan comprising of the Regional Spatial Strategy for the East of England (the East of England Plan and the Milton Keynes and South Midlands Sub-Regional Strategy), Bedfordshire Structure Plan 2011 and the South Bedfordshire Local Plan Review and material considerations do not indicate otherwise. The policies which refer are as follows:

#### **Regional Spatial Strategy**

##### **East of England Plan (May 2008)**

ENV7 - Quality in the Built Environment.

#### **South Bedfordshire Local Plan Review**

BE6 - Development in Areas of Special Character.

BE8 - Design and Environmental Considerations.

H2 - Provision for Housing via 'Fall-in' Sites.

H3 - Meeting Local Housing Needs.

H7 - Loss of Residential Accommodation.

T10 - Parking in New Development.

2. In accordance with Article 22 of the Town and Country Planning (General Development Procedure) Order 1995 (as Amended), the reason for any condition above relates to the Policies as referred to in the Regional Spatial Strategy (RSS), Bedfordshire Structure Plan 2011 (BSP) and the South Bedfordshire Local Plan Review (SBLPR).
3. 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.
4. The applicant/developer is advised that, whilst the Council has no reason to believe that this site is contaminated, and is not aware of any potentially contaminative past use, it is the developer's responsibility to ensure that final ground conditions are fit for the end use of the site. Any staining, odours or other indications of contamination discovered during development should be reported to the Council's Public Protection Service. Any imported material for gardens or landscaping must be of a quality to British Standard for Topsoil, BS 3882:2007, as expected by the NHBC and other bodies.
5. The applicant/developer is advised that, due to the nature of the construction and surfacing of Bossington Lane where it provides access to the eastern section of the site, construction vehicles servicing that section of the site shall, wherever possible, load or unload on the highway nearest to the site.
6. No works associated with the construction of the vehicular access should be

carried out within the confines of the public highway without prior consent, in writing, of the Central Bedfordshire Council. Upon receipt of this Notice of Planning Approval, the applicant is advised to write to Central Bedfordshire Council's Customer Contact Centre, 6<sup>th</sup> Floor, Borough Hall, Bedford, MK42 9AP quoting the Planning Application number and supplying a copy of the Decision Notice and a copy of the approved plan. This will enable the necessary consent and procedures under Section 184 of the Highways Act to be implemented. The applicant is also advised that if any of the works associated with the construction of the vehicular access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) then the applicant will be required to bear the cost of such removal or alteration.

7. The applicant is advised that photographs of the existing highway that is to be used for access and delivery of materials will be required by the Local Highway Authority. Any subsequent damage to the public highway resulting from the works as shown by the photographs, including damage caused by delivery vehicles to the works, will be made good to the satisfaction of the Local Highway Authority and at the expense of the applicant. Attention is drawn to Section 59 of the Highways Act 1980 in this respect.
8. The applicant is advised that the closure of existing accesses shall include the reinstatement of the highway to include any footway, verge and kerbing in a manner to be agreed in writing with Central Bedfordshire Council's Highways Help Desk, P.O.Box 1395, Bedford, MK42 5AN. No work shall be carried out within the confines of the public highway without prior consent. The applicant will also be expected to bear all costs involved in closing the accesses.

[Note:

- (1) In advance of the consideration of the application the Committee were advised of consultation received as set out in the Late sheet attached to these Minutes.
- (2) In advance of the consideration of the application the Committee received representations made under the Public Participation Scheme.]

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**Item No. 13****SCHEDULE B**

<b>APPLICATION NUMBER</b>	<b>CB/09/06759/REN</b>
<b>LOCATION</b>	<b>Dukeminster Estate, Church Street, Dunstable, LU5 4HU</b>
<b>PROPOSAL</b>	<b>Residential development for up to a maximum of 458 dwellings (85 dwellings per hectare maximum) with associated parking and open space and up to a maximum of 300sq metres of class A1 floorspace and up to a maximum of 520sq metres of class D1 floorspace.</b>
<b>PARISH</b>	<b>Dunstable</b>
<b>WARD</b>	<b>Dunstable Downs</b>
<b>WARD COUNCILLORS</b>	<b>Cllrs Paul Freeman &amp; Tony Green</b>
<b>CASE OFFICER</b>	<b>Mr C Murdoch</b>
<b>DATE REGISTERED</b>	<b>23 November 2009</b>
<b>EXPIRY DATE</b>	<b>22 February 2010</b>
<b>APPLICANT</b>	<b>Lionsgate Properties</b>
<b>AGENT</b>	<b>Planning Works Ltd</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>Objection from the Town Council</b>
<b>RECOMMENDED DECISION</b>	<b>Rep PP - New Time Limit - Granted</b>

Delegated Application – DM/09/61

That the Director of Sustainable Communities be given delegated authority to refuse the application for the following reasons:-

1. Circumstances have materially changed since the original grant of planning permission at appeal and the application is not supported by sufficient, up to date, information to demonstrate that increase in traffic flow on Church Street and the provision of the Guided Busway across the site access frontage would not result in traffic from the development creating unacceptable congestion and detriment to the freeflow and safety of traffic in the locality.
2. Circumstances have materially changed since the original grant of planning permission at appeal in that Anglian Water advise that the foul sewerage system cannot accommodate flows from the proposed development and are not aware when capacity will become available, but confirm that this is unlikely to be within the standard timescales of a planning permission. If the development were to proceed before further capacity is provided, this may result in environmental and amenity problems downstream. The Environment Agency also confirm that the sewage treatment works is overloaded and that there is an existing problem with combined sewer overflows which this development would exacerbate in the absence of improvements to the sewer system and recommend that no development should commence until a scheme for the improvement and / or extension of the existing sewerage system has been approved. The Council do not consider that in these uncertain circumstances it would be reasonable to grant planning permission subject to a condition requiring the provision of an approved scheme for an adequate sewerage system before the commencement of development.

[Note:

- (1) In advance of the consideration of the application the Committee were advised of consultation received as set out in the Late sheet attached to these Minutes.
- (2) In advance of the consideration of the application the Committee received representations made under the Public Participation Scheme.]

<b>Item No. 14</b>
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**SCHEDULE B**

<b>APPLICATION NUMBER</b>	<b>CB/09/06437/OUT</b>
<b>LOCATION</b>	<b>Boscombe Place (former Renault site) Boscombe Road, Dunstable, LU5 4LX</b>
<b>PROPOSAL</b>	<b>Demolition of all existing buildings and erection of single 67,164 sqm Class B8 distribution warehouse including ancillary enclosed covered yard (adjacent Ridgeway Avenue site boundary), 3,132sqm three storey offices, 360sqm transport office and 32sqm gatehouse (total floor space 70,688sqm) and provision of 185 HGV parking spaces (including 76 loading bays) and 294 car parking spaces (revised application SB/OUT/09/00127).</b>
<b>PARISH</b>	<b>Dunstable</b>
<b>WARD</b>	<b>Icknield</b>
<b>WARD COUNCILLORS</b>	<b>Cllr John Kane &amp; Cllr David McVicar</b>
<b>CASE OFFICER</b>	<b>Mr C Murdoch</b>
<b>DATE REGISTERED</b>	<b>11 November 2009</b>
<b>EXPIRY DATE</b>	<b>10 February 2010</b>
<b>APPLICANT</b>	<b>Gazeley UK Ltd</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>This is a Major Development accompanied by an Environmental Impact Assessment</b>
<b>RECOMMENDED DECISION</b>	<b>Outline Application - Granted</b>

That Planning Permission be granted subject to the completion of a legal agreement pursuant to Section 106 of the Town and Country Planning Act 1990 (as amended) to ensure the provision of pedestrian/cyclist crossing facilities on Boscombe Road, the provision of footpath/cycleway links to existing footpath/cycleways, the introduction of real-time bus information, the enhancement of public transport facilities and the provision of public art on the site frontage and subject to the following:

- 1 Details of landscaping (hereinafter called 'the reserved matters') shall be submitted to and approved in writing by the Local Planning Authority before any development begins and the development shall be carried out only as approved.**

**REASON: To comply with Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 (as amended).**

- 2 Plans and particulars of the reserved matters, referred to in Condition 1 above relating to landscaping, shall be submitted to and approved in writing by the Local Planning Authority and shall be carried out only as approved.**

**REASON: To comply with Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 (as amended).**

- 3 Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years after the date of this permission.**

REASON: To comply with Section 92 of the Town and Country Planning Act 1990.

- 4 The development hereby permitted shall begin either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON: To comply with Section 92 of the Town and Country Planning Act 1990.

- 5 **Development shall not commence until a landscaping scheme - to include any hard surfaces and earth mounding and details of the proposed interval planting of trees along the eastern site boundary (the boundary with Ridgeway Avenue properties) - has 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 for a period of five years from the date of planting and any which die or are destroyed during this period shall be replaced during the next planting season and maintained until satisfactorily established.**

**REASON: To ensure a satisfactory standard of landscaping.  
(Policy BE8, S.B.L.P.R).**

- 6 **Development shall not commence until a Tree Protection Plan (reference BS 5837: 2005 *Trees in Relation to Construction*) has been submitted to the Local Planning Authority for written approval, showing clearly the position, dimensions and build specification of protective barriers to be erected around the required Root Protection Area for all boundary trees to be retained and trees situated "off-site", in order to establish an effective Construction Exclusion Zone. The Construction Exclusion Zone shall also recognise the need to protect the existing canopy spread of trees from damage if this extends beyond the Root Protection Area. The Root Protection Area shall be calculated in accordance with Table 2 "Calculating the RPA" of BS 5837: 2005 as an area equivalent to a circle with a radius of 12 times the diameter for single stemmed trees, measured at 1.5m from ground level, and 10 times the basal diameter for trees with more than one stem arising below 1.5m above ground level.**

**REASON: To ensure a satisfactory protection of rooting medium needed to sustain the satisfactory health and stability of respective root systems and to exclude plant, machinery and storage materials from encroaching into the existing canopy spread of the trees.  
(Policy BE8, S.B.L.P.R).**

- 7 The existing trees and shrubs within the tree belt adjacent the eastern site boundary (the boundary with Ridgeway Avenue properties) shall be retained and protected in a manner to be approved in writing by the Local Planning

Authority and shall not be destroyed, uprooted, felled, lopped or topped without the previous written consent of the Local Planning Authority. Any trees or shrubs removed without such consent or dying or being severely damaged or becoming seriously diseased shall be replaced by trees or shrub specimens of such size and species as may be agreed with the Local Planning Authority. Such trees or shrub specimens shall subsequently be maintained for a period of five years from the date of planting and any which die or are destroyed during this period shall be replaced during the next planting season and maintained until satisfactorily established.

REASON: To comply with Section 197 of the Town and Country Planning Act 1990 and to safeguard existing trees on site.  
(Policy BE8, S.B.L.P.R).

- 8 Before the development is first occupied or brought into beneficial use, the parking spaces, servicing and unloading areas shown on the 'Proposed Site Layout Plan', Drawing No. 15398/A1/0100J received 11/11/09 (or on any subsequent appropriately endorsed revised plan), shall be completed and thereafter retained for this purpose. The HGV and car parking spaces hereby permitted shall be kept permanently available for the parking of the vehicles for which they are laid out.

REASON: To ensure provision for car parking and servicing clear of the highway and to ensure that off-street parking for HGVs and cars is retained in the interests of highway safety.  
(Policy T10, S.B.L.P.R).

- 9 **Development shall not commence until samples of the external materials to be used for the walls and roofs of all new buildings has been submitted to 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 proposed building.  
(Policy BE8, S.B.L.P.R).**

- 10 **Development shall not commence until details of the levels of the proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be implemented in accordance with the approved details. The eaves height of the main warehouse building shall not exceed 14m above existing ground levels and the eaves height of the canopy enclosing the eastern (rear) yard shall not exceed 7m above existing ground levels.**

**REASON: To produce a satisfactory relationship between the various elements of the scheme and adjacent properties.  
(Policy BE8, S.B.L.P.R).**

- 11 **Development shall not begin until details of the junctions between the proposed access roads and the highway have been approved by the Local Planning Authority and no building shall be occupied until the junctions have been constructed in accordance with the approved details.**

**REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the proposed access roads.**

- 12 No building shall be occupied or brought into beneficial use until a 3m wide footpath/cycleway has been constructed along the entire length of the Boscombe Road site frontage. Details of a scheme to construct the footpath/cycleway shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the footpath/cycleway shall be constructed in accordance with the approved details. Any statutory undertakers' equipment or street furniture shall be re-sited to provide an unobstructed footpath/cycleway.

REASON: In the interests of road safety and pedestrian/cyclist movement.

- 13 Any gates provided shall open away from the highway and be set back a distance of at least 8.0 metres from the nearside edge of the carriageway of the adjoining highway.

REASON: To enable vehicles to draw off the highway before the gates are opened.

- 14 The maximum gradient of the vehicular accesses shall be 10% (1 in 10).

REASON: In the interests of the safety of persons using the accesses and users of the highway.

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

REASON: In the interest of road safety and to reduce the number of points at which traffic will enter and leave the public highway.

- 16 Before the proposed buildings hereby permitted are first occupied or brought into beneficial use, all on-site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

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

- 17 **No development shall commence until wheel cleaning facilities have been provided at all site exits in accordance with a scheme submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be installed and made operational before development commences and the Site Developer shall ensure that all vehicles exiting the site use the approved wheel cleaning facilities. The wheel cleaning facilities shall be retained until the development has been substantially completed or until such time as the Local Planning Authority is satisfied that the roadworks necessary to provide adequate and clean access to and from the public highway have been completed (apart from final surfacing).**

**REASON:** In the interests of the amenity and to prevent the deposit of mud or other extraneous material on the highway during the construction period.

- 18 **Development shall not commence until a scheme for the parking of cycles on the site and the provision of changing facilities for staff and visitors has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development hereby permitted is first occupied or brought into use. Thereafter, the cycle parking and changing facilities shall be retained for these purposes.**

**REASON:** To ensure the provision of adequate cycle parking to meet the needs of occupiers of, and visitors to, the proposed development in the interests of encouraging the use of sustainable modes of transport.

- 19 **Development shall not commence until details of a scheme for the provision of on-site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking scheme shall be implemented in accordance with the approved details and the designated on-site parking spaces for construction workers shall be retained for this purpose for the duration of the construction period.**

**REASON:** To ensure adequate off-street parking during the construction period in the interests of highway safety.

- 20 Before the proposed development hereby permitted is first occupied or brought into beneficial use, details of a travel plan shall be submitted to and approved in writing by the Local Planning Authority. The recommendations of the travel plan shall be implemented in full within 6 months of the development being first occupied or brought into beneficial use. Moreover, the travel plan shall be monitored and the results of this monitoring be reviewed on an annual basis. Further recommendations for improvements to the travel plan shall be submitted to and approved in writing by the Local Planning Authority.

**REASON:** To reduce reliance on the private car by promoting public transport and sustainable modes of transport.

- 21 No goods, waste, materials or equipment shall be deposited or stored on the site in the open where it would obstruct use of the parking, servicing and unloading areas shown on the 'Proposed Site Layout Plan', Drawing No. 15398/A1/0100 received 11/11/09 (or on any subsequent appropriately endorsed revised plan).

**REASON:** To ensure that vehicle parking, servicing and unloading areas are available for those purposes at all times.  
(Policy BE8, S.B.L.P.R).

- 22 There shall be no beneficial occupation of any part of the development hereby permitted until details of a scheme for all external lighting has been submitted to and approved in writing by the Local Planning Authority and until the scheme has been implemented in accordance with the approved

details and is operational. There shall be no departure from or variation to the approved lighting scheme without the prior approval in writing of the Local Planning Authority.

**REASON:** To protect the amenity of the surrounding area and highway safety.

(Policy BE8, S.B.L.P.R).

- 23 **Development shall not commence until details of a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development and including details of how the scheme shall be maintained, have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the drainage scheme shall be implemented in accordance with the approved details before the proposed development is completed.**

**REASON:** To ensure that any increased risk of surface water flooding is prevented, to improve and protect water quality, improve habitat and amenity and ensure future maintenance of the surface water drainage system.

- 24 **Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved in writing by the Local Planning Authority:**

- 1) **A preliminary risk assessment which has identified:**
  - all previous uses;
  - potential contaminants associated with those uses;
  - a conceptual model of the site indicating sources, pathways and receptors; and,
  - potentially unacceptable risks arising from contamination at the site.
- 2) **A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.**
- 3) **The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.**
- 4) **A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.**

**Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.**

**REASON:** To protect the quality of controlled waters.

- 25 **If, during development, contamination not previously identified is found to be**

present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

REASON: To protect the quality of controlled waters.

- 26 No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

REASON: To protect the quality of controlled waters.

- 27 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

REASON: To protect the quality of groundwater.

- 28 **Prior to the commencement of any phase of development approved by this planning permission, the developer shall submit to the Local Planning Authority, in both paper and electronic form where possible:**
- (a) A Phase 1 desk study incorporating a site walkover, site history, maps and all further features of industry best practice relating to potential contamination.**
  - (b) Where shown to be necessary by the Phase 1 desk study, a Phase 2 site investigation report further documenting the ground conditions of the site with regard to potential contamination, incorporating appropriate soils and gas sampling.**
  - (c) Where shown to be necessary by the Phase 2 site investigation, a Phase 3 detailed scheme for the remedial works and measures to be taken to mitigate any risks to human health, groundwater and the wider environment.**
  - (d) On completion of the development, the developer shall provide written confirmation that any and all works have been completed in accordance with the agreed remediation scheme in the form of a Phase 4 validation report to incorporate photographs, material transport tickets and sampling.**

**Any remediation scheme and any variations shall be agreed in writing by the Local Planning Authority prior to the commencement of works. This should include responses to any unexpected contamination discovered during works.**

**The British Standard for Topsoil, BS 3882:2007, specifies requirements for topsoils that are moved or traded and shall be adhered to.**

**REASON: To protect human health and the environment.  
(Policy BE8, S.B.L.P.R).**

- 29 To mitigate against the breakout of internally generated noise from the enclosed eastern (rear) yard, the walls and roof shall provide a sound reduction index of 32dB Rw, with a perforated liner to reduce reverberant sound levels in the yard, leading to an overall performance equivalent to 38dB Rw.

The applicants/developers/occupants of the site shall clearly demonstrate that the above quoted sound reduction index for the walls and roof is achieved prior to the commencement of the beneficial use of the site.

With the exception of the rooflights to be incorporated into the roof structure of the enclosed eastern (rear) yard, indicated on Drawing No. 15398/A1/0100J received 11/11/09 (or any subsequent appropriately endorsed revised plan) and the emergency escape doors (which shall achieve a sound reduction index of 30dB Rw) to be located in the eastern elevation of the enclosed yard, indicated on the endorsed elevations, there shall be no openings created in the eastern, northern or southern elevations or roof of the enclosed eastern yard without the express permission of the Local Planning Authority.

REASON: To prevent nuisance from noise and to safeguard the amenities of the surrounding area.  
(Policy BE8, S.B.L.P.R).

- 30 Fixed operational plant associated with the proposed development must be designed to a level which is at least 5dB(A) below the existing LA90 background noise level as measured during the relevant time period. Any tonal, impulsive and/or irregular noise would be addressed by imposing a further 5dB penalty as per the methodology set out in BS 4142:1997. Noise limits for new plant are to apply at a position 1m from the closest affected window of the relevant noise sensitive property.  
The applicants/developers/occupants of the site shall clearly demonstrate that noise from the installed fixed operational plant achieves the required noise standard prior to the use of the plant.

REASON: To prevent nuisance from noise and to safeguard the amenities of the area.  
(Policy BE8, S.B.L.P.R).

- 31 Normal working hours for demolition and construction works shall be 08:00 to 18:00 on Mondays to Fridays and 08:00 to 13:00 on Saturdays. There shall be no working on Sundays, Bank or Public Holidays.

REASON: To minimise disturbance to the occupants of neighbouring properties during the demolition and construction phases of the development.  
(Policy BE8, S.B.L.P.R).

- 32 **No development shall take place until the Local Planning Authority has agreed in writing the content of a Construction Environmental Management Plan for the proposed development which shall cover noise, vibration and air quality management. Construction and installation of plant and machinery shall proceed strictly in accordance**

with the approved Plan.

**REASON: To minimise disturbance to the occupants of neighbouring properties during the construction phase of the development.  
(Policy BE8, S.B.L.P.R).**

- 33 There shall be no beneficial occupation of the development hereby permitted until an energy demand assessment has been submitted to and approved in writing by the Local Planning Authority. The energy demand assessment shall demonstrate the total energy demands of the site and the likely annual carbon emissions. Energy savings through energy efficient design and technology should be assessed and renewable energy technologies shall be incorporated into the design where feasible. The likely energy supply from renewable sources and where possible carbon savings shall be stated as a percentage of total energy usage (established from the energy demand assessment). If renewable options are rejected, justification shall be provided. The details as approved in the energy demand assessment, by virtue of this condition, shall thereafter be implemented and maintained.

**REASON: To ensure the efficient use of resources during construction and in use, to reduce the scheme's impact on the environment and to promote sustainable development.  
(Policy BE8, S.B.L.P.R).**

- 34 There shall be no beneficial occupation of the development hereby permitted until details of an Environmental Sustainability Assessment have been submitted to and approved in writing by the Local Planning Authority in order to demonstrate how the development will adopt and incorporate sustainable construction standards and techniques and achieve not less than the BREEAM standard of 'Very Good' for both the main warehouse building and the ancillary offices. Furthermore, the BREEAM standard of 'Excellent' for the ancillary offices shall be achieved unless reasonable justification is provided for not achieving this standard. The development shall be undertaken in accordance with these approved details.

**REASON: To ensure the efficient use of resources during construction and in use, to reduce the scheme's impact on the environment and to promote sustainable development.  
(Policy BE8, S.B.L.P.R).**

- 35 **Before development commences and notwithstanding the information submitted with the application, the applicant shall, with regard to television signal reception in the area containing the application site, provide the Local Planning Authority with details of a study that:**
- a) **Measures the existing television signal reception within the impact area and within an area of 500 metres radius surrounding the building. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries (CAI) or by a body approved by the Office of Communications (OFCOM), and shall include an assessment of the survey results obtained.**
  - b) **Assesses the impact of the development on television signal reception within the impact area identified in (a) above.**

**The study shall identify such measures necessary to maintain at least the pre-existing level and quality of television signal reception identified in the survey carried out in (a) above. The measures identified must be carried out before the proposed development is substantially completed.**

**REASON: To provide an indication of the area of television signal reception affected by the proposed development and provide a basis on which to assess the extent to which the proposed development affects television signal reception and to ensure that the development at least restores the original level and quality of television signal reception, as advised in Planning Policy Guidance Note 8: Telecommunications.  
(Policy BE8, S.B.L.P.R).**

- 36 There shall be no beneficial occupation of any part of the proposed development hereby permitted until the details of the Framework Travel Plan prepared by RPS Planning and Development dated March 2010, to support the application and to mitigate against the additional traffic generation onto the M1 motorway and A5 trunk road Dunstable, have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highways Agency. Thereafter, the Travel Plan shall be implemented in accordance with the approved details.

REASON: To ensure that car travel generated by the proposed development is reduced in the interests of highway safety and to encourage the use of sustainable modes of transport.

- 37 Before the development hereby permitted is first occupied or brought into beneficial use and notwithstanding the details submitted with the application, further particulars of the design, siting, external appearance, internal structure/technical specification and means of operation of the mechanical air handling plant and equipment proposed in association with the use of enclosed eastern (rear) yard shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the air handling plant and equipment shall be installed in accordance with the approved particulars. There shall be no additional exhaust cowls installed on the building over and above the six exhaust cowls indicated on Drawing No. 15398/A1/0101E received 02/11/09 (or any subsequent appropriately endorsed revised plan) without the express permission of the Local Planning Authority.

REASON: To control the appearance of the proposed development and to safeguard the amenities of the surrounding area.  
(Policy BE8, S.B.L.P.R).

- 38 Before development commences and notwithstanding the details submitted with the application, further particulars of the proposed site boundary treatments, to include particulars of security fencing, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the proposed site boundary treatments shall be carried out in accordance with the approved particulars. The existing acoustic fence adjacent the eastern site boundary shall be retained.

Reason: To control the appearance of the proposed development in the interests of the amenities of the surrounding area.

(Policy BE8, S.B.L.P.R).

- 39 This permission relates only to the details shown on RPS Drawing Nos. 15398/A1/0101E, 15398/A1/0105A, 15398/A0/0110B, 15398/A1/0111A, 15398/A1/0112, 15398/A2/0120A, 15398/A1/0125, 15398/A0/0210A, 15398/A0/0300B, 15398/A0/0301, 15398/A0/0605 and 15398/A0/0611 received 02/11/09, RPS Drawing No. 15398/A1/0100J received 11/11/09, RPS Drawing No. 15398/A1/0130B received 22/01/10, RGA Drawing No. BOS/2/C/1A, BOS/2/C/3, BOS/2/C/4, BOS/2/C/5 and BOS/2/C/6 received 02/11/09 or to any subsequent appropriately endorsed revised plan.

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

### Notes to Applicant

- In accordance with Article 22 of the Town & Country Planning (General Development Procedure) Order 1995 (as Amended), the Council hereby certify that the proposal as hereby approved conforms with the relevant policies of the Development Plan comprising of the Regional Spatial Strategy for the East of England (the East of England Plan and the Milton Keynes and South Midlands Sub-Regional Strategy), Bedfordshire Structure Plan 2011 and the South Bedfordshire Local Plan Review and material considerations do not indicate otherwise. The policies which refer are as follows:

#### **Regional Spatial Strategy**

##### **East of England Plan (May 2008)**

SS1 - Achieving Sustainable Development.

SS2 - Overall Spatial Strategy.

SS3 - Key Centres for Development and Change.

SS5 - Priority Areas for Regeneration.

E1 - Job Growth.

E2 - Provision of Land for Employment.

E3 - Strategic Employment Sites.

T6 - Strategic and Regional Road Networks.

T8 - Local Roads.

T14 - Parking.

ENV3 - Biodiversity and Earth Heritage.

ENV7 - Quality in Built Environment.

WAT4 - Flood Risk Management.

##### **Milton Keynes and South Midlands Sub-Regional Strategy (March 2005)**

Strategic Policy 1: The Spatial Framework - Locations for Growth: Luton/Dunstable & Houghton Regis (with Leighton-Linslade).

Strategic Policy 3: Sustainable Communities.

Bedfordshire and Luton Policies 2(a) and 2(b): Luton/Dunstable/Houghton Regis and Leighton-Linslade.

**South Bedfordshire Local Plan Review Policies**

BE8 - Design and environmental considerations.

T10 - Controlling parking in new developments.

E1 - Providing for B1-B8 development within Main Employment Areas (Category 1).

2. In accordance with Article 22 of the Town and Country Planning (General Development Procedure) Order 1995 (as Amended), the reason for any condition above relates to the Policies as referred to in the Regional Spatial Strategy (RSS), Bedfordshire Structure Plan 2011 (BSP) and the South Bedfordshire Local Plan Review (SBLPR).
3. 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.

[Note:

- (1) In advance of the consideration of the application the Committee were advised of consultation received as set out in the Late sheet attached to these Minutes.
- (2) In advance of the consideration of the application the Committee received representations made under the Public Participation Scheme.]

**Item No. 15****SCHEDULE B**

<b>APPLICATION NUMBER</b>	<b>CB/09/07055/OUT</b>
<b>LOCATION</b>	<b>Land Adjoining 67, London Road, Sandy, SG19 1DH</b>
<b>PROPOSAL</b>	<b>Outline: Development of site for employment uses within use class B1(c), B2 and B8 with ancillary office accommodation, up to 8,180 sqm and approx. 163 car parking spaces and associated access arrangements, demolition and land raising (All matters reserved except access)</b>
<b>PARISH</b>	<b>Sandy</b>
<b>WARD</b>	<b>Sandy</b>
<b>WARD COUNCILLORS</b>	<b>Cllr Aldis &amp; Cllr Blaine</b>
<b>CASE OFFICER</b>	<b>Dee Walker</b>
<b>DATE REGISTERED</b>	<b>06 January 2010</b>
<b>EXPIRY DATE</b>	<b>07 April 2010</b>
<b>APPLICANT</b>	<b>Kier Property</b>
<b>AGENT</b>	<b>Planning Potential</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>Cllr Aldis called the application to Committee on grounds of major development, highways issues and impact on nearby neighbours</b>
<b>RECOMMENDED DECISION</b>	<b>Outline Application - Granted</b>

Deferred Application – DM/09/63

That the application be deferred for one cycle to allow consultation with the Highways Agency.

[Note:

- (1) In advance of the consideration of the application the Committee were advised of consultation received as set out in the Late sheet attached to these Minutes.
- (2) In advance of the consideration of the application the Committee received representations made under the Public Participation Scheme.]

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**Item No. 16****SCHEDULE B**

<b>APPLICATION NUMBER</b>	<b>CB/09/06528/OUT</b>
<b>LOCATION</b>	<b>Land adjacent to 192 High Street North and north west of and adjoining Tavistock Street, Tavistock Street, Dunstable</b>
<b>PROPOSAL</b>	<b>Erection of 24 dwellings and up to 1700sqm of business and storage/distribution units (class B1 &amp; B8) (outline)</b>
<b>PARISH</b>	<b>Dunstable</b>
<b>WARD</b>	<b>Dunstable Downs</b>
<b>WARD COUNCILLORS</b>	<b>Cllrs Paul Freeman &amp; Tony Green</b>
<b>CASE OFFICER</b>	<b>Gill Claxton</b>
<b>DATE REGISTERED</b>	<b>20 November 2009</b>
<b>EXPIRY DATE</b>	<b>19 February 2010</b>
<b>APPLICANT</b>	<b>Direct Pallets Limited</b>
<b>AGENT</b>	<b>Kirkby &amp; Diamond</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>The application represents a departure from the Development Plan</b>
<b>RECOMMENDED DECISION</b>	<b>Outline Application - Granted</b>

That Planning Permission be granted subject to the completion of a legal agreement under Section 106 of the Town & Country Planning Act 1990 (as amended) to ensure provision of the affordable housing, delivery of not less than 50% of the commercial units before occupation of any of the dwellings; the parameter plan forms the basis for the application for approval of reserved matters; all dwellings meet the Code of Sustainable Homes Level 3 as a minimum; financial contributions to education, off-site open space, highways/sustainable transport measures; household waste and recycling collection and the payment to make Traffic Regulation Orders for a residential parking scheme, if required and the following:

- 1 **Before development begins, the approval of the Local Planning Authority shall be obtained in respect of all the reserved matters, namely the**
  - **access**
  - **appearance**
  - **landscaping**
  - **layout; and**
  - **scale, within the upper and lower limit for the height, width and length of each building stated in the application for planning permission in accordance with Article 3(4).**
  - **REASON: To comply with Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 (as amended).**
- 2 Application for the approval of the reserved matters shall be made to the Local Planning Authority within three years from the date of this permission. The development shall begin not later than two years from the final approval of the reserved matters or, if approved on different dates, the final approval of the last such matter to be approved.

REASON: To comply with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 3 **Before development begins, samples of the materials to be used for the external walls and roofs of all new buildings shall be submitted to 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 buildings.  
(Policy BE8, S.B.L.P.R).**

- 4 **Before development begins, a scheme for screen fencing and/or screen walling shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained.**

**REASON: To safeguard the amenity of the area.  
(Policy BE8, S.B.L.P.R).**

- 5 Commercial vehicles, including fork-lift trucks, shall only be started up, manoeuvred, operated, loaded or unloaded between 07:00 hours and 23:00 hours Monday to Saturday and at no time on Sundays, Bank or Public Holidays without the prior agreement in writing of the Local Planning Authority.

REASON: To safeguard the amenities of the area.  
(Policy BE8, S.B.L.P.R).

- 6 For the residential part of the development, to protect against intrusive externally generated noise, sound insulation and absorbent materials shall be applied to all rooms, internal corridors and staircases as is necessary to achieve as a minimum standard an internal noise level for bedrooms of 30dB(A)eq, 8hour (23:00-07:00) and for living rooms of 40dB(A)eq, 16hour (07:00-23:00).

REASON: To protect occupants from externally generated traffic noise.  
(Policy BE8, S.B.L.P.R).

- 7 **Prior to the commencement of development for any phase approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority for that phase:**

1. **A preliminary risk assessment which has identified:**
  - all previous uses.
  - potential contaminants associated with those uses.
  - a conceptual model of the site indicating sources, pathways and receptors.
  - potentially unacceptable risks arising from contamination at the site.

2. **A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.**
3. **The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.**
4. **A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.**

**Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.**

**REASON: To protect groundwater. The report submitted with the application entitled "Phase 1 Desk Study Report - Land at Tavistock Street, Dunstable, Bedfordshire (Ref: JER3933 vers. 0, December 2007) recommends a site investigation. There have been historic as well as recent contaminative uses and the Chalk aquifer is a sensitive receptor. The desktop study submitted does not fully cover the information requirements and any future submission should be updated and a more detailed conceptual model developed. The potential risks from the proposed development, for example: drainage, services or contaminative uses should be considered.**

- 8 Prior to the use of any phase, a Verification Report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority.

**REASON: To protect groundwater. There have been historic as well as recent contaminative uses and the Chalk aquifer is a sensitive receptor and the planning application indicates that this development may be carried out in a phased manner.**

- 9 Reports on monitoring, maintenance and any contingency action carried out in accordance with a long-term monitoring and maintenance plan shall be submitted to the Local Planning Authority as set out in that plan. On completion of the monitoring programme a final report demonstrating that all long-term site remediation criteria have been met and documenting the decision to cease monitoring shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To protect groundwater. There have been historic as well as recent contaminative uses and the Chalk aquifer is a sensitive receptor.

- 10 No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approved details.

REASON: To protect groundwater. There have been historic as well as recent contaminative uses and the Chalk aquifer is a sensitive receptor. Contamination found in the soils is likely to prohibit the use of drainage using infiltration to ground.

- 11 If, during the development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

REASON: The nature of soil and groundwater contaminating is such that even where comprehensive site investigation is undertaken on site, some unsuspected contamination may exist between sample locations. This condition allows a reactive mechanism for the control of the way in which such contamination is treated, should it be discovered.

- 12 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

REASON: To protect groundwater. There have been historic as well as recent contaminative uses on site and the Chalk aquifer is a sensitive receptor. At this stage the design of the foundations is not known and should contamination be found in the soils, this needs to be considered in the foundation proposals.

- 13 **Notwithstanding the information submitted with the application, before development commences a Tree Protection Plan shall be submitted to and approved in writing by the Local Planning Authority. The purpose of the protective fencing shall safeguard a sufficient area of rooting medium that will sustain the health of the trees known as the Root Protection Area. The fencing shall be erected before development commences and shall remain in place throughout the whole construction process. All operations potentially damaging to the trees shall be excluded from the area thus fenced (the Construction Exclusion Zone) including excavation, changes to levels, temporary access, vehicle parking, vehicle movement, fires and storage, disposal or mixing of materials and chemicals.**

**REASON: To protect important trees within and on the boundary of the site.**

**(Policy BE8, S.B.L.P.R).**

- 14 **Before development commences details of the footpath/cycleway link to the Dunstable-Luton Disused Railway County Wildlife Site shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.**

**REASON: To safeguard the amenity of the area.**

- 15 **Before development commences details shall be submitted to and approved in writing by the Local Planning Authority to safeguard the adjacent Dunstable-Luton Disused Railway County Wildlife Site during the construction of the development and thereafter. The development shall be carried out in accordance with the approved details.**

**REASON: To safeguard the amenity of the area.**

- 16 **Before development begins, a landscaping scheme to include any hard surfaces and earth mounding shall be 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 for a period of five years from the date of planting and any which die or are destroyed during this period shall be replaced during the next planting season and maintained until satisfactorily established.**

**REASON: To ensure a satisfactory standard of landscaping.  
(Policy BE8, S.B.L.P.R).**

- 17 **No development shall commence unless and until full design details relating to the permanent closure of the access onto the A5 have been submitted to and approved in writing by the Local Planning Authority.**

**REASON: To safeguard the safe operation of the A5 trunk road.**

- 18 **No part of the development shall be brought into use unless and until the highway access off the A5 has been permanently closed to the satisfaction of the Local Planning Authority, in accordance with the details to be agreed in connection with Condition 17 above.**

**REASON: To safeguard the safe operation of the A5 trunk road.**

- 19 **Before any part of the development is first brought into use Travel Plans for residential and commercial uses shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plans shall be implemented in full within 6 months of any of the buildings being occupied. Thereafter, the Travel Plans shall be monitored and reviewed annually, with a written report to be submitted to and agreed in writing by the Local Planning Authority which updates the plan and monitors the progress in meeting the agreed targets for reducing car journeys**

REASON: In the interests of highway safety, to reduce traffic impact on the A5 and the local highway network and to promote the use of sustainable modes of transport.

- 20 **Development shall not begin until details of the junction(s) between the proposed development and the highway have been approved by the Local Planning Authority and no building shall be occupied until the junction(s) have been constructed in accordance with the approved details.**

**REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the proposed junction(s).**

- 21 The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall illustrate a refuse vehicle turning area within the residential element of the development.

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

- 22 **Before development begins a scheme for the secure parking of cycles on the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before any part the development is first occupied or brought into use and thereafter retained for this purpose, unless otherwise agreed in writing with the Local Planning Authority.**

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

- 23 **Before the development is first occupied or brought into use, details of the vehicle parking spaces, servicing, loading and unloading areas shall be submitted to and agreed in writing with the Local Planning Authority. The approved scheme shall be completed prior to the occupation of the development and thereafter retained for these purposes.**

**REASON: To ensure provision for car parking and servicing clear of the highway.  
(Policy T10, S.B.L.P.R).**

- 24 **Before development begins, details of the existing and proposed ground levels and finished floor levels of the building shall be submitted to and approved in writing by the Local Planning Authority, and development shall thereafter be implemented accordingly.**

**REASON: To produce a satisfactory relationship between the various elements of the scheme and adjacent properties.  
(Policy BE8, S.B.L.P.R).**

- 25 **Before development begins, a Waste Audit and Waste Management Plan which shows how opportunities for the reduction, recycling and re-use of waste during construction and occupation of the**

development will be taken account of shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be carried out and completed in accordance with the approved details.

**REASON:** In the interests of sustainable waste management.  
(Policies W5 and W6 Bedfordshire & Luton Waste Local Plan).

- 26 **Before development commences details for the external lighting of the buildings and grounds shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be carried out, completed and retained in accordance with the approved details before the occupation of the development.**

**REASON:** In the interests of amenity and highway safety.  
(Policy BE8, S.B.L.P.R).

- 27 **No development shall take place within the site until the applicant or developer has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.**

**REASON:** To ensure that remains of archaeological importance likely to be disturbed in the course of the development are adequately recorded.

- 28 This permission relates only to the details shown on the Site Location Plan received 20/11/09 and Combined Parameters Plan (JMA3008) received 19/11/09 or to any subsequent appropriately endorsed revised plan.

**REASON:** To identify the approved plans and to avoid doubt.

### **Notes to Applicant**

1. In accordance with Article 22 of the Town & Country Planning (General Development Procedure) Order 1995 (as Amended), the Council hereby certify that the proposal as hereby approved conforms with the relevant policies of the Development Plan comprising of the Regional Spatial Strategy for the East of England (the East of England Plan and the Milton Keynes and South Midlands Sub-Regional Strategy), Bedfordshire Structure Plan 2011 and the South Bedfordshire Local Plan Review and material considerations do not indicate otherwise. The policies which refer are as follows:

#### **Regional Spatial Strategy**

##### **East of England Plan (May 2008)**

SS1 - Achieving Sustainable Development

SS5 - Priority Areas for Regeneration

E1 - Job Growth

H1 - Regional Housing Provision 2001 to 2021

H2 - Affordable Housing

T1 - Regional Transport Strategy Objectives and Outcomes  
T2 - Changing Travel Behaviour  
T4 - Urban Transport  
T5 - Inter Urban Public Transport  
ENV3 - Biodiversity and Earth Heritage  
ENV7 - Quality in the Built Environment  
WAT4 - Flood Risk Management  
WM6 - Waste Management in Development

### **Bedfordshire Structure Plan 2011**

Policy 25 - Infrastructure

### **South Bedfordshire Local Plan Review (2004) Policies**

SD1 - Sustainability Keynote Policy  
E1 - Main Employment Areas  
BE8 - Design Considerations  
T4 - Translink Project  
T10 - Parking - New Development  
T11- Contributions - Making Provision for Alternatives to Parking  
H2 - Fall-In Sites  
H4 - Affordable Housing  
R10 - Play Area Standards  
R11 - New Urban Open Space

2. In accordance with Article 22 of the Town and Country Planning (General Development Procedure) Order 1995 (as Amended), the reason for any condition above relates to the Policies as referred to in the Regional Spatial Strategy (RSS), Bedfordshire Structure Plan 2011 (BSP) and the South Bedfordshire Local Plan Review (SBLPR).
3. 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.
4. The applicant/developers attention is drawn to the attached letter from Anglian Water Services Ltd.
5. In connection with Condition 13 above, it is noted that the Tree Protection Plan submitted with the application indicates a position of protective fencing for Trees T21, T31, T37, T38 and T40 that is less than the radius of the given Root Protection Area (RPA) for each respective tree. Although it is accepted that BS5837 allows the change of shape of the RPA to be undertaken provided that the total RPA area remains unchanged, it is not clear in the reports on how this has been justified, especially in recognition that the root spread of trees in the rear of properties along High Street North have been restricted by the close position of existing buildings and hardstanding. In these cases. it is estimated that the area most conducive to root development is almost certainly within the application site, and therefore the position of the fence should probably extend further out rather than be reduced. For other cases, it should be demonstrated (graphically) that the integrity of the RPA for each tree has been provided, even though there may be no requirement for all-round fencing. In addition it appears that the

shading constraint of Trees T21, T37 and T38 have not been fully assessed and that this above ground constraint should be measured (Ref. Section 5.3 of BS 5837 : 2005) and incorporated into the final design plan.

[Note:

- (1) In advance of the consideration of the application the Committee were advised of consultation received as set out in the Late sheet attached to these Minutes.
- (2) In advance of the consideration of the application the Committee received representations made under the Public Participation Scheme.]

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- 3 **Details of the method of disposal of foul and surface water drainage shall be submitted to and agreed in writing by the Local Planning Authority including any land drainage system, before the development is commenced. Thereafter no part of the development shall be brought into use until the approved drainage scheme has been implemented.**

**Reason: To ensure that adequate foul and surface water drainage is provided and that existing and future land drainage needs are protected.**

- 4 A scheme shall be submitted for written approval by the Local Planning Authority setting out the details of the materials to be used for the external walls and roof. The development shall be carried out in accordance with the approved scheme.

Reason: To protect the visual amenities of the building and of the area generally.

- 5 A sample panel of (bricks/stonework/tiling etc) shall be constructed for the consideration and written approval of the Local Planning Authority. The development shall be carried out in accordance with the written approval.

Reason: To safeguard the appearance of the completed development by ensuring that the development hereby permitted is finished externally with materials to match/complement the existing building(s) and the visual amenities of the locality.

- 6 The first floor bathroom windows in the rear elevation of the development hereby permitted for properties 23K1; 24B1, and first floor landing window for units 29A3 and 28A3 shall be of fixed type and fitted with obscured glass of a type to substantially restrict vision through it at all times, details of which shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. No further windows or other openings shall be formed in the elevation.

Reason: To safeguard the amenities of occupiers of adjoining properties

- 7 **Prior to the development hereby approved commencing on site details of the final ground and slab levels of the dwellings hereby approved shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include sections through both the site and the adjoining properties, the location of which shall first be agreed in writing with the Local Planning Authority. Thereafter the site shall be developed in full accordance with the approved details.**

**Reason: To ensure that a satisfactory relationship results between the new development and adjacent buildings and public areas.**

8 Full details of both hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. These details shall include:-

- proposed finished levels or contours;
- materials to be used for any hard surfacing;
- minor structures (e.g. furniture, play equipment, signs, etc);
- proposed and existing functional services above and below ground level;
- planting plans, including schedule of size, species, positions, density and times of planting;
- cultivation details including operations required to establish new planting;
- details of existing trees and hedgerows on the site, indicating those to be retained and the method of their protection during development works.

The development shall be carried out in accordance with the approved details.

Reason: In order to ensure that the landscaping is carried out within a reasonable period in the interest of the visual amenities of the area.

9 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development whichever is the sooner; and any trees or plants which within a period of 5 years of completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority give written consent to any variation.

Reason: In the interests of the visual amenities of the site and the area generally.

10 **Prior to the commencement of development a scheme setting out measures for protecting all trees, shrubs and other natural features during construction work shall be submitted to and approved in writing by the Local Planning Authority. No work shall commence on site until all trees, shrubs and features to be protected are fenced with 2.3 high weldmesh fencing securely mounted on standard scaffolding poles driven firmly in the ground in accordance with BS 5837:2005;**

- **for trees and shrubs the fencing shall follow a line 1.0m outside the furthest extent of the crown spread, unless otherwise agreed in writing by the Local Planning Authority;**
- **for upright growing trees at a radius from the trunk not less than 6.0m, or two thirds of the height of the tree whichever is the greater;**
- **for other natural features along a line to be approved in**

writing by the Local Planning Authority.

Such fencing shall be maintained during the course of the works on the site. No unauthorised access or placement of goods, fuels or chemicals, soil or other materials shall take place inside the fenced area.

**Reason: To safeguard the existing trees on the site in the interests of visual amenity.**

- 11 **A landscape management scheme, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority prior to the first use of the development or the implementation of the use. The landscape management scheme shall be carried out as approved.**

**Reason: To ensure an appropriate standard of visual amenity in the local area.**

- 12 **Details of finished ground floor levels of the residential development shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. This shall be a minimum of 37.83m AOD on the south side of the site reducing to 37.70m AOD on the north side of the site. This is 100mm higher than the levels recommended in the FRA. Such details shall be implemented in accordance with the approved scheme.**

**Reason: To ensure that the development meets the current standards for flood mitigation.**

- 13 The proposed ground level raising along the boundaries of the site shall not exceed those on adjacent properties.

Reason: To ensure that the development meets the current standards for flood mitigation.

- 14 Land drainage shall be installed where necessary to ensure continuity of existing land drainage.

Reason: To ensure that the development meets the current standards for flood mitigation.

- 15 Surface water discharge from the development shall be attenuated to the greenfield rate prior to discharge into the watercourse on the western boundary of the site. Overland flow routing through the site for storms exceeding the 1 in 100 year event.

Reason: To ensure that the development meets the current standards for flood mitigation.

- 16 Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted

and disposed of separately so that it does not discharge into the highway.

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

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

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

- 18 No dwelling shall be occupied until visibility splays have been provided at the junction of the estate road with the public highway. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed estate road from its junction with the channel of the public highway and 43.0m measured from the centre line of the proposed estate road along the line of the channel of the public highway. The vision splays required shall be provided and defined on the site by or on behalf of the developers and be kept free of any obstruction.

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

- 19 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995, or any amendments thereto, the car port accommodation on plot 15 shall not be converted into a garage, unless permission has been granted by the Local Planning Authority on an application made for that purpose.

Reason: To ensure that overhanging of the public footway does not occur in the interest of highway users.

- 20 If the proposed road is 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.

- 21 **No development shall commence until a wheel cleaning facility has been provided at all site exits in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The wheel cleaner(s) shall be removed from the site once the roadworks necessary to provide adequate access from the public highway have been completed (apart from final surfacing) to the satisfaction of the Local Planning Authority.**

**Reason: In the interests of the amenity and to prevent the deposit of mud or other extraneous material on the highway during the construction period.**

- 22 Before any of the units is occupied the parking of cycles on a particular unit shall be implemented as shown on drawing No 1029\_0110 Rev N and thereafter retained for this purpose.

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

- 23 **Development shall not commence until a scheme detailing access provision to and from the site for construction traffic, which details shall show what arrangements will be made for restricting such vehicles to approved points of access and egress has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be operated throughout the period of construction work.**

**Reason: To ensure the safe operation of the surrounding road network in the interests of road safety.**

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

**Reason: To ensure adequate off street parking during construction in the interests of road safety**

- 25 **Before development commences details of the marketing literature and comprehensive residents travel information shall be submitted to and approved by the local planning authority. The welcome pack to include:**
- **Details of local shops, services, entertainments and community facilities in the area including schools, with a map showing distances and safe pedestrian and cycle routes,**
  - **Information about bus, coach, train, taxi and community transport services**
  - **Local employers operating travel plans**
  - **Local schools operating travel plans.**

**The approved welcome pack to be provided to prospective purchasers.**

**Reason: To ensure the provision of adequate information that will meet the needs of occupiers of the proposed development in the interests of encouraging the use of sustainable modes of transport.**

- 26 On occupation of the development, the developer shall provide residents a more detailed package explaining the Travel Plan's objectives and including specific information about the alternative methods of transport available. This will include:

- Details of car share databases
- Details of the web site
- Bus, coach and train timetables
- Further information about schools , local shops and supermarkets including details of those offering Internet/telephone ordering(including introductory discounts where possible)
- Details of commercial discounts from rail/bus operators, taxi providers and cycle/motorcycle shops. residents

Reason: To ensure the provision of adequate information that will meet the needs of occupiers of the proposed development in the interests of encouraging the use of sustainable modes of transport

- 27 **A bat survey of the larger broad-leaved trees at the site shall be submitted to and approved by the Local Planning Authority prior to commencement of development. In the event that evidence is found that bats are using the trees for habitat at the site, mitigation measures shall be submitted to the local planning authority for its approval. Any such mitigation measures shall be implemented as approved.**

**Reason: To safeguard any protected habitat and in accordance with the Wildlife and Countryside Act 1981.**

- 28 No tree, shrub or pruning shall be removed from the site during the nesting season from February to September, unless works to make the habitats unsuitable are first undertaken, or detailed examination before clearance, declares the area free from nesting birds.

Reason: In order to safeguard the protected species and in accordance with the Wildlife and Countryside Act 1981.

- 29 **Details of the provision of bird and bat boxes which shall be incorporated into the development in either the properties or communal buildings/structures such as garage blocks, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The development shall be implemented in accordance with the approved scheme.**

**Reason: To safeguard any protected species and in accordance with the Wildlife and Countryside Act 1981.**

- 30 Noise resulting from the use of the plant, machinery or equipment associated with the Pumping Station shall not exceed a level of 5dBA below the existing background level (or 10dBA below if there is a tonal quality or distinguishable features) when measured or calculated according to BS4142:1997, at a point one metre external to the nearest noise sensitive building.

Reason: To safeguard the interests and amenity of nearby properties.

- 31 The first floor window in the side elevation (east) of plot (5J1) and the rooflights on the rear elevation of the ancillary garage of the development hereby permitted, shall be fitted with obscured glass of a type to substantially restrict vision through it at all times, details of which shall be submitted to

and approved in writing by the Local Planning Authority prior to the commencement of development. No further windows or other openings shall be formed in the elevation.

Reason: To safeguard the amenities of occupiers of adjoining properties

### Notes to Applicant

1. The applicant is advised that no works associated with the construction of the vehicular access should be carried out within the confines of the public highway without prior consent, in writing, of the Central Bedfordshire Council. Upon receipt of this Notice of Planning Approval, the applicant is advised to write to Central Bedfordshire Council's, Highways Help Desk P.O.Box 1395, Bedford, MK42 5AN quoting the Planning Application number and supplying a copy of the Decision Notice and a copy of the approved plan. This will enable the necessary consent and procedures under Section 184 of the Highways Act to be implemented. The applicant is also advised that if any of the works associated with the construction of the vehicular access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) then the applicant will be required to bear the cost of such removal or alteration.
2. The applicant is advised that no highway surface water drainage system designed as part of the 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 Highways Development Control group, Development Management Division, Central Bedfordshire Council. Further details can be obtained from the Traffic Management group Highways and Transport Division, Central Bedfordshire Council, P.O. Box 1395 Bedford, MK42 5AN.
3. 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 Transportation Division, Central Bedfordshire Council, P.O. Box 1395 Bedford, MK42 5AN
4. The applicant is advised that photographs of the existing highway that is to be used for access and delivery of materials will be required by the Local Highway Authority. Any subsequent damage to the public highway resulting from the works as shown by the photographs, including damage caused by delivery vehicles to the works, will be made good to the satisfaction of the Local Highway Authority and at the expense of the applicant. Attention is drawn to Section 59 of the Highways Act 1980 in this respect.

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

[Note:

- (1) In advance of the consideration of the application the Committee were advised of consultation received as set out in the Late sheet attached to these Minutes.
- (2) In advance of the consideration of the application the Committee received representations made under the Public Participation Scheme.]

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**Item No. 19**

<b>APPLICATION NUMBER</b>	<b>CB/10/00330/FULL</b>
<b>LOCATION</b>	<b>4 Owlswood, Sandy, SG19 2SL</b>
<b>PROPOSAL</b>	<b>Full: Two storey side extension</b>
<b>PARISH</b>	<b>Sandy</b>
<b>WARD</b>	<b>Northhill and Blunham</b>
<b>WARD COUNCILLORS</b>	<b>Cllrs Caroline Maudlin &amp; Tricia Turner</b>
<b>CASE OFFICER</b>	<b>Annabel Gammell</b>
<b>DATE REGISTERED</b>	<b>02 February 2010</b>
<b>EXPIRY DATE</b>	<b>30 March 2010</b>
<b>APPLICANT</b>	<b>Mr Patterson</b>
<b>AGENT</b>	
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>Cllr Aldis called the application into Committee for the following reasons: Local concerns and impact on the street scene, over development and loss of amenity to neighbours</b>
<b>RECOMMENDED DECISION</b>	<b>Full Application - Granted</b>

Delegated Application – See Minute No. DM/09/67

That the Director of Sustainable Communities be given delegated authority to refuse the application for the following reasons:

1. The massing of the two storey extension would disrupt the pattern of the buildings and spaces and be highly prominent in view of its close proximity to the junction of Owlswood and Woodpecker Way. As a result the development would cause harm to the character and appearance of the streetscene and it would also unbalance the symmetry of the dwelling. It is therefore contrary to Policy DM3 of the Core Strategy and Development Management Policies 2009.
2. In view of the siting and height of the proposed extension the development would be overbearing on the adjacent property at 2 Owlswood, and would result in a loss of light to their side cloakroom window. The extension would also be overbearing on 41 Woodpecker Way in so far as it would be prominent in the outlook from their side facing ground floor window. The development would therefore be contrary to Policy DM3 of the Core Strategy and Development Management Policies 2009.
3. No additional off street car parking is provided in connection with the increase from 5 to 6 bedrooms and due to the limited driveway space available (two cars clear of the pavement) there would no longer be appropriate provision within the site for the parking of vehicles clear of the road. This would be to the detriment of the safety and convenience of users of the road; as such the proposal is contrary to Policy DM3 of the Core Strategy and Development Management Policies 2009 and section 6.10 of the Council's guidance note Design in Central Bedfordshire, Design Supplement 7 Movement, Streets and Places which requires a minimum of 3 off street parking spaces for dwellings of 4 or more bedrooms.

[Note:

- (1) In advance of the consideration of the application the Committee were advised of consultation received as set out in the Late sheet attached to these Minutes.
- (2) In advance of the consideration of the application the Committee received representations made under the Public Participation Scheme.]

**Item No. 20**

<b>APPLICATION NUMBER</b>	<b>CB/10/00337/FULL</b>
<b>LOCATION</b>	<b>11 Willow Way, Flitwick, Bedford, MK45 1LL</b>
<b>PROPOSAL</b>	<b>Full: Single storey rear extension, Dormers to front and rear, erection of front porch.</b>
<b>PARISH</b>	<b>Flitwick</b>
<b>WARD</b>	<b>Flitwick East</b>
<b>WARD COUNCILLORS</b>	<b>Cllr Jamieson &amp; Cllr Turner</b>
<b>CASE OFFICER</b>	<b>Mary Collins</b>
<b>DATE REGISTERED</b>	<b>01 February 2010</b>
<b>EXPIRY DATE</b>	<b>29 March 2010</b>
<b>APPLICANT</b>	<b>Mr &amp; Mrs S Dix</b>
<b>AGENT</b>	<b>FOD Limited</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>Applicant an employee of Central Bedfordshire</b>

**RECOMMENDED DECISION** **Full Application - Granted**

That Planning Permission be Granted subject to the following:

- 1 The development hereby approved shall be commenced within three years of the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 which is designed to ensure that a planning permission does not continue in existence indefinitely if the development to which it relates is not carried out.

- 2 All external works hereby permitted shall be carried out in materials to match as closely as possible in colour, type and texture, those of the existing building.

Reason: To safeguard the appearance of the completed development by ensuring that the development hereby permitted is finished externally with materials to match/complement the existing building(s) and the visual amenities of the locality.

### Notes to Applicant

1. If means of disposal of surface water is to be to soakaways then these should be designed and constructed to BRE Digest 365.

The applicant is advised the Internal Drainage Board will not consent to surface water from the proposals being discharged to the watercourse to the southeast of the property, unless it can be shown that surface water already discharges to this watercourse and the increase will be attenuated to the existing rate.

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<b>Item No. 21</b>
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**SCHEDULE C**

<b>APPLICATION NUMBER</b>	<b>CB/10/00196/FULL</b>
<b>LOCATION</b>	<b>Caddington Village School, Five Oaks, Caddington</b>
<b>PROPOSAL</b>	<b>Single storey extension to school building.</b>
<b>PARISH</b>	<b>Caddington</b>
<b>WARD</b>	<b>South East Bedfordshire</b>
<b>WARD COUNCILLORS</b>	<b>Cllr Ruth Gammons &amp; Cllr Richard Stay</b>
<b>CASE OFFICER</b>	<b>Gill Claxton</b>
<b>DATE REGISTERED</b>	<b>26 January 2010</b>
<b>EXPIRY DATE</b>	<b>23 March 2010</b>
<b>APPLICANT</b>	<b>Caddington Village School</b>
<b>AGENT</b>	<b>C G Bone Associates</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>The land is owned by Central Bedfordshire Council and there is an unresolved objection from a third party.</b>
<b>RECOMMENDED DECISION</b>	<b>Full Application - Granted</b>

That Planning Permission be **GRANTED** subject to the following conditions:

- 1 The development 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 The external finish of the walls and roofing materials to be used for the extension shall match that of the existing building as closely as possible.  
REASON: To ensure that the development is in keeping with the existing building.  
(Policy BE8 S.B.L.P.R).
- 3 Before development begins, a planting scheme shall be submitted to and approved in writing by the Local Planning Authority to provide new landscaping details and planting specification, which will indicate the size, position and species of new trees and shrubs. The scheme shall be implemented during the first planting season (October to March) following the completion of the extension. The scheme shall provide for the satisfactory pre-planting and post-planting operations and aftercare. Any plants that fail to establish within a five year period following commencement of landscape operations will be replaced in the planting season immediately following the loss of the respective plants.  
REASON: To aesthetically integrate the development into its surroundings, to soften the artificial lines of the built environment, and to mitigate against the loss of a large area of high quality landscaping removed to accommodate the new extension.
- 4 This permission relates only to the details shown on Drawing No's 936-11; 936-12; 936-13; 936-14 and 936-15 received 26/01/10 or to any subsequent appropriately endorsed revised plan.  
REASON: To identify the approved plans and to avoid doubt.

**Notes to Applicant**

1. In accordance with Article 22 of the Town & Country Planning (General Development Procedure) Order 1995 (as Amended), the Council hereby certify that the proposal as hereby approved conforms with the relevant policies of the Development Plan comprising of the Regional Spatial Strategy for the East of England (the East of England Plan and the Milton Keynes and South Midlands Sub-Regional Strategy), Bedfordshire Structure Plan 2011 and the South Bedfordshire Local Plan Review and material considerations do not indicate otherwise. The policies which refer are as follows:

**Regional Spatial Strategy****East of England Plan (May 2008)**

SS1 - Achieving Sustainable Development

SS7 - Green Belt

ENV7 - Quality in the Built Environment

**South Bedfordshire Local Plan Review**

BE8 - Design Considerations

2. In accordance with Article 22 of the Town and Country Planning (General Development Procedure) Order 1995 (as Amended), the reason for any condition above relates to the Policies as referred to in the Regional Spatial Strategy (RSS), Bedfordshire Structure Plan 2011 (BSP) and the South Bedfordshire Local Plan Review (SBLPR).
3. 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.