

CENTRAL BEDFORDSHIRE COUNCIL

At a meeting of the **DEVELOPMENT MANAGEMENT COMMITTEE** held in Council Chamber, Priory House, Monks Walk, Shefford on Wednesday, 22 October 2014

PRESENT

Cllr K C Matthews (Chairman)
Cllr A Shadbolt (Vice-Chairman)

Cllrs	P N Aldis	Cllrs	K M Collins
	M C Blair		Ms C Maudlin
	A D Brown		T Nicols
	Mrs C F Chapman MBE		I Shingler
	Mrs S Clark		J N Young

Apologies for Absence: Cllr R D Berry

Substitutes: Cllr R W Johnstone (In place of R D Berry)

Members in Attendance: Cllrs Mrs R J Drinkwater
B Saunders
R C Stay,
L Birt

Officers in Attendance:	Mr D Ager	Principal Highway Officer
	Miss H Bell	Committee Services Officer
	Mr A Davie	Development Infrastructure Group Manager
	Mr A Davies	Principal Planning Officer
	Mr A Emerton	Managing Solicitor Planning, Property, Highways & Transportation
	Mr D Hale	Planning Manager South
	Mr A Harrison	Principal Planning Officer
	Mr D Lamb	Planning Manager East
	Mr R Preston	Team Leader, Highways Development Management
	Mr S Robinson	Planning Officer
	Mrs J Selley	Major Applications Manager
	Miss L Westley	Senior Planning Officer
	Miss D Willcox	Planning Officer

DM/14/81. **Chairman's Announcements**

The Chairman reminded Councillors and members of the public to silence their mobile phones for the duration of the meeting.

The Chairman advised the Councillors and members of the public that the order of business would be varied and would be considered in the following order Item 6, 8,11,7,9 & 10.

The Chairman advised Councillor and members of the public that a revised report in relation to Item 7, Land at Campton road and rear of Robert Bloomfield Academy, Shefford, had been circulated prior to the meeting.

The Chairman also advised that Item 12 relating to partial non compliance with planning condition Application No CB/13/003597/OUT Land at French's Avenue, Dunstable had been withdrawn from the agenda.

Subject to declarable interests all Members of the Committee have the right to vote on all matters of business considered by the Committee.

Rule No. 13.5.5 of the Constitution states that Members do not vote or take part in the meeting's discussions on a proposal unless they have been present to hear the entire debate, including the officer's introduction to the matter.

The Chairman, under Part E3 paragraph 9.2 has a second or casting vote should there be equal numbers of votes for and against an item. This provision makes it quite clear that the Chairman is entitled to vote on any item of business. There is no restriction or limitation on how the second or casting vote should be exercised nor is there a requirement that the right be exercised at all.

DM/14/82. **Minutes**

RESOLVED

that the Minutes of the meeting of the Development Management Committee held on 24 September 2014 be confirmed and signed by the Chairman as a correct record.

DM/14/83. **Members' Interests**

(a) **Personal Interests:-**

Member	Item	Nature of Interest	Present or Absent during discussion
Cllr Collins	8&11	Met applicants	Present
Cllr Young	8&11	Met with applicants and agents in capacity as Executive Member	Present

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

Member	Item	Nature of Interest	Present or Absent during discussion
Cllr Brown	6	A previous employer of GM Motors and member of pension fund	Absent
	7	Close connection to beneficiary of application site	Absent
Cllr Collins	6	Discussed application with applicant	Participated in public participation and absent for debate and vote
Cllr Shingler	6	Know public Speakers	Absent

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

Member	Item	Parish/Town Council	Vote Cast
Cllr Brown	7&11	Shefford Town council	Did not vote

DM/14/84. **Planning Enforcement Cases Where Formal Action Has Been Taken**

AGREED

that the monthly update of planning enforcement cases as identified in the report where formal action had been taken were received.

DM/14/85. **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/14/86. **Planning Application No. CB/14/02515/OUT**

RESOLVED

that Planning Application no. CB/14/02515/OUT relating to Vehicle Storage area, Chaul End Road, Caddington be approved as set out in the Schedule appended to these Minutes.

DM/14/87. **Planning Application No. CB/14/03080/OUT**

RESOLVED

that Planning Application No. CB/14/03080/OUT relating to Former BTR site London Road Caddington be approved as set out in the Schedule appended to these Minutes.

DM/14/88. **Planning Application No. CB/14/03260/FULL**

RESOLVED

that Planning Application No. CB/14/03260/FULL relating to Land adjacent to the Harrow, 80 Woodside Road, Woodside be refused as set out in the Schedule appended to these Minutes.

DM/14/89. **Planning Application No. CB/14/01726/OUT**

RESOLVED

that Planning Application No. CB/14/01726/OUT relating to Land at Campton Road and rear of Robert Bloomfield Academy, Shefford be refused as set out in the Schedule appended to these Minutes.

DM/14/90. **Planning Application No. CB/14/01589/FULL**

RESOLVED

that Planning Application No. CB/14/01589/FULL relating to The Pig and Whistle, 40 Brook Street, Stotfold be deferred as set out in the Schedule appended to these Minutes.

DM/14/91. **Planning Application No. CB/14/02071/FULL**

RESOLVED

that Planning Application No. CB/14/02071/FULL relating to 79 & 81 Broad Street, Clifton be approved as set out in the Schedule appended to these Minutes.

DM/14/92. **Partial non-compliance with Planning Condition Application ref: CB/13/03597/OUT Land at French's Avenue, Dunstable**

The item was withdrawn.

DM/14/93. **Site Inspection Appointment(s)**

RESOLVED

that under the provisions of the Members Planning Code of Good Practice all members and substitutes of the Committee be invited to attend site inspections to be held on Tuesday 18 November 2014.

(Note: The meeting commenced at 10.00 a.m. and concluded at 2.18 p.m.)

Chairman

Dated

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LATE SHEET**DEVELOPMENT MANAGEMENT COMMITTEE – 22 OCTOBER 2014*****Item 6 (Page 13 - 108) – CB/14/02515/OUT – Vehicle Storage Area, Chaul End Road, Caddington, Luton, LU1 4AX.*****Additional Consultation/Publicity Responses**

1. The Council is in receipt of a petition against the Chaul End Road site being brought forward through the Neighbourhood Plan process and as part of the Development Strategy. This was lodged in August 2014 in response to consultation on the Development Strategy and is in addition to the other Development Strategy representations summarised within the Committee report. The petition includes approximately 800 signatures. However four of these signatures were subsequently removed by request. These requests state that, at the time of signing, it was unclear what the petition related to. The covering letter to the petition is summarised as follows:

- The site was used as an old industrial landfill
- The site is not located in an area with shops, schools and other services
- Various utilities, services and road improvements are required
- The site is in a sensitive infiltration area and investment would be needed to prevent ecological damage.
- Concern is raised that the development should meet the costs of all the relevant impacts
- The Neighbourhood Plan is only supported by a handful of individuals and has no soundness or credibility

A copy of the covering letter to the petition is appended to the late sheet.

[OFFICER NOTE: The implications for the impact on local services and facilities, including schools, utilities and roads as well as land contamination issues and the risk to protected waters are addressed in detail within the Committee report. The Committee report also sets out the level and type of mitigation/investment required to address these impacts and this can be secured in full. In relation to landfill activity, Council records make reference to historic landfill in the area and there are anecdotal accounts of this. However CBC Pollution Officers have confirmed that this should not automatically be interpreted that the site itself contains site-wide high risk contaminants. Site investigations demonstrate that there is no evidence of significant site wide contamination and the contamination risks identified relate to the previous and current vehicle testing and storage uses. Suitable remediation and other protection measures can be secured. Matters relating to contamination risks are addressed at pages 42 and 80 of the Committee reports pack.]

2. The applicant has submitted an additional letter in support of the application which is summarised as follows:

- A number of minor changes to the recommended conditions are requested. These are summarised below
- The agreed financial contribution towards public rights of way is clarified. This is primarily intended to provide funding towards existing routes such as Public

Footpaths 3 and 4 and/or the proposed Heritage Greenway which are available to connect the site with Caddington village.

- The issues raised by the petition lodged in response to consultation on the Development Strategy are addressed.

A copy of the applicant's letter is appended to the late sheet.

3. An additional third party representation has been received which is summarised as follows:

- The predicted traffic distribution north and south of the site, as set out within the Transport Assessment, is incorrect and a greater proportion of traffic would travel south via Caddington.
- This is on the basis that shops and services in Caddington and Junctions 9 and 10 of the M1 would be a significant draw and drivers are likely to favour the route south of the site to reach rail services at Luton Airport Parkway or Luton Central in order to avoid congestion north of the site.
- It is suggested that the application should be deferred until the traffic flows have been re-assessed and enhanced mitigation plans for the junction south of the site in Caddington village have been considered.

A copy of the third party representation is appended to the late sheet.

[OFFICER NOTE: Highways DM Officers have clarified their position on this matter and the rationale for the predicted traffic distribution. In summary, this is as follows:

- *Sat navs/route planners typically identify Hatters Way as the optimum route to the M1. While the distance is longer, the journey time is (up to 30%) shorter than going to the same destination via Caddington. This is with the existing right turn ban in place at the Hatters Way junction and does account for likely delays at a number of junctions encountered and the time of day.*
- *With the proposed signalled junction in place, the journey time north of the site would be reduced further. This further enhances the desirability of the route via Hatters Way.*
- *There are considerably more destinations and origins of journeys relating to this site (e.g. Dunstable, Houghton Regis, Leighton Buzzard, north bound via M1 or A5 or A6) which would go via Hatters Way.*
- *It is essential to promote primary routes and classified roads and to encourage traffic to join these primary routes as soon as possible. It would not be appropriate to encourage traffic through a village or number of villages. While Highways DM have accepted that the predicted traffic distribution split, it was also noted that there may be some 'rat running' along this route. As a result Highways DM asked for a sensitivity test. This sensitivity test increased the split of traffic towards the village which has shown a delay at the junction at the southern end of Chaul End Road in Caddington. While there is an improvement proposed at this junction which would increase its capacity; it would be counterproductive to promote more extensive junction improvements which would cater for a heavier flow south of the site as this would only make the route more attractive above that of the desired route. The introduction of a junction improvement at Hatters Way would reduce the delays at that junction and along with allowing the right turning traffic out of Chaul End Road would promote this route further over and above that via Caddington.]*

4. The applicant has submitted an additional Non-Technical Supplementary Note to clarify the trip generation predictions as detailed within the Transport Assessment

and the proposed improvements to the Chaul End Road / Dunstable Road / Luton Road junction.

Additional Comments

1. New government guidance relating to housing and economic needs and Green Belt policy was published on 6 October 2014 and this forms part of the National Planning Practice Guidance. This guidance does not alter national policy under the NPPF or the weight attached by Officers to the policy considerations as set out in the Committee report.

2. With regard to the planning obligations to be secured by Legal Agreement (Section 8 of the Committee report) these are considered to be necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development and therefore meet the test for planning obligations as under paragraph 204 of the NPPF and Part 11 of the 2010 CIL Regulations.

Amended Conditions

The following recommended conditions are amended to incorporate minor wording changes as summarised/explained as part of the applicants' letter dated 15 October 2014.

- 3 **No development of a particular phase of the proposals shall commence (including any works of demolition) until a Construction Environmental Management Plan ('CEMP') has been submitted to and approved in writing by the Local Planning Authority for that relevant phase. The CEMP shall include details of:**
- a) Environment Management Responsibilities;**
 - b) Construction Activities and Timing;**
 - c) Plant and Equipment, including loading and unloading;**
 - d) Construction traffic routes and points of access/egress to be used by construction vehicles;**
 - e) Details of site compounds, offices and areas to be used for the storage of materials;**
 - f) Utilities and Services;**
 - g) Emergency planning & Incidents;**
 - h) Contact details for site managers and details of management lines of reporting to be updated as different phases come forward;**
 - i) On site control procedures in respect of:**

i. Traffic management measures

- ii. Air and Dust quality**
 - iii. Noise and vibration**
 - iv. Water quality**
 - v. Ecology**
 - vi. Trees, Hedgerows and Scrub**
 - vii. Waste and Resource Management**
 - viii. Archaeological and Cultural Heritage**
 - ix. Visual and Lighting**
 - x. Utilities and Services**
 - xi. Protection of water resources**
 - xii. Protection of species and habitats**
- j) Detailed phasing plan to show any different phasing, different developers and/or constructors to be updated on an annual basis;**
- k) Details for the monitoring and review of the construction process including traffic management (to include a review process of the Construction Environmental Management Plan during development).**

Construction working hours shall be 8am to 6pm Monday to Friday and 8am to 1pm on Saturdays, with no working on Sundays or Bank Holidays. There shall be no burning on site.

The development hereby permitted shall be carried out only in accordance with the approved CEMP.

Reason: To ensure that the development is constructed using methods to mitigate nuisance or potential damage associated with the construction period and in accordance with Policy 44 of the emerging Development Strategy Central Bedfordshire for Pre-Submission.

- 4 No development shall commence until a detailed surface water drainage scheme for the site, based on the agreed Rev F3 flood risk assessment (FRA) prepared by Campbell Reith Ref: 11386 dated 18/06/14, or an alternative mitigation scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the FRA, unless an alternative scheme**

is submitted to and approved in writing by the Local Planning Authority. Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity. To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy 49 of Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 5 No development shall commence until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site has been submitted to and approved, in writing, by the Local Planning Authority. Where the development is brought forward in phases, each phase may only be begun once a remediation strategy for that phase has been submitted to and approved, in writing, by the Local Planning Authority:

1. The results of a site investigation based on the Preliminary Risk Assessment (Phase 1 Environmental Assessment prepared by CBRE), submitted with the outline planning application and a detailed risk assessment, including a revised Conceptual Site Model (CSM).

2. Based on the risk assessment in (1) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary.

3. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (2) is submitted to, and approved in writing by the Local Planning Authority. The long term monitoring and maintenance plan in (2) shall be updated and be implemented as approved. Where the development is brought forward in phases, no occupation of the relevant phase of the permitted development shall take place until the above verification report is approved.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity. To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy 49 of Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 8 No development shall commence until a scheme of noise attenuation measures has been submitted to and approved in writing by the Local Planning Authority. The scheme shall ensure that internal noise levels from external road traffic noise sources shall not exceed 35 dB LAeq,

07:00 – 23:00 in any habitable room or 30 dB LAeq 23:00 – 07:00 and 45 dB L_{Amax} 23:00-07:00 inside any bedroom. Any works which form part of the scheme approved by the local authority shall be completed and the effectiveness of the scheme shall be demonstrated through validation noise monitoring, with the results reported to the Local Planning Authority in writing, before any permitted dwelling is occupied, unless an alternative period is approved in writing by the Authority.

Reason: To protect the amenity of any future occupiers in line with Policy BE8 of the South Bedfordshire Local Plan Review and Policies 43 and 44 of Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 9 Noise resulting from the use of the plant, machinery or equipment during occupation and operation of the development shall not exceed a level of 5dBA below the existing background level (or 10dBA below if there is a tonal quality) when measured or calculated according to BS4142:1997, at a point one metre external to the nearest noise sensitive building.

Reason: To safeguard the amenity of adjoining residents and landowners in line with Policy BE8 of the South Bedfordshire Local Plan Review and Policies 43 and 44 of Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 10 No occupation of any permitted building shall take place until the following has been submitted to and approved in writing by the Local Planning Authority:

As shown to be necessary by the Phase 1 CBRE 2014 Report, a further detailed investigation strategy incorporating a remedial plan for soil capping and any gas protection measures shown to be necessary. Any works which form part of the strategy approved by the local authority shall be completed in full before any permitted building is occupied.

The effectiveness of any scheme shall be demonstrated to the Local Planning Authority by means of a validation report (to incorporate photographs, material transport tickets and validation sampling), unless an alternative period is approved in writing by the Local Planning Authority. Any such validation should include responses to any unexpected contamination discovered during works and shall be completed in full before any permitted building is occupied.

Reason: To protect human health and the environment in line with Policy BE8 of the South Bedfordshire Local Plan Review and Policies 43 and 44 of Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

Deleted Conditions

Condition 12 requires the submission, approval and implementation of a detailed scheme of highways improvement works. This could be secured as part of the Legal Agreement and through the separate S278 highways process. Condition 12 is therefore deleted.

Covering letter - Development Strategy petition

**"Draft Development Strategy Consultation".
Chaulington (GM) 325 housing development
Caddington Bedfordshire**

On behalf of the residents of Caddington and Chaul End I attach 800 signed petition Objections to Chaulington and to the Caddington Neighbourhood Plan within the Central Bedfordshire Council Development Strategy. Local residents feel bitter at the way Central Bedfordshire Council and Caddington Parish Council have prepared the Neighbourhood Plan and included Chaulington in the draft Development Strategy. We cannot see any planning merit in Chaulington and completely disagree with local representatives and Council officers who are endorsing an isolated site with big problems. Local authority records confirm that the site was used as an old "industrial landfill site" by SKFCo. The location and the size of the development is not sustainable. Chaulington is far away from the Village, isolated from grocery stores, schools, and other essential services. We met with General Motors PR team who said they would only pay for services within their boundary, and then wrote back with a different version. This raised our suspicions and I started to think about the credibility of a site for 325 houses on an old tip, isolated from all nearby amenities. The site has serious problems and requires money to fix these problems. Services need to get to this site and where is the money required for electric, gas, telecommunications, sewer and water to the house, along with extra classrooms? There needs to be money for the upgrade in road and paths to provide a safe access to and from Caddington. Chaulington is located in a sensitive infiltration area that requires money to prevent ecological damage. Basic common sense has gone out the window because anyone can see that Chaulington is a dead duck that doesn't financially stand up, and it is a fact that General Motors have recent history of promoting unsustainable development that our representatives have ignored. Earlier this year a planning application was put forward on land that belonged to them. The development was called Napier Park and Luton Borough Council was the determining authority. Just like Chaulington improvements and enhancements were needed, especially to the local schools which were reaching or at capacity. Luton calculated that the cost would be £10.16 million but eventually only got £3.1 million. Napier Park ended up costing the taxpayer £7 million and is a disgraceful abhorrence of planning that must not be repeated. The Neighbourhood Plan has no credibility and is only supported by a handful of Councillors with no understanding of planning or finances. The Localism Act was supposed to give the power to local people but in the Caddington Neighbourhood Plan's case a handful of people have tried to impose unsustainable development on us. Chaulington is in the greenbelt and there is nothing "exceptional" about this site. Central Bedfordshire Council, Caddington and Slip End Parish Council must admit they have made a huge mistake and get rid of Chaulington from the draft Development Strategy. The Plan has no soundness, no credibility and neither does anyone who supports it. On behalf of the local residents of Caddington and Slip End I want to ensure that the true voice of the people is heard and request to be kept informed at all stages of the Development Strategy so that I can represent the people who have signed this petition that IS the consensus of the Village. Chaulington is not the vision for local people and I want to ensure that if this plan progresses to Central Government they know it... Kind Regards ~~Mrs Christine Smith~~.

10 Hyde Road Caddington Beds LU1- 4HE Mobile: ~~01462 441405~~

Petition delivered by hand by ~~[Redacted Name]~~

Received on behalf of Central Bedfordshire Council by:

Name: Benjamin Tracy.....

Signature: [Handwritten Signature].....

Date: 26 Aug 2014.....

Time: 09:06 am.....

Applicants' additional letter

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Your Ref CB/14/02515/OUT

16 October 2014

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

Dear Adam

**CB/14/02515/OUT - CHAUL END VEHICLE STORAGE CENTRE
DEVELOPMENT MANAGEMENT COMMITTEE LATE SHEETS SUPPLEMENTARY
COMMENTS**

Having had sight of the report to committee (published online on 9 October 2014), we have a number of points to make on behalf of General Motors (GM) regarding the above application submission. We would request that these comments are included on the 'late sheets' in advance of the Development Management Committee meeting on 22 October 2014.

The comments provided herewith do not present additional information, but seek to add clarity and respond to recent information, by way of reference to the application material already submitted.

I address each key point in turn under the relevant headings below.

Draft Recommended Conditions

Should CBC be minded to approve the outline application, the committee report contains 23 recommended conditions. GM is in broad acceptance of the recommended conditions but would like to put forward the following suggested alterations, for the purposes of clarification and consistency. Where alteration to the wording of conditions is proposed, this is provided as tracked changes on the conditions list accompanying this letter.

Condition 3 – Construction Environmental Management Plan

This condition should be flexible enough to allow for the event that the proposals may be brought forward in phases, potentially by different developers. Suggested wording is included in the enclosed conditions list.

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Condition 4 – Surface Water Drainage Scheme

Greater flexibility should be added to allow for consideration of a scheme which may differ from the indicative surface water drainage strategy contained within the Flood Risk Assessment, submitted as part of the application. Suggested additional wording is included within the enclosed track-changed conditions list.

Condition 5 – Remediation Strategy

A Preliminary Risk Assessment, as identified at point 1 of the condition as drafted, has already been undertaken as part of the outline planning application supporting material. GM therefore considers that this reference is unnecessary and should be removed, as per the suggested alterations in the enclosed list.

Condition 8 – Noise Attenuation

The inclusion of a minimum external noise level to be achieved for external areas of the site is considered inappropriate as this is outside of the control of GM, likely arising from the nearby M1 and other external sources. This reference should therefore be removed, as identified on the enclosed amended conditions list.

Condition 9 – Plant and Machinery Noise

Greater clarity is required to relate the requirements of this condition to the operation and occupation of the proposals, rather than the construction stages. Suggested wording is included within the enclosed conditions list.

Condition 10 – Soil Capping and Gas Protection

The first sentence of the third paragraph should include reference to the 'Local Planning Authority', as identified on the enclosed tracked changes conditions list.

Condition 12 – Highways Works

The requirements of this condition are provided for in the draft Section 106 Agreement, which also addresses the need for a Section 278 agreement and appropriate funding. Therefore, this condition should be removed so as to avoid duplication.

Public Right of Way Enhancements

The Caddington and Slip End Neighbourhood Steering Group is in the process of preparing a Neighbourhood Plan for the two Parish Council areas. As part of this emerging plan, proposals are being drafted for the provision of a 'Heritage Greenway', which envisages the enhancement and alteration of existing public right of way (PROW) through the parish areas. The Heritage Greenway proposals are also mentioned within the emerging Central Bedfordshire Council Development Strategy, shortly due for examination. The proposals are in draft and are being brought forward through emerging planning policy which is yet to undergo examination and be formally adopted.

The Heritage Greenway proposals are acknowledged by GM and referenced within the outline planning application. Reference to the Heritage Greenway is also made within the officer report to the Development Management Committee concerning the outline planning application and proposed Section 106 planning obligations. However, it should be noted that the Section 106 planning obligations and proposed off-site works relate to the connectivity strategy of the outline application proposals and concern the enhancement of existing PROW in the local area, to improve pedestrian and cycle connectivity between the site and Caddington village.

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It is acknowledged that the PROW enhancements and planning obligations proposed could be utilised to assist in delivery of the Heritage Greenway proposals. However, the obligations and proposals are essentially divorced from this and upgrades to existing PROW (e.g. XG5/4/20 and CAD/3/10) would be provided in the event that the Heritage Greenway proposals were not forthcoming. The Section 106 contributions would effectively assist CBC in achieving some of the objectives of its action plan contained within the Outdoor Access Improvement Plan for Central Bedfordshire (2013-2031).

Petition

You have made us aware of a petition of approximately 800 signatures, which has been logged as a formal objection to the emerging Central Bedfordshire Council Development Strategy. However, the petition identifies the proposed allocation of the application site and includes reference to the proposals brought forward in the outline planning application. It is therefore appropriate to address this petition as part of the consideration of the outline planning application by the Development Management Committee.

The petition was accompanied by a covering note, which we understand forms the basis upon which signatures were collected for the petition. We have therefore sought to identify and address inaccuracies raised in this cover note, relevant to the application proposals, and address these in turn.

Planning Merit

The petition cover note states that there is no planning merit in the 'Chaulington' proposals.

The merits of the outline planning application proposals are numerous and identified throughout the submitted planning application material. These are largely identified by reference to the very special circumstances set out at section 6.0 of the Planning Statement, namely:

- The improvement and enhancement of a previously developed site within the Green Belt;
- Highways enhancements and safety improvements to Chaul End Road and associated junctions;
- Enhancement of existing PROW between the site and Caddington and connections to the surrounding PROW network;
- Provision of a community bus service;
- Opening up of the Green Belt for enjoyment of the public, where accessibility does not currently exist;
- Improvement and long term management of the woodland and botanical interest of the wider site; and
- Contributing towards meeting a pressing housing need within the Central Bedfordshire Council area.

In addition to the above, the proposals provide on-site facilities and services which are of benefit to the local community.

Historic Use of the Site

The petition cover note states that local authority records confirm the site was used as an industrial landfill site.

GM acknowledges that there are records of the site having been identified as a potential site for the disposal of inert material. However, there is no evidence of this activity having taken place and the geo-environmental assessments undertaken as part of the planning application have not identified any suggestion of this activity having occurred.

The recommended conditions provide sufficient scope for further assessments during detailed design stage and subsequent construction phases of the proposals. Should any potential contamination or pollutants be discovered, appropriate remediation and mitigation plans will be prepared and implemented.

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Sustainable Location

The cover note to the petition states that the location of the development is not sustainable and is isolated.

A sustainable connectivity strategy has been developed as part of the outline application proposals, which seeks to address any concerns relating to sustainability and connectivity. The provision of the community bus and PROW enhancements, along with highways enhancements and traffic calming provide greater pedestrian and cyclist connectivity to Caddington and beyond. This will enable the future residents of the development to access the facilities and services of Caddington and the wider area by sustainable transport modes, as well as the proposals having the ability to provide complimentary services and facilities on-site.

It is considered that the proposals meet the provisions of the National Planning Policy Framework at paragraph 17, which states one of the core planning principles as focussing, *“significant development in locations which are or can be made sustainable.”*

Utilities Provision

The petition cover note states that utilities need to get to the site and questions where the money is for electric, gas, telecommunications, foul and fresh water provision.

A Utilities Capacity Assessment is submitted with the outline planning application, which identifies the location of, and existing capacity in utilities around the site. This also identifies where further enhancement works may be required and this has been a consideration of the development proposals. The cost of alteration and extension of existing utilities has been considered and discussed with utilities providers, which will be funded in part by those developing the site and by the utilities providers themselves.

Schools and Other Essential Services

The petition cover note states that the site is isolated from grocery stores, schools and other essential services and questions where the money is for these services.

In addition to the provision of community facilities and meeting specific non-financial needs, the developer will provide financial Section 106 planning obligations to the value of £3,268,351.68 to mitigate the impacts of the outline planning application proposals. This will provide for enhancements to education and health services, sport and recreation provision, libraries, police and waste services, and off-site enhancements to PROW and Green Infrastructure. The list of planning obligations and associated contributions are identified in the officer's report to committee, which will be phased through the Section 106 Agreement to mitigate impacts at the point they arise, in accordance with regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended).

Upgrades to Roads and Paths

The cover note accompanying the petition states that there needs to be money provided for the upgrading of roads and paths to provide safe access to and from Caddington.

The outline application proposals include off-site highways works to provide a new footway and cycleway linking the site to the Luton-Dunstable Guided Busway, enhancements to key road junctions at either end of Chaul End Road, reduced speed limits and traffic calming measures. As well as opening up existing PROW within the site, the proposals include Section 106 contributions towards enhancements to the wider existing PROW network, between the site and Caddington. In addition, the proposed community bus will provide an alternative sustainable transport mode, further connecting the site to the local area.

The proposed connectivity strategy is set out within the Transport Assessment, submitted as part of the outline planning application.

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Protection of Water Sources

The petition cover note states that the site is located in a 'sensitive infiltration area' and that money is required to prevent ecological damage.

It is presumed that the cover note is referring to part of the site which falls within a groundwater Source Protection Zone (SPZ), as identified within the Phase 1 Environmental Assessment, within the Environmental Statement submitted as part of the outline planning application.

The Flood Risk Assessment submitted as part of the outline application sets out an outline drainage strategy. This identifies measures to protect the groundwater SPZ through the use of interceptor tanks, which will filter surface runoff before it infiltrates into the ground. In addition, the Site Investigation undertaken as part of the outline application sought to assess any potential pollutants or contaminants in the locations of the potential drainage systems, and found no substances of concern.

In addition, referring to the prevention of other ecological damage, the outline application proposals have been designed to minimise any impact on ecological or naturalistic features on the site or in the surrounding landscape. Further, the proposals include ecological and biodiversity enhancements, such as raising the wildlife value of the woodland buffer to that of 'County' level. Details of how the proposals respond to the wider landscape are contained within the submitted Landscape and Visual Impact Assessment and the ecological enhancement proposals are contained within the submitted Landscape and Biodiversity Management Plan, as well as mitigation and enhancement proposals for protected species in the submitted Environmental Statement.

In addition, the developer will be providing financial contributions as part of S106 planning obligations to offset any impact of the proposals on Green Infrastructure.

Napier Park

The petition cover note states that development was proposed on a site owned by GM and that this underprovided for facilities and services.

The Napier Park site was sold by GM in 2004, prior to any redevelopment proposals being prepared and brought forward. GM was therefore not party to the design and development of the proposals, nor any negotiations regarding planning obligations and financial contributions.

You have made us aware that a number of signatures have subsequently been removed from the petition at the request of the signatories.

Summary

Since the planning application was submitted and following feedback from respondents and from CBC Officers, the proposals have been tested in the market and GM is confident that the development as proposed is viable and that the innovative Community Trust model will provide long term benefits for the development and the two parishes of Caddington and Slip End.

I trust that this letter and enclosure provides useful clarification on recently emerging matters and information.

I would be grateful if the above and enclosed could be included as part of the 'late sheets' submitted to the Development Management Committee.

- 6 -

Yours sincerely

A handwritten signature in blue ink that reads "Rebecca Maxwell". The signature is written in a cursive style with a small flourish at the end.

**REBECCA MAXWELL
ASSOCIATE DIRECTOR**

Additional third party representation**ISSUE WITH PLANNING APPLICATION FOR “CHAULINGTON” DEVELOPMENT**

These are notes to provide detail to the verbal objection to be presented at the Development Management Meeting on 22 October 2014 by XXXX.

SUMMARY

The additional traffic created by the Chaulington development has been a key concern to local residents. The most critical traffic issue is known to be the junction of Chaul End Road (on which the development lies) and Luton Road in the village of Caddington. General Motors have used a traffic direction split which assumes that the vast majority of traffic generated by the development will turn right towards the A505 Hatters Way and not left towards Caddington village. I believe this direction assumption is fundamentally wrong – it significantly under-estimates the impact of the development on traffic levels and congestion at that junction and means that the mitigation plans proposed within the application will prove totally ineffective. I believe that approval of the application should be deferred until the traffic flows have been thoroughly re-assessed and enhanced mitigation plans for the junction put in place.

MY CREDENTIALS

I have lived at Chaul End Village, a hamlet immediately north of the proposed development, for fifteen years. Like the development, Chaul End Village also lies on Chaul End Road. I am very familiar not only with my own traffic habits but also those of my neighbours. In many ways Chaul End Village is a microcosm of Chaulington – but with just 14 houses rather than 325, making it 23 times smaller!

THE ISSUE

The application assumes that the vast majority of traffic generated by the development will turn right towards the A505 Hatters Way, with only a small level of additional traffic turning left along Chaul End Road into Caddington village. As an example, the application predicts that of the 134 vehicles that will leave the development in the 8am-9am peak morning hour, 115 (86%) will turn towards Hatters Way and only 19 (14%) will turn towards Caddington. All the transport modelling and plans for mitigation have been based on that assumption which I believe is fundamentally incorrect.

I believe the majority of traffic movements to/from the development will travel via Caddington because:

- 1) Local services are located there; newsagent, local supermarket, hairdressers, fast-food outlets, pubs, doctors and schools
- 2) Traffic destined for the M1 south will travel via Caddington to join the motorway at J10 or J9. This avoids some of the daily southbound congestion incurred by turning

right and joining at J11. (I know this from daily commuting to London myself, and from my neighbours' routes).

- 3) The route via Caddington is the easiest by which to reach rail services at Luton Airport Parkway or Luton Central, and is usually the route taken to reach Luton town centre, since it avoids the daily congestion on the A505 Hatters Way.

To confirm this hypothesis and to support my comment on the application, I counted the vehicle movements from Chaul End Village between 8am-9am on the morning I posted my comment. Six vehicles left the village, and ALL SIX turned left towards Caddington. So, six vehicles from a hamlet of fourteen houses, and yet the application predicts that just nineteen vehicles will take that route from a development of 325 houses, twenty-three times bigger. I know my survey lacks the scale required for statistical significance, but it is, nevertheless, a fair illustration of just how ludicrous the traffic direction assumption in the application is.

Of course, not 100% of vehicles will turn towards Caddington, but I believe that a fair estimate would be 70% south to Caddington, 30% north to Hatters Way. If that was assumed, it means the additional traffic going through Caddington would be five times the level assumed in the application.

THE GM POSITION

General Motors have known that the road junction in Caddington is their biggest traffic issue to manage. How convenient for them, then, to assume that most traffic heads in the opposite direction!

Their Transport Assessment appears to use the traffic destinations of the traffic currently using Chaul End Road as a basis for predicting the traffic flows from Chaulington. This is nonsense, because those vehicles come from origins which have also used other routes to reach alternative destinations, and so cannot be used as a predictor for journey movements from Chaulington.

The resulting traffic movements therefore look very odd.

- 1 Only five of the 134 vehicle movements from Chaulington in the morning peak hour take the route to join the M1 at J11 (and remember that's the route GM claim Chaulington drivers will use to access the M1); and yet a new development like Chaulington is likely to attract a large percentage of young professional people with workplaces to the south and in London.
- 2 32 vehicles of the 134 take the route towards Houghton Regis (turning onto Poynters Road at the Skimpot Road/Dunstable Road roundabout). That is because drivers from other start-points currently use Chaul End Road as a cut-through to Houghton Regis and can thereby avoid the centres of Dunstable or Luton – but this is not likely to be a significant destination for Chaulington residents.

THE HIGHWAYS DEPARTMENT POSITION

Highways Department did challenge the very-skewed trip direction assumptions after the publication of the Scoping Report of the application, many months ago. At the time, Dave Ager, from CBC Highways said:

“There is a concern about the distribution of traffic. [It] assumes 80% of traffic heads north to the A505.....80% is a substantial proportion and more analysis is required before that can be accepted. It is not clear from the base flows where the 80% comes from, nor does the base flow diagrams seem to support this level of split. More detailed calculations or an alternative method are required. To date this has still not been addressed.”

However, the final response to the full application from Highways simply says “The accuracy of the Transport Assessment is accepted”.

I outlined the issue, using very similar content to that I have used above, as a “comment” in response to the application. That comment was not referred to by Highways in their response; nor was it commented upon by General Motors in their ‘response to objections and comments’ document, despite them responding to many other comments on other topics – strange, that!

I found Highways simple acceptance of the Transport Assessment astonishing and so made direct contact with Dave Ager of Highways over the past week. He continues to support the directional split used by GM, stating:

- 1 “various Route Planner programmes on the internet, to destinations you have specified, all identify the route via Hatters Way.”
- 2 “taking the route via Hatters Way demonstrates that while the distance is longer the journey time is shorter than going to the same destination via Caddington.”

But satellite navigation programmes usually select major routes. The argument I am making is based not on what the computer says should happen, but on what actually happens.

- 3 “While I accepted that the split may be 20% towards the village I also accepted that there may be some rat running and as a result I asked for a sensitivity test. This sensitivity test increased the split up to 30% towards the village.....”

In fact the results of that sensitivity test do not appear to have been reported properly in the Transport Assessment, with both the base traffic level table and the extra sensitivity traffic level table both show EXACTLY the same results. Even if it was properly reported, that would in no way model the impact of 70% traffic going through Caddington, which is what I predict.

- 4 “While there is an improvement proposed at this junction that will slightly increase its capacity, it would be counter-productive to promote a junction improvement which would cater for a heavier flow as this would only make the route more attractive above that of the desired route.”

I find that argument baffling – ok, so let the congestion get worse, and then that’ll discourage people from going that way. I guess it’s tough luck on the local people who actually need to use the local services in Caddington!

MY PROPOSAL

I believe that the assumptions of traffic flow from the new development are fundamentally flawed. I believe the traffic flow directions should be properly re-considered, maybe including a traffic survey on vehicle movements to/from Chaul End Village as a guide; and then the plan for mitigation at the Caddington junction should be revised.

My over-riding concern is that, when the direction assumptions prove radically incorrect in the years to come, a very different mitigation plan will be required which will result in significant taxpayer expenditure; whereas if the plan was revised before planning approval was granted, this would be a GM-expense.

Given the Highways position, I imagine it is now very unlikely you will take any action from my comments or presentation. However, I would like my argument to be formalised on record. Then, in the years to come, we'll see who was correct.

Applicants' additional Non-Technical Supplementary Note**Non-Technical Supplementary Note****Review of Development Impact on Chaul End Road / Luton Road / Dunstable Road Junction****Planning Application reference CB/14/02515/OUT****Introduction**

This note provides a review of the potential highway impacts at the Chaul End Road / Luton Road / Dunstable Road Junction for the above referenced application, following a member of the public having queried the trip distribution modelled in the Transport Assessment (TA) submitted in support of the Outline Planning Application (OPA).

The TA for application ref: CB/14/02515/OUT, as submitted on 25th June 2014, assessed the likely impacts of the development based upon two distributions.

The analysis undertaken in the TA suggests that:

- in the AM peak hour 86% of the trips leaving the site are likely to travel north along Chaul End Road. This pattern is almost exactly the same for trips travelling to the site with 86% of trips originating north of the site;
- in the PM peak hour the analysis shows that 84% of the trips leaving the site are likely to travel north along Chaul End Road. This pattern is almost exactly the same for trips travelling to the site with albeit with a slightly higher 87% of trips originating north of the site

The TA also included a sensitivity test that assumed that 30% of traffic generated by the development would route via Chaul End Road (south) via Caddington Village and so would impact upon the Chaul End Road / Luton Road / Dunstable Road Junction. This is considered to be a realistic worse-case scenario given that:

- A high proportion of likely jobs and main retail attractors lie to the north (or east of the site) and would be accessed via A404 Hatters Way;
- Journey time databases suggest that trips seeking to access the M1 would route north via Junction 11;
- The TA proposes junction improvements at the Chaul End Road /Hatters Way junction that would reinstate the right turn from Chaul End Road making access to Luton via the north quicker than now;
- The provision of a community bus would provide a non-car option for people wishing to access local schools to the south of the site (at Caddington and south Dunstable)

Review of Operation of Chaul End Road/ Luton Road / Dunstable Road junction

Surveys undertaken in December 2013 and repeated in June 2014 revealed that there is some existing queuing and delay at the Chaul Ed Road / Luton Road / Dunstable Road junction during the AM and PM peaks. This is as reported in the TA and is restricted to the minor (Chaul End Road arm).

A mitigation scheme has been identified. The objectives of the scheme are primarily environmental, providing a raised table to be built in materials sympathetic to the village and aimed at reducing traffic speeds. However the scheme also had some traffic benefits since it incorporated minor widening of the Chaul End approach in order to provide an increased two lane queuing area. It was also considered that by reducing the speed of through traffic on Luton Road that this would make it easier for traffic to exit Chaul End Road since it would be easier to judge gaps in the traffic. The modelling



work within the TA (and the further work reported below) has been undertaken using the DfT approved Junctions 8 package which is able to assess the benefits associated with the local widening but does not take into account the benefits of reduced speed.

The modelling work provided within the TA showed that the proposed improvement scheme would more than mitigate the impacts of the proposed development i.e. the junction with the proposed mitigation would perform better in the future than if no development occurred but no improvements were undertaken. This was on the basis of a 30:70 split of development traffic to/from the south.

Notwithstanding the fact that we believe the sensitivity test assuming 30% of traffic generated by the development would route via Chaul End Road (south) via Caddington Village represents a robust (worse case) sensitivity test, given the concerns raised regarding the assumed distribution, we have revisited traffic impacts based upon an alternative distribution. Further assessment has shown that even with a much higher assumption of traffic routing to and from the south the proposed improvement scheme would mitigate the impacts of the development. With a 60:40 distribution i.e. 60% of traffic from the south the junction operates in a very similar manner to the 'Do nothing' situation (No development /no improvement scheme).

All the additional tests are for 2024 including full allowance for background growth. They have also been based upon the December 2013 traffic flows which were higher than the June 2014 flows. The tests therefore present very much a worst case in terms of the likely future operation of the junction. The testing has been undertaken for the AM peak only since this was the worst case in terms of the operation of the junction and the potential impacts of the development. The technical data behind the additional testing can be provided if required.

Review of Trip Distribution

We have also reviewed the potential distribution of trips to and from the development based upon the updated origin-destination data have been collected from the 2011 Census, which was not available at the time that the TA was undertaken. This showing a workplace distribution for residents in MSOA Central Bedfordshire 033 (where the proposed development is located) as shown in Table 1. In order to simplify the analysis we have considered only the main destinations, but these account for 91% of the total trips recorded, presenting all discarded destinations less than 1% in any output area. Only driver trips have been considered.



Place of work	Car/van driver	% of total	Scenario	
			1	2
Luton	497	27%	Both	Both
St Albans	336	18%	North	South
Central Bedfordshire	333	18%	North	North
Dacorum	131	7%	Both	South
Welwyn Hatfield	95	5%	South	South
Milton Keynes	49	3%	North	North
Watford	38	2%	North	South
North Hertfordshire	30	2%	North	North
Hertsmere	28	1%	North	South
Bedford	25	1%	North	North
Three Rivers	25	1%	North	South
Barnet	25	1%	North	South
Harrow	20	1%	North	South
Aylesbury Vale	18	1%	North	North
Stevenage	16	1%	North	North
Hillingdon	16	1%	North	South
Westminster	12	1%	North	South
Brent	11	1%	North	South

Table 1: Distribution of Workplaces based on 2011 Census

Two routing scenarios have been identified.

- Scenario 1 assumes that vehicles will use the access that is recommended by route planners. When the difference in time is negligible for both routes, an even split (50-50) has been assumed.
- Scenario 2 assumes that drivers intuitively head north or south according to the relative location of their final destination, thus ignoring any advice by route planners or any personal experience – this can be considered a worst case and is unlikely to occur in practice.

Table 1 also identified the route choice assigned to each destination for these two scenarios and Table 2 (below) summarises the overall outcome with the proportions adjusted to reflect 100% of trips.

	Scenarios	
	1	2
Northbound	76%	42%
Southbound	24%	58%

Table 2: Potential Trip Distribution based on Census

The above analysis suggests that the sensitivity test distribution used in the assessment provides a reasonable basis for analysis. Scenario 2 presents a very worst case which is most unlikely to occur in practice.

In interpreting these figures it should also be noted that most of the longer distance commute trips will occur outside the 0800-0900 and 1700 to 1800 peak periods considered within the assessment. These will include trips to London which would use the M1 and which might choose to route via Junction 10 and also most trips to Luton Parkway for the onward commute by rail. These trips will



tend to depart before 8:00 and to arrive back home after 7:00 when overall flows on the network are less.

Most trips to Caddington i.e. stopping in the village (excluding to the schools in the am peak) will take place outside the main peaks. The exception would be pass-by trips where someone stops off at the shops en route.

Conclusions

The mitigation proposed at Caddington i.e. the junction improvement is proportional to the impacts of the development proposed. Its main aim is to reduce speeds but will also improve the operational capacity of the junction.

It is considered that the sensitivity test distribution considered in the TA (30 south:70 north) is realistic.

Even if a much higher distribution of traffic to the south were considered (60:40) the impacts of the development would still be mitigated. Such a distribution is considered to be unrealistic.

The proposed community bus will further mitigate the impacts of the development on this junction by providing an alternative to the car for trips to the local schools and to the village at peak times.

Item 7 (Page 109 - 148) – CB/14/01726/OUT – Land at Campton Road and rear of Robert Bloomfield Academy Shefford, SG17 5BJ**General Matters**

Due to formatting issues with paragraphs 5.2-5.5 and 6.4, which prevented all the text being visible, a replacement report has been circulated and attached to the Agenda as Supplementary Item. The correction to the formatting is the only change to the report.

Additional Consultation/Publicity Responses

An additional consultation response was received from a member of the public who wished to attend the Committee but due to work commitments was unable to. The comments raised by the member of the public were objecting to the proposal on the basis of traffic on Ampthill Road. In particular concerns were in relation to traffic in the morning and afternoon when schools start and finish, speed restrictions are not adhered to, the development will add to traffic through the village and there have already been car accidents. Concerns were also raised in relation to whether the existing town facilities can take a further influx of new residents, following the two recent developments in Shefford.

Additional Comments*Additional Information received from Applicants –*

In an attempt to address the second reason for refusal, relating to the sustainability of the site and the education provision, the applicant is offering part of the site (measuring 43m x 61m) to Shefford Lower School. This piece of land is to be gifted to the school to be used as playing fields. A revised Illustrative Masterplan has also been provided by the Applicants showing a possible site layout with 120 dwellings and the land to be gifted to the school (Plan No. AR_001E). The applicant is of the opinion that this additional land would allow for further expansion of the lower school. The school is also seeking a £40,000 contributions towards the fencing of this land.

The Council's education officer's views have been sought on the proposal, which confirms the original objection to the proposal still stands. In basic terms, the recommended size of a 600 place lower school is 23,800m² to 26,500m²; the existing school site is 19,095m². The additional piece of land proposed by the applicant would only provide 2,623m², leaving the site short 2,082m² of the lower limit.

The second reason for refusal is considered to remain justified, however should Councillors consider that the offer from the applicant would address the second recommended reason for refusal; this piece of land could be secured through a S106 agreement.

In attempt the address the third reason for refusal, relating to the provision of a S106 agreement, the applicant has submitted a Unilateral Undertaking. This document has not been considered by the Council's legal department and as such would need further consideration. If the Committee were minded to approve the proposal, it could resolve to grant the application, subject to agreeing an acceptable S106 agreement.

Additional/Amended Conditions

None

**Item 8 (Pages 149-168) – CB/14/03080/OUT – Former BTR site
London Road, Dunstable.**

Correction to report

1. Section 2, paragraph 2. Page 162.

Remove the first sentence and replace with:

Policy H4 of the South Bedfordshire Local Plan does not identify a specific target level of affordable housing, though there is an indicative target level stated in the supporting text of the policy of 20%. Policy 43 of the emerging Development Strategy for Central Bedfordshire identifies a specific affordable housing target of 30%.

Amendment to report

1. Section 5, paragraph 2. Page 164.

Remove this paragraph and table and replace with:

Following further discussion with the applicant, they have requested that the total contribution be reduced by £38,669.28. This reduction is supported by the viability assessment which has been verified and accepted by Officers. This has resulted in a reduction in the health contribution by £28,319.28 and the removal of the Police contribution as these contributions had not been justified and evidenced.

The amended table of agreed contributions has been set out below. The agent has confirmed the applicant would still be willing to agree an uplift mechanism. The contributions will be spent within Caddington and Dunstable, dependent upon meeting the tests for obligations.

Category	Contribution
Education	£246,588.72
Health	£31,680.72
Leisure, Recreation & Open Space and GI	£107,370.00
Community Facilities	£36,150.00
Waste Management	£4,800.00
Total	£426,741.02

Item 9 (Page 169 - 194) – CB/14/01589/FULL – The Pig And Whistle, 40 Brook Street, Stotfold, Hitchin, SG5 4LA

Additional Consultation/Publicity Responses

None

Additional Comments

None

Additional/Amended Conditions/Reasons

None

Item 10 (Page 195 - 208) – CB/14/02071/FULL – 79 & 81 Broad Street, Clifton, Shefford, SG17 5RP

Additional Consultation/Publicity Responses

None

Additional Comments

None

Additional/Amended Conditions/Reasons

None

Item 11 (Page 209 - 228) – CB/14/03260/FULL – Land Adj to The Harrow, 80 Woodside Road, Woodside

Additional Consultation/Publicity Responses

None

Additional Comments

The front section of the unauthorised fencing has now been removed in compliance with the Enforcement Notice. The remaining fencing around the site does not require planning permission as it comprises permitted development under Class A of Part 2 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended).

Additional/Amended Conditions/Reasons

None

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Item No. 6

APPLICATION NUMBER	CB/14/02515/OUT
LOCATION	Vehicle Storage Area, Chaul End Road, Caddington, Luton, LU1 4AX
PROPOSAL	Outline Application: For the demolition of existing buildings and hard standing, residential development of up to 325 unit and up to 500 sq mtrs of community space (with flexible uses across Classes A1, - A3, B1a and D2) with green infrastructure and two access off Chaul End Road (with all other matters reserved apart from access), and works associated with the development including landscaping, informal and formal open space, roads, site re-profiling, selective tree removal, pedestrian, cyclist and public transport infrastructure, utilities and sustainable drainage infrastructure, car and cycle parking.
PARISH	Caddington
WARD	Caddington
WARD COUNCILLORS	Cllrs Collins & Stay
CASE OFFICER	Adam Davies
DATE REGISTERED	26 June 2014
EXPIRY DATE	16 October 2014
APPLICANT	General Motors
AGENT	CBRE Ltd
REASON FOR COMMITTEE TO DETERMINE	Departure from Development Plan
RECOMMENDED DECISION	That, the Development Infrastructure Group Manager be authorised to GRANT Planning Permission subject to the prior consultation of the Secretary of State, in accordance with The Town and Country Planning (Consultation) (England) Direction 2009, the completion of a prior Section 106 Agreement and subject to the following conditions.

Summary of Recommendation

The application site is located within the Green Belt and would be harmful to the Green Belt due to its inappropriateness, its limited impact on openness and its limited encroachment. In line with national planning policy, substantial weight is to be attached to Green Belt harm.

The application relates to a brownfield site of limited Green Belt value in terms of the purposes of including land within the Green Belt. The land has been identified by the Council as suitable for redevelopment as a strategic development site to be removed from the Green Belt and the application proposal is a key element of the housing provision and overall growth strategy planned as part of the emerging Development Strategy to accommodate the needs of a growing population in the area. The proposed development would make a significant contribution towards meeting the Council's objectively assessed need for housing, including affordable housing. Given the emphasis placed within the NPPF on the need to significantly boost the supply of housing, significant weight is attached to this consideration. The redevelopment of this site also reduces the necessity to identify further greenfield sites to contribute to meeting housing need. The proposed development would deliver a range of broad community and environmental benefits and facilitate a number of highways improvements which go beyond baseline requirements under planning policy. There are also a number of other site specific considerations which weigh in favour of the proposal. Taken together, these factors are considered very special circumstances sufficient to clearly outweigh the harm identified.

Subject to suitable mitigation, no significant landscape, transport or environmental impacts would result from the proposed development. There would be no significant harm as a result of the loss of employment land or due to the impact on local services and facilities and in all other respects the proposal is considered to be in conformity with the development plan policies comprising the South Bedfordshire Local Plan Review, Minerals and Waste Local Plan as well as the emerging Development Strategy for Central Bedfordshire, and national policy contained in the National Planning Policy Framework.

Recommendation

That, the Development Infrastructure Group Manager be authorised to GRANT Planning Permission subject to the prior consultation of the Secretary of State, in accordance with The Town and Country Planning (Consultation) (England) Direction 2009, the completion of a prior Section 106 Agreement to secure planning obligations as summarised in Section 8 of this report and subject to the following conditions:

RECOMMENDED CONDITIONS

- 1 Approval of the details of the appearance, landscaping, layout and scale (herein called 'the reserved matters') of the development in each development area as defined by the approved parameter plans shall be obtained in writing from the local planning authority before development is commenced in that area. The development shall be carried out in accordance with the approved details.**

Reason: To comply with Article 4 (1) of the Town and Country Planning (Development Management Procedure) Order 2010.

- 2 Application for approval of the reserved matters for each development area as defined by the approved parameter plans, shall be made to the local planning authority before the expiration of 5 years from the date of this permission. The development shall begin no later than 2 years from the approval of the final reserved matters.

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 **No development of a particular phase of the proposals shall commence (including any works of demolition) until a Construction Environmental Management Plan ('CEMP') has been submitted to and approved in writing by the Local Planning Authority for that relevant phase. The CEMP shall include details of:**

- a) **Environment Management Responsibilities;**
- b) **Construction Activities and Timing;**
- c) **Plant and Equipment, including loading and unloading;**
- d) **Construction traffic routes and points of access/egress to be used by construction vehicles;**
- e) **Details of site compounds, offices and areas to be used for the storage of materials;**
- f) **Utilities and Services;**
- g) **Emergency planning & Incidents;**
- h) **Contact details for site managers and details of management lines of reporting to be updated as different phases come forward;**
- i) **On site control procedures in respect of:**
 - i. **Traffic management measures**
 - ii. **Air and Dust quality**
 - iii. **Noise and vibration**
 - iv. **Water quality**
 - v. **Ecology**
 - vi. **Trees, Hedgerows and Scrub**
 - vii. **Waste and Resource Management**
 - viii. **Archaeological and Cultural Heritage**
 - ix. **Visual and Lighting**
 - x. **Utilities and Services**
 - xi. **Protection of water resources**
 - xii. **Protection of species and habitats**
- j) **Detailed phasing plan to show any different phasing, different developers and/or constructors to be updated on an annual basis;**

- k) **Details for the monitoring and review of the construction process including traffic management (to include a review process of the Construction Environmental Management Plan during development).**

Construction working hours shall be 8am to 6pm Monday to Friday and 8am to 1pm on Saturdays, with no working on Sundays or Bank Holidays. There shall be no burning on site.

The development hereby permitted shall be carried out only in accordance with the approved CEMP.

Reason: To ensure that the development is constructed using methods to mitigate nuisance or potential damage associated with the construction period and in accordance with Policy 44 of the emerging Development Strategy Central Bedfordshire for Pre-Submission.

- 4 **No development shall commence until a detailed surface water drainage scheme for the site, based on the agreed Rev F3 flood risk assessment (FRA) prepared by Campbell Reith Ref: 11386 dated 18/06/14, or an alternative mitigation scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the FRA, unless an alternative scheme is submitted to and approved in writing by the Local Planning Authority. Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.**

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity. To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy 49 of Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 5 **No development shall commence until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site has been submitted to and approved, in writing, by the Local Planning Authority. Where the development is brought forward in phases, each phase may only be begun once a remediation strategy for that phase has been submitted to and approved, in writing, by the Local Planning Authority:**

1. **The results of a site investigation based on the Preliminary Risk Assessment (Phase 1 Environmental Assessment prepared by CBRE), submitted with the outline planning application and a detailed risk assessment, including a revised Conceptual Site Model (CSM).**
2. **Based on the risk assessment in (1) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary.**
3. **No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (2) is submitted to, and approved in writing by the Local Planning Authority. The long term monitoring and maintenance plan in (2) shall be updated and be implemented as approved. Where the development is brought forward in phases, no occupation of the relevant phase of the permitted development shall take place until the above verification report is approved.**

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity. To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy 49 of Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 6 If, during development, contamination not previously identified is found to be present at the site then no further development within that phase (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity. To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy 49 of Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 7 No piling or any other foundation designs using penetrative methods shall be used in the construction of the development 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 prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity. To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy 49 of Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 8 **No development shall commence until a scheme of noise attenuation measures has been submitted to and approved in writing by the Local Planning Authority. The scheme shall ensure that internal noise levels from external road traffic noise sources shall not exceed 35 dB LAeq, 07:00 – 23:00 in any habitable room or 30 dB LAeq 23:00 – 07:00 and 45 dB LAmax 23:00-07:00 inside any bedroom. Any works which form part of the scheme approved by the local authority shall be completed and the effectiveness of the scheme shall be demonstrated through validation noise monitoring, with the results reported to the Local Planning Authority in writing, before any permitted dwelling is occupied, unless an alternative period is approved in writing by the Authority.**

Reason: To protect the amenity of any future occupiers in line with Policy BE8 of the South Bedfordshire Local Plan Review and Policies 43 and 44 of Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 9 Noise resulting from the use of the plant, machinery or equipment during occupation and operation of the development shall not exceed a level of 5dBA below the existing background level (or 10dBA below if there is a tonal quality) when measured or calculated according to BS4142:1997, at a point one metre external to the nearest noise sensitive building.

Reason: To safeguard the amenity of adjoining residents and landowners in line with Policy BE8 of the South Bedfordshire Local Plan Review and Policies 43 and 44 of Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 10 No occupation of any permitted building shall take place until the following has been submitted to and approved in writing by the Local Planning Authority:

As shown to be necessary by the Phase 1 CBRE 2014 Report, a further detailed investigation strategy incorporating a remedial plan for soil capping and any gas protection measures shown to be necessary. Any works which form part of the strategy approved by the local authority shall be completed in full before any permitted building is occupied.

The effectiveness of any scheme shall be demonstrated to the Local Planning Authority by means of a validation report (to incorporate photographs, material transport tickets and validation sampling), unless an alternative period is approved in writing by the Local Planning Authority. Any such validation should include responses to any unexpected contamination discovered during works and shall be completed in full before any permitted building is occupied.

Reason: To protect human health and the environment in line with Policy BE8 of the South Bedfordshire Local Plan Review and Policies 43 and 44 of Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 11 **A new means of access shall be provided from Chaul End Road and the existing means of access from Chaul End Road shall be altered as shown in principle on the indicative Drawing Nos. 27329/004/003 and 27329/004/004. No development shall commence until construction details of these junctions has been submitted to and approved in writing by the Local Planning Authority. The altered access shall be established in accordance with the approved details prior to the initial occupation of any part of the development forming part of the northern area of residential development as defined by the approved parameter plans and retained as such thereafter. The new access shall be established in accordance with the approved details prior to the initial occupation of any part of the development forming part of the southern area of residential development as defined by the approved parameter plans.**

Reason: To ensure that the proposed road works are constructed to adequate standard in accordance with Policy 43 of the Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 12 No part of the development hereby approved shall be brought into use until a full Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include the following:

- The identification of targets for trip reduction and modal shift;
- The methods to be employed to meet these targets;
- The mechanisms for monitoring and review;
- The mechanisms for reporting;
- The penalties to be applied in the event that targets are not met;

- The mechanisms for mitigation including budgetary provision;
- Implementation of the travel plan (until full occupation) to be agreed timescale or timescale and its operation thereafter; and
- Mechanisms to secure variations to the travel plan following monitoring and reviews.

The Travel Plan shall then be implemented as approved unless otherwise amended in accordance with a review to be agreed in writing by the Local Planning Authority.

Reason: In the interests of promoting sustainable transport and reducing the number of trips by private car, in accordance with Policy 26 of Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 13 **The development shall be carried out in accordance with the approved Design Code documents received by the Local Planning Authority on 26/06/2014.**

Reason: To ensure a high quality development in accordance with Policy BE8 of the South Bedfordshire Local Plan Review and Policy 43 of Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 14 No part of the development hereby approved shall be brought into use until a Public Art Strategy has been submitted to an approved in writing by the Local Planning Authority. The Strategy shall address suitable themes and artistic opportunities; artists briefs and commissioning arrangements; strategies for community involvement as appropriate; timescales for implementation of the strategy; and project management and long-term maintenance arrangements. The Public Art Strategy shall then be implemented in full as approved unless otherwise amended in accordance with a review to be agreed in writing by the Local Planning Authority.

Reason: In the interests of promoting local distinctiveness and creating a sense of place, in accordance with Policy BE8 of the South Bedfordshire Local Plan Review and Policy 43 of Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 15 The details required by Condition 1 of this permission shall include an Arboricultural Method Statement and Tree Protection Plan. The development shall be carried out in accordance with the approved statement and plan.

Reason: To safeguard existing trees on site in accordance with Policy BE8 of the South Bedfordshire Local Plan and policies 43 and 59 of the Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 16 The details required by Condition 1 of this permission shall include a detailed waste audit scheme for the residential units in that area. The waste audit scheme shall include details of refuse storage and recycling facilities. The scheme shall be carried out in accordance with the approved details.

Reason: To ensure that development is adequately provided with waste and recycling facilities in accordance with Policy 43 of the Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 17 The details required by Condition 1 of this permission shall include a scheme for parking and garaging for the residential units in that area. The scheme shall then be carried out in accordance with the approved scheme.

Reason: To ensure that adequate turning, parking and unloading space is available in the interest of road safety in accordance with Policies 27 and 43 of the Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 18 The details required by Condition 1 of this permission shall include a scheme of improvements to public rights of way within the application site (FPA8 and FP5) including access improvements with appropriate connections north and south of the site and upgrades and enhancements to surfacing and drainage arrangements where deemed appropriate. The scheme shall then be carried out in full in accordance with the approved scheme.

Reason: To ensure that public rights of way within the site are protected, enhanced and promoted as part of the development in accordance with Policy R15 of the South Bedfordshire Local Plan Review and Policy 23 of the Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 19 The details required by Condition 1 of this permission shall include details of the finished floor and site levels including full details of finished floor levels for each building and finished site levels (for all hard surfaced and landscaped areas) in relation to existing ground levels. The development shall thereafter be carried out strictly in accordance with the approved level details.

Reason: For the avoidance of doubt and to ensure a satisfactory form of development in accordance with policy BE8 of South Bedfordshire Local Plan and Policy 43 of Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 20 The details required by Condition 1 of this permission shall include a scheme detailing the proposed boundary treatments in that area including the type and height of fences, hedges, walls or other means of enclosure. The approved scheme shall be implemented before the adjacent residential units are first occupied.

Reason: To ensure a satisfactory appearance for the development and to safeguard the amenity of future occupiers in accordance with Policy BE8 of the South Bedfordshire Local Plan and policy 43 of the Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 21 The details required by Condition 1 of this permission shall include a scheme of measures to mitigate the impacts of climate change and deliver sustainable and resource efficient development. The scheme shall identify opportunities to meet higher water efficiency standards including through the use of water efficient fixtures and fittings and rain water harvesting and storage. Building design, layout and orientation, natural features and landscaping, including green and brown roofs and walls and suitable street tree planting, should be considered to maximise natural ventilation, cooling and solar gain. The scheme shall then be carried out in full in accordance with the approved scheme.

Reason: To ensure the development is resilient and adaptable to the impacts arising from climate change in accordance with Policy 47 and 48 of the Development Strategy for Central Bedfordshire Pre-Submission Version June 2014.

- 22 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 00642_PP01 P1; 00642_PP02 P1; 00642_PP03 P1; 00642_PP04 P1; 00642_PP05 P2; 00642_PP07 P1; 00642_RG P2; and the Design Code documents received by the Local Planning Authority on 26/06/2014.

Reason: For the avoidance of doubt.

Notes to Applicant

1. This permission relates only to that required under the Town & Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.
2. In accordance with Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010, the reason for any condition above relates to the Policies as referred to in the South Bedfordshire Local Plan Review (SBLPR) and the emerging Development Strategy for Central Bedfordshire (DSCB).

3. Any conditions in bold must be discharged before the development commences. Failure to comply with this requirement could invalidate this permission and/or result in enforcement action.
4. The applicant is advised that as a result of the development, new highway street lighting will be required and the applicant must contact the Development Management Group, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ for details of the works involved, the cost of which shall be borne by the developer. No development shall commence until the works have been approved in writing and the applicant has entered into a separate legal agreement covering this point with the Highway Authority.
5. The applicant is advised that in order to comply with the conditions of this permission it will be necessary for the developer of the site to enter into an agreement with Central Bedfordshire Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. Further details can be obtained from the Development Management Group, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.
6. The applicant is advised that if it is the intention to request 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 Development Management Group, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ . 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.

Statement required by the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 - Article 31

The application has been recommended for approval. The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012.

NOTES

- (1) In advance of the consideration of the application the Committee were advised of additional consultation and publicity responses, amended and additional conditions as set out in the Late Sheet appended to these minutes.
- (2) In advance of the consideration of the application the Committee received representations made under the Public Participation Scheme.

Item No. 8

APPLICATION NUMBER	CB/14/03080/OUT
LOCATION	Former BTR site London Road, Dunstable
PROPOSAL	Outline planning permission for residential development of up to 50 dwellings with all matters reserved except for access on to the main site access road
PARISH	Caddington
WARD	Caddington
WARD COUNCILLORS	Cllrs Collins & Stay
CASE OFFICER	Stuart Robinson
DATE REGISTERED	06 August 2014
EXPIRY DATE	05 November 2014
APPLICANT	Julian Hodge Bank Ltd
AGENT	Pegasus Group Ltd
REASON FOR COMMITTEE TO DETERMINE	Departure from the adopted Development Plan.
RECOMMENDED DECISION	Outline Application - Approve

Summary of Recommendation

The site, which is designated a Main Employment area, has been thoroughly marketed for over nine years and has no reasonable prospect of being developed for employment uses. Although the development would not comply with Policy E1 of the South Bedfordshire Local Plan Review, the principle of development would comply with Policy CS7 of the emerging Development Strategy and the principles of the National Planning Policy Framework. On balance the principle of development is considered acceptable.

Due to the viability of the site, the development proposes approximately 10% affordable housing, which would be below the affordable housing targets identified in both the South Bedfordshire Local Plan Review and the emerging Development Strategy for Central Bedfordshire. The applicant has submitted a viability assessment, which has been broadly accepted by the Council's Housing Officers. As such the level of affordable housing would comply with Policy H4 of the South Bedfordshire Local Plan Review, Policy 34 of the emerging Development Strategy for Central Bedfordshire and the principles of the National Planning Policy Framework.

Recommendation

That the Development Infrastructure Group Manager be authorised to GRANT Planning Permission subject to the prior completion of a Section 106 Agreement.

RECOMMENDED CONDITIONS

- 1 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.

- 2 **Approval of the details of the appearance, access (excluding details of the main access road), landscaping, layout and scale of the development, (herein called 'the reserved matters') shall be obtained in writing from the Local Planning Authority before development is commenced. The development shall be carried out in accordance with the approved details.**

Reason: To comply with Article 4 (1) of the Town and Country Planning (Development Management Procedure) Order 2010.

- 3 **No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality. The scheme shall be implemented as approved. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.**

The scheme shall include finalised details of the following:

- Full calculations detailing the existing surface water runoff rates for the QBAR, Q30 and Q100 storm events;
- Full storm event simulation results with appropriate inputs and parameters demonstrating the surface water runoff rates for the QBAR, Q30, Q100 and Q100 plus climate change storm events, of the critical storm season and duration;
- Full results of proposed drainage system modelling in the above-referenced storm events, inclusive of all collection, conveyance, storage, flow control and disposal elements, together with an assessment of the system performance;
- Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions, and pipe reference numbers;
- Full details of the proposed attenuation and flow control measures, including dimensions, design and water levels, gradients and – where a vortex flow control is used – the manufacturer's design flow curve;

- Details of overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites;
- Full details of the maintenance and/or adoption of the system inclusive of all collection, conveyance, storage, flow control and disposal elements.

Reason: To ensure that surface water drainage is provided and that existing and future land drainage needs are protected in accordance with Policy BE8 of the South Bedfordshire Local Plan Review and Policies 43 and 44 of the emerging Development Strategy for Central Bedfordshire.

- 4 **No development shall take place until details of the method of disposal of foul and / or surface water drainage have been submitted to and agreed in writing by the Local Planning Authority, including any land drainage system. Thereafter no part of the development shall be occupied or 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 in accordance with Policy BE8 of the South Bedfordshire Local Plan Review and Policies 43 and 44 of the emerging Development Strategy for Central Bedfordshire.

- 5 **The development hereby permitted shall not commence until a landscaping scheme (or a comprehensive landscaping scheme for the whole site) - to include any hard surfaces and earth mounding - 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 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 in accordance with Policy BE8 of the South Bedfordshire Local Plan Review and Policy 43 of the emerging Development Strategy for Central Bedfordshire.

- 6 **The development hereby permitted shall not commence until a scheme for screen fencing and/or screen walling has been 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 in accordance with Policy BE8 of the South Bedfordshire Local Plan Review and Policy 43 of the emerging Development Strategy for Central Bedfordshire.

- 7 **No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have 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 building in the interests of the visual amenities of the locality in accordance with Policy BE8 of the South Bedfordshire Local Plan Review and Policy 43 of the emerging Development Strategy.

- 8 Prior to the occupation of the development a verification report demonstrating completion of works set out in the approved remediation strategy (ref LC321-85A/NJW dated 12 September 2011) 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. The long-term monitoring and maintenance plan shall be implemented as approved.

Reasons: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Policy BE8 of the South Bedfordshire Local Plan Review and Policy 43 of the emerging Development Strategy for Central Bedfordshire.

- 9 **The development hereby permitted shall not 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 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 of the area and to prevent the deposit of mud or other extraneous material on the highway during the construction period in accordance with Policy BE8 of the South Bedfordshire Local Plan Review and Policy 43 of the emerging Development Strategy for Central Bedfordshire.

- 10 Prior to the occupation of the development, the proposed remediation scheme (JPB 2011 - Reference LC316-133a/NJW) must be validated and implemented, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with South Bedfordshire Local Plan Review Policy BE8 and Policy 44 of the emerging Development Strategy for Central Bedfordshire.

- 11 Before the 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 in accordance with Policy BE8 of the South Bedfordshire Local Plan Review and Policies 26 and 43 of the emerging Development Strategy for Central Bedfordshire.

- 12 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 a remediation strategy detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Policy BE8 of the South Bedfordshire Local Plan Review and Policy 43 of the emerging Development Strategy for Central Bedfordshire.

- 13 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 10095-SK403, BIR.2861_21-1A and CBC/001.

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

Notes to Applicant

1. Please note that the unnumbered drawings submitted in connection with this application have been given unique numbers by the Local Planning Authority. The numbers can be sourced by examining the plans on the View a Planning Application pages of the Council's website www.centralbedfordshire.gov.uk.
2. The Environment Agency have no objection to the use of soakaways on this site following our review of a site investigation report in October 2012 in relation to planning permission CB/09/06991.
3. Condition 13d of CB/09/06991/OUT (contamination verification report) has not been discharged and is therefore relevant to this application and will need to be discharged following completion of the development.
4. Contamination can still be missed by an investigation and this condition gives the Local Planning Authority the ability to require a new, or amendments to an existing, remediation strategy to address any previously unexpected contamination

Statement required by the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 - Article 31

Planning permission has been recommended for approval for this proposal. The Council acted pro-actively through early engagement with the applicant at the pre-application stage which led to improvements to the scheme. The Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012.

NOTES

- (1) In advance of the consideration of the application the Committee were advised of amendments to the report in relation to sections 2 and 5 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. 11

APPLICATION NUMBER	CB/14/03260/FULL
LOCATION	Land Adj to The Harrow, 80 Woodside Road, Woodside, Luton, LU1 4DQ
PROPOSAL	Erection of 2 semi-detached houses on 'Brownfield site' of redundant car park (Resubmission of CB/14/00173/FULL)
PARISH	Slip End
WARD	Caddington
WARD COUNCILLORS	Cllrs Collins & Stay
CASE OFFICER	Debbie Willcox
DATE REGISTERED	11 August 2014
EXPIRY DATE	06 October 2014
APPLICANT	Bridgewater Homes Ltd
AGENT	Mr L Butler
REASON FOR COMMITTEE TO DETERMINE	Called in by Ward Councillor Kevin Collins for the following reason: The support from the neighbouring properties and photographs of previous residential development on the site suggest that special circumstances on Green Belt have been met.
RECOMMENDED DECISION	Full Application - Recommended for Refusal

Summary of Recommendation

The proposed development would constitute inappropriate development within the Green Belt and would have a significant harmful impact upon the openness of the Green Belt. The very special circumstances case submitted by the applicant is not considered to be sufficient to outweigh the harm that would be caused to the Green Belt. The proposed development would also be cramped and out of character with the grain of the village and thus the proposal would have a detrimental impact on the character and visual amenities of Woodside and upon the amenity of the occupiers of Nos. 1 & 2 Whyley Cottages. The proposal would also fail to offer an acceptable level of amenity to future residents of the property due to the restricted size of the bedrooms. The proposal is therefore considered to conflict with the National Planning Policy Framework, policy BE8 of the South Bedfordshire Local Plan Review, policies 36 and 43 of the emerging Development Strategy for Central Bedfordshire and the Design Guide for Central Bedfordshire.

Recommendation

That Planning Permission be REFUSED for the following:

RECOMMENDED REASONS

- 1 The site is washed over by the South Bedfordshire Green Belt, where new residential development is considered to be inappropriate and therefore harmful to the Green Belt by definition. The proposed development would also have a detrimental impact on the openness of the Green Belt. The proposal would not constitute infilling as the site is defined as being part of the countryside within policy GB3 of the South Bedfordshire Local Plan Review and policy 4 of the emerging Development Strategy for Central Bedfordshire. The very special circumstances case that has been submitted is not considered to be sufficient to outweigh the harm that would be caused to the Green Belt by reason of inappropriateness and harm to openness. The proposal is thus contrary to Section 9 of the National Planning Policy Framework and policy 36 of the emerging Development Strategy for Central Bedfordshire.
- 2 The site is too restricted in size and would appear cramped in relation to adjoining development. In addition, as a result of the site's location in front of Whyley Cottages, the proposal would result in the creation of tandem development that would be out of character with the grain and pattern of surrounding development. The proposal would thus create an unsatisfactory form of development, detrimental to the visual amenities of the surrounding area and the residential amenities of the occupiers of Whyley Cottages. The proposal is therefore contrary to the principles of good design set out within the National Planning Policy Framework, Policy BE8 of the South Bedfordshire Local Plan Review, Policy 43 of the emerging Development Strategy for Central Bedfordshire and the Central Bedfordshire Design Guide.
- 3 The proposed development would fail to conform with the Council's recommended gross internal floor area standards and minimum bedroom standards as set out in the Council's Design Supplement 5: New Residential Development and would therefore fail to offer an acceptable level of amenity to future occupiers of the proposed development. The proposal is therefore contrary to the principles of good design set out within the National Planning Policy Framework, Policy BE8 of the South Bedfordshire Local Plan Review, Policy 43 of the emerging Development Strategy for Central Bedfordshire and the Central Bedfordshire Design Guide.

Statement required by the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 - Article 31

Planning permission has been recommended for refusal for this proposal for the clear reasons set out in this report. In the Council's view the proposal is unacceptable in principle and the fundamental objections cannot be overcome through dialogue. The applicant was invited to withdraw the application to seek pre-application advice prior to any re-submission but did not agree to this. The Council has therefore complied with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012.

NOTE

1. In advance of the consideration of the application the Committee noted an update from the Case Officer in relation to fencing at the site as set out in the Late Sheet attached to these minutes.
2. In advance of consideration of the application the Committee received representations made under the Public Participation Scheme.

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Item No. 7

APPLICATION NUMBER	CB/14/01726/OUT
LOCATION	Land at Campton Road and rear of Robert Bloomfield Academy Shefford, SG17 5BJ
PROPOSAL	Outline Application: (with all matters reserved except for means of site access from Campton Road) for the erection of up to 140 dwellings; provision of new internal access roads and footpaths; public open space and landscaping, earthworks, surface water attenuation, associated infrastructure, playing fields and youth facility. The development involves the demolition of existing structures.
PARISH	Shefford
WARD	Shefford
WARD COUNCILLORS	Cllrs Birt & Brown
CASE OFFICER	Lauren Westley
DATE REGISTERED	20 May 2014
EXPIRY DATE	19 August 2014
APPLICANT	Catesby Estate Ltd
AGENT	Barton Willmore
REASON FOR COMMITTEE TO DETERMINE	Called to Committee by Cllr Brown for the following reasons: - Contrary to policy (outside settlement envelope and not an allocated site); - Design (does not comply with new design guide) - Other (no provision for jobs - unsustainable)
RECOMMENDED DECISION	Outline Application - Refusal recommended

Reason for Recommendation

The proposed development is contrary to the adopted Development Plan, and the material considerations do not outweigh the identified harm.

The Council has objectively assessed housing need and has identified an adequate 5 year housing supply.

The proposed development will result in a material, identifiable harm to the character and appearance of the land, contrary to the NPPF, and policies CS16, DM3, DM4, DM14 and DM17 of the Core Strategy and Development Management Policies (2009).

The proposed development is not sustainable, the existing schools within the town and nearby villages cannot cater for the additional increase in the number of students, contrary to paragraph 72 of the NPPF and policy CS3 of the Core Strategy and Development Management Policies (2009).

Recommendation

That Outline Planning Permission be REFUSED for the following reasons:

- 1 The site is outside the Shefford Settlement Envelope and is within the open countryside. The development would cause harm to the character and appearance of the area by extending the built environment into the open countryside. The considerations advanced by the applicant are insufficient to overcome this conflict. The development would conflict with the objectives of the National Planning Policy Framework (2012) and policies CS16 (Landscape and Woodland), DM3 (High Quality Development), DM4 (Development Within and Beyond Settlement Envelopes), DM14 (Landscape and Woodland), DM16 (Green Infrastructure) and DM17 (Accessible Greenspaces) of the Central Bedfordshire Core Strategy and Development Management Policies (2009).
- 2 The proposed development would result in an unacceptable impact on school places for the existing and proposed residents of Shefford, as well as school places in the surrounding villages. As a result the proposal would be unsustainable and contrary to the National Planning Policy Framework (2012), particularly paragraph 72, and policy CS3 (Healthy and Sustainable Communities) of the Core Strategy and Development Management policies (2009).
- 3 In the absence of a completed legal agreement securing financial contributions and the provision of affordable housing, the development would have an unmitigated and unacceptable impact on existing local infrastructure and would fail to make an acceptable contribution towards local affordable housing stock. The development would be contrary to the objectives of the National Planning Policy Framework (2012), Policies CS2 (Developer Contributions) and CS7 (Affordable Housing) of the Central Bedfordshire Core Strategy and Development Management Policies (2009) and the Planning Obligations Supplementary Planning Document (North) (2009).

Statement required by the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 - Article 31

The application is recommended for refusal for the clear reasons set out. The Council acted pro-actively through positive engagement with the applicant in an attempt to narrow down the reasons for refusal but fundamental objections could not be overcome. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012.

NOTES

- (1) In advance of the consideration of this application the Committee were advised of additional consultation and publicity responses as set out in the Late Sheet appended 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. 9

APPLICATION NUMBER	CB/14/01589/FULL
LOCATION	The Pig And Whistle, 40 Brook Street, Stotfold, Hitchin, SG5 4LA
PROPOSAL	Demolition of existing PH and redevelopment of the site as 7 No. houses with associated landscaping and parking.
PARISH	Stotfold
WARD	Stotfold & Langford
WARD COUNCILLORS	Cllrs Clarke, Saunders & Saunders
CASE OFFICER	Amy Lack
DATE REGISTERED	07 May 2014
EXPIRY DATE	02 July 2014
APPLICANT	Mr O'Sullivan
AGENT	Mark Rawcliffe - arc7
REASON FOR COMMITTEE TO DETERMINE	Cllr Brian Saunders - Called in at the request of Stotfold Town Council who consider the proposal to represent an overdevelopment of the site and the design of the dwellings fail to reflect the style and design of existing dwellings in the immediate locality.
RECOMMENDED DECISION	Full Application - Approval

Reason for recommendation of approval

The wholesale redevelopment of the existing public house site with residential units is considered acceptable in principle.

The scheme is considered to present buildings appropriate in their design, scale and mass to the character and context of the surrounding local development. The scheme will not unduly impact upon the residential amenity currently enjoyed by neighbouring properties, nor will it have any significant adverse impact upon highway safety and any potential impacts upon existing local infrastructure will be acceptably mitigated by the securing of S106 contributions.

The proposal is considered acceptable and in accordance with policies CS1, CS2, CS5, CS13, CS14, DM2, DM3 and DM4 of the Core Strategy and Development Management Policies (2009), Central Government guidance contained within the National Planning Policy Framework (2012) and with guidance provided by the Central Bedfordshire Council's Design Guide (2014).

Recommendation

That Planning Permission be deferred to allow the Council to obtain independent advice on the viability of the development, and for further consideration of the layout and design of the proposal.

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

APPLICATION NUMBER	CB/14/02071/FULL
LOCATION	79 & 81 Broad Street, Clifton, Shefford, SG17 5RP
PROPOSAL	Erection of No. 2 detached bungalows with parking & access
PARISH	Clifton
WARD	Arlesey
WARD COUNCILLORS	Cllrs Dalgarno, Drinkwater & Wenham
CASE OFFICER	Lauren Westley
DATE REGISTERED	23 June 2014
EXPIRY DATE	18 August 2014
APPLICANT	Mr & Mrs Ansell
AGENT	Robert J. Larman Architectural Services
REASON FOR COMMITTEE TO DETERMINE	Called to Committee by Cllr Drinkwater for the following reasons: Loss of amenity, Overdevelopment, Highway safety grounds
RECOMMENDED DECISION	Full Application - Recommend Approval

Recommendation

That Planning Permission be GRANTED subject to the following:

RECOMMENDED CONDITIONS / REASONS

- 1 The development hereby permitted shall begin not later than three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 **No development shall take place unless and until a landscaping scheme to include all hard and soft landscaping and a scheme for landscape maintenance for a period of five years following the implementation of the landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented by the end of the full planting season immediately following the completion and/or first use of any separate part of the development (a full planting season means the period from October to March). The trees, shrubs and grass shall subsequently be maintained in accordance with the approved landscape maintenance scheme and any which die or are destroyed during this period shall be replaced during the next planting season.**

Reason: To ensure an acceptable standard of landscaping in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 3 **No development shall take place until details of the existing and final ground and slab levels of the buildings hereby approved have been 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 an acceptable relationship results between the new development and adjacent buildings and public areas in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 4 **No development shall take place, notwithstanding the details submitted with the application, until details of the materials to be used for the external walls, roofs and openings of the development hereby approved have 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 building in the interests of the visual amenities of the locality in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 5 Before the development is brought into use the visibility splay as indicated on the approved drawing no. 172013/1D in land under the applicants control shall be provided and thereafter be kept free of all obstruction to visibility.

Reason: To provide adequate visibility between the existing highway and the proposed access, and to make the access safe and convenient for the traffic which is likely to use it, in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 6 The proposed vehicular access shall be surfaced in a bituminous or other similar durable material as may be approved in writing by the Local Planning Authority for a distance of 5m into the site, measured from the highway boundary, before the premises are occupied. Arrangements shall be made for the surface water drainage from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: To avoid the carriage of mud or other extraneous material or surface water from the site into the highway so as to safeguard the interest of highway safety in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 7 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995, or any amendments thereto, the parking provision inclusive of the visitor parking bay on the site shall not be used for any purpose, other than as parking provision, unless permission has been granted by the Local Planning Authority on an application made for that purpose.

Reason: To retain off-street parking provision and thereby minimise the potential for on-street parking which could adversely affect the convenience of road users, in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 8 The proposed development shall be carried out and completed in all respects in accordance with the access siting and layout, parking layout and provision, and the turning area illustrated on the approved drawing no. **172013/1D** and defined by this permission and, notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995, (or any Order revoking or re-enacting that Order) there shall be no variation without the prior approval in writing of the Local Planning Authority.

Reason: To ensure that the development of the site is completed insofar as its various parts are interrelated and dependent one upon another and to provide adequate and appropriate access arrangements at all times, in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 9 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers CBC/001, 172013/1 Rev D, and 172013/4 Rev A.

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

Notes to Applicant

1. **Any conditions in bold must be discharged before the development commences. Failure to comply with this requirement could invalidate this permission and/or result in enforcement action.**
2. The applicant is advised that no works associated with the construction of the widening 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 contact Central Bedfordshire Council's Highway Help Desk, Tel: 0300 300 8049 quoting the Planning Application number. This will enable the necessary consent and procedures under Section 184 of the Highways Act to be implemented. The applicant is also advised that if any of the works associated with the construction of the widening 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.

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 Transport Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford, SG17 5TQ
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. Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in a condition such as not emit dust or deposit mud, slurry or other debris on the highway, in particular efficient means shall be installed prior to commencement of the development and thereafter maintained and employed at all times during construction of the development of cleaning the wheels of all lorries leaving the site.
6. 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.

Statement required by the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 - Article 31

The application is recommended for planning permission for the clear reasons set out above. The Council acted pro-actively through early engagement with the applicant at the pre-application stage which led to improvements to the scheme. The Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012.