

CENTRAL BEDFORDSHIRE COUNCIL

At a meeting of the **DEVELOPMENT MANAGEMENT COMMITTEE** held in Council Chamber, Priory House, Monks Walk, Shefford on Wednesday, 8 April 2015

PRESENT

Cllr K C Matthews (Chairman)

Cllrs	P N Aldis	Cllrs	Ms C Maudlin
	R D Berry		T Nicols
	M C Blair		I Shingler
	A D Brown		J N Young
	Mrs C F Chapman MBE		

Apologies for Absence: Cllrs Mrs S Clark
K M Collins

Substitutes: Cllrs D Bowater (In place of K M Collins)
B J Spurr (In place of Mrs S Clark)

Members in Attendance: Cllrs Mrs A L Dodwell
Ms A M W Graham
Mrs D B Gurney
B Wells,

Officers in Attendance:	Miss S Boyd	Senior Planning Officer
	Mrs M Clampitt	Committee Services Officer
	Miss J Colclough	Sustainable Transport Officer - Travel Planning, Transport Strategy
	Mr J Ellis	Planning Manager West
	Mr A Emerton	Managing Solicitor Planning, Property, Highways & Transportation
	Mr D Hale	Planning Manager South
	Mr A Jones	Tree and Landscape Officer
	Mr D Lamb	Planning Manager East
	Mrs D Lavender	Planning Officer
	Mrs A Robinson	Senior Planning Officer
	Miss D Willcox	Planning Officer

DM/14/171. **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 of the death of Cllr Alan Shadbolt who had been both Chairman and Vice-Chairman of the Development Management Committee since 2009. There was a minute silence.

The Chairman advised the Councillors and members of the public that the order of business would be varied and considered as follows: Items 9, 6, 7, 8, 10 and 11.

The Chairman advised that a site inspection had been undertaken by all Members of the Committee in respect of every application on 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/14/172. **Minutes**

RESOLVED

that the Minutes of the meeting of the Joint Management Committee held on the 11 March 2015 be confirmed and signed by the Chairman as a correct record.

DM/14/173. **Members' Interests**

(a) **Personal Interests:-
Member**

	Item	Nature of Interest	Present or Absent during discussion
Cllr C F Chapman MBE	9	Representative of area for 30 years knows most residents	Present

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

There were none.

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

There were none.

DM/14/174. 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/14/175. 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/14/176. Planning Application No. CB/14/04852/FULL

RESOLVED

that Planning Application No. CB/14/04852/FULL relating to Tree Tops, Heath Lane, Aspley Heath, Milton Keynes be approved as set out in the Schedule appended to these minutes.

PRIOR TO CONSIDERATION OF ITEM 7 COUNCILLOR NICOLS ENTERED THE CHAMBER

DM/14/177. Planning Application No. CB/15/00256/FULL

RESOLVED

that Planning Application No. CB/15/00256/FULL relating to Silsoe Church of England VC Lower School, Chestnut Avenue, Silsoe be approved as set out in the Schedule appended to these Minutes.

DM/14/178. Planning Application No. CB/14/04865/REG3

RESOLVED

that Planning Application No. CB/14/04865/REG3 relating to Roecroft Lower School, Buttercup Road, Stotfold, Hitchin be approved as set out in the Schedule appended to these Minutes.

DM/14/179. **Planning Application No. CB/15/00240/OUT**

RESOLVED

that Planning Application No. CB/15/00240/OUT relating to Havannah Farm, Sutton Hill, Sutton be delegated to the Development Infrastructure Group Manager to approve as set out in the Schedule appended to these Minutes.

PRIOR TO CONSIDERATION OF ITEM 11 COUNCILLOR SPURR LEFT THE CHAMBER

DM/14/180. **Planning Application No. CB/15/00553/FULL**

RESOLVED

that Planning Application No. CB/15/00553/FULL relating to 101 Stanbridge Road, Leighton Buzzard be refused as set out in the Schedule appended to these Minutes.

DM/14/181. **Planning Application No. CB/15/00460/FULL**

RESOLVED

that Planning Application No. CB/15/00460/FULL relating to 312 Manor Road, Woodside, Luton be approved as set out in the Schedule appended to these Minutes.

DM/14/182. **Site Inspection Appointment(s)**

RESOLVED

That all Members of the Committee be invited to conduct site inspections to be undertaken on Tuesday 26 May 2015.

(Note: The meeting commenced at 10.00 a.m. and concluded at 1.20 p.m.)

Chairman

Dated

LATE SHEET**DEVELOPMENT MANAGEMENT COMMITTEE – 08.04.15****Item 6 (Pages 15-32) – CB/15/00256/FULL – Silsoe Church of England VC Lower School, Chestnut Avenue, Silsoe****Consultation Response**

Silsoe Parish Council response to the application is appended to the Late Sheet. (a package containing the response and the Silsoe Village Design Statement has been sent directly to Committee Members)

Additional Information

A List of measures to help mitigate the impact of traffic and additional movements has been submitted by the Principal Highways Officer and agreed by Education.

*New Silsoe Lower School - Safer Routes to School Measures**Measures on the former Cranfield University Site*

- *School Safety Zone (SSZ) to include:*
- *School Keep Clear Markings*
- *Timed Single Yellow Lines*
- *Traffic Regulation Order (for the above)*

These measures will ensure that the area adjacent to the school is kept free from parking in order to that vehicular movements are kept to a minimum in an area where there will be the highest levels of activity and the greatest amount of vulnerable road users. The measures will ensure that the school is conspicuous to all road users moving around in the vicinity.

- *Herringbone imprint patch across the carriageway - This will help to increase the visual awareness of the school and the prominence of the school safety zone and increase safety of vulnerable road users accessing the school.*
- *Footway link between Mander Farm Road and Chestnut Avenue (Remove fence panel and extend the footway)*
- *Potential footway link from the easterly part of Mander Farm Road and Alder Wynd (remove fence panel and extend footway)*
- *Add in the link which is currently gated between Mander Farm Road and the village green (Take down fence panel and extend footway, dropped kerbs either side of MFR on the desire line)*

These will help to improve connectivity to the school site for pupils coming from the rest of the village.

All of these measures are fundamental to encouraging active travel to the new school site and reducing the reliance on cars for the journey to school. These measures will facilitate and work alongside the Travel Plan which is being written and adopted by the school.

These measures will need the agreement of the developers on the site if they are to be implemented and start to be enforced prior to the roads being adopted as highway.

Measures to encourage active travel to the school from the older part of the village

Improve the quality of the following footway links:

- 1. West End Road/Mander Farm Road*
- 2. Holly Walk/West End Road*
- 3. Pine Walk/West End Road*
- 4. Elm Drive/Hawthorn Road/Ampthill Road*
- 5. Millennium Green/The Grove*

These will improve the links for routes to schools and provide a high quality option for active travel for the school journey. Again these improvements will work 'glove in hand' with the Travel plan actions.

It is fundamental that all of these measures are referenced and supported by the travel plans and the actions that will be set out in them which the school will be responsible for.

I expect that the submission prior to occupation and implementation of all of the measures contained within the travel plans to be part of a planning condition which the schools will be bound by.

This condition (if the schemes get the go ahead) I expect will also specify that the school keeps the document up to date and submits an annual report to the planning authority specifying what has been done, what has and hasn't been successful and set out a list of measures that they will be taking forward for the following year.

The Silsoe Lower School Travel Plan was received by email on Thursday 2 April.

The Travel Plan was forwarded to the Parish Council by email also on 2 April.

Email from Cllr Graham dated 2/4/15

Sam, this has come to us extremely late, given that Easter is upon us and the DMC is on April 8th! The parish council will have no time at all to consider the details set out in it before they, and I, have to make our case to that committee.

There are many inconsistencies that on only a first read, I have seen. Not happy!

Officers comments:

Due to the late submission of the Travel Plan it is not possible to consider the contents in advance of Committee therefore it is recommended that the requirement of the Travel Plan as a condition should permission be granted remains in place. The Parish Council can be consulted on the travel plan as and when details are submitted for the condition.

Additional information

For clarity –

The acronym BESD (referred to in report) means Behavioural Emotional and Social Difficulties

The application site is not within the conservation area boundary.

Item 7 (Pages 33-44) – CB/14/04865/REG3 – Roecroft Lower School, Buttercup Road, Stotfold, Hitchin

Additional Consultation/Publicity Responses

Highways

I have visited the site and witnessed the issues at peak school times I can understand the concerns of the nearby residents. However this situation is not untypical of virtually every school gate in the country. This school is deep within a major residential development in a location with easy and convenient access by sustainable modes of transport. The school has a Travel Plan which my colleagues in the Sustainable Transport Team will consider and comment upon in more detail.

At present Buttercup Close is not an adopted highway and remains under the control of the developer. I am advised that the adoption as highway under a Section 38 agreement is unlikely to occur in the foreseeable future and is a situation where we have very little power to influence. The carriageway is of typical construction and layout with separate footway provision along it's entire length with widening on the decorative paving area in front of the school that presently is used for parking and pick-up set down by parents. There are no school keep clear road markings at present pending completion of the road to adoptable standards. The developer has placed no entry signs at each end of Buttercup Road effectively introducing a north to south one way route past the school. This is not an official enforceable arrangement and would require an Order following consultation with the residents. I believe that the Traffic Management Team are aware of the situation and may be prepared to consider a permanent arrangement but only through the correct channels and the confirmation of an Order which may have to be deferred until the carriageway becomes public highway.

From a Highways Development Management viewpoint there is no justification to object the scheme now being pursued. The overall proposal provides on-site parking for staff and visitors in line with policy and the access arrangement is of an appropriate standard.

Neighbouring residents.

One additional letter from Mrs Hodgson (speaker), sent to Alistair Burt MP, received requesting that it be circulated to Members for the meeting. The letter is included at the end of this late sheet.

Additional Information.

1. The agent has submitted details of a revised Travel Plan and proposed lighting scheme requesting that these be considered prior to the meeting in an attempt to address the requirements of proposed conditions 5 and 6 respectively. However the submissions were too late to allow for consultation and consideration and therefore the submissions have not been assessed and conditions 5 and 6 remain as proposed.
2. Discussions had with Paul Salmon (Senior Traffic & Safety Engineer) over Highways views on Buttercup Road. From a highway perspective Paul has undertaken some survey and leaflet work to about 200 properties in the area to get views on the issues relating to the school and Buttercup Road. The concerns relate to parking by parents at peak times on Buttercup Road with some residents complaining that parents park on their drive. Paul advised that some parking is provided in rear courtyard arrangements and in these instances the referenced driveways tend to be cobbled areas outside the front doors of affected residents.

Consideration has been given to possibly introducing timed parking restrictions (single yellow lines) on the street or a residents parking permit scheme. The permit scheme is unlikely feasible as it would require residents to pay for it. The other significant issue is that the road is unadopted at present. The current one-way signs are in place but are not 'official'. Paul's suggestion is that ideally Buttercup Road would be formalised as a one-way street and be subject to timed parking controls.

Additional/Amended conditions.

Following Highways comments, replace condition 4 with:

4. The proposed development shall be carried out and completed in all respects in accordance with the on-site vehicular layout illustrated on the approved plan 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.

Additional condition:

No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:

- Construction vehicle numbers, type, routing;
- Traffic management requirements;
- Construction and storage compounds (including areas designated for car parking);
- Siting and details of wheel washing facilities;
- Cleaning of site entrances, site tracks and the adjacent highway;
- Timing of construction activities to avoid school pick up/drop off times;
- Post construction restoration/reinstatement of the working areas and any temporary access to Buttercup Road

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way.

Item 8 (Pages 45-60) – CB/15/00240/OUT – Havannah Farm, Sutton Hill, Sutton

Additional Consultation/Publicity Responses

Additional Comments

None

Item 9 (Pages 61-76) – CB/14/04852/FULL – Tree Tops, Heath Lane, Aspley Heath, Milton Keynes

8 additional letters of objection received in relation to the re-consultation, each letter that was received was from an objector whom had previously commented on the original application.

Objections received from: Birdwood, Knoll Cottage, Greyways, Tarskaig, Copper Beeches and Oakwood, Aspley Heath, and 51 and 58 Church Road.

The objections all relate to issues that have been previously raised, relating to Trees, Definition of Infill Development, Green Belt, Inappropriate design, and Access. All objections state that the amended plans do not alter their opinion of the development as a whole.

Additional Comments

Comments on revised plans from Andy Jones, Tree Officer:

I refer to the revised Arboricultural Method Statement prepared by First Environment Limited (Ref 5330FE AMS 01 rev E) and the Tree Protection Plan (Drawing No. 5339 FE TPP 04). I can confirm that I have no objection to the proposal but recommend that the following conditions and informatives are imposed:-

Conditions:

Implementation of Tree Protection Plan

Prior to development, all protective fencing and ground protection, as stipulated on the Tree Protection Plan (Drawing No. 5339 FE TPP 04), shall be erected and positioned in strict accordance with this plan, and in full compliance with the specification set out in Section 5.3 and 5.5 of the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E). The fencing and ground protection shall then remain securely in place throughout the entire course of development.

Reason:

To establish a protective area and construction exclusion zone around the designated Root Protection Areas so as to prevent damage from excavation work, soil compaction, material storage, and machinery plant, so as to conserve the integrity of the rooting medium and rooting system of adjacent trees.

Implementation of Arboricultural Method Statement

Both prior to and during development, all tree protection measures as outlined in the Arboricultural Method Statement, prepared by First Environment Limited (Ref 5330FE AMS 01 rev E), shall be fully implemented in strict accordance with this document.

Reason

To ensure the satisfactory implementation of tree protection measures in order to secure the health, stability and amenity value of adjacent trees.

Manual Excavations within Root Protection Areas

Where limited manual excavation is being approved in designated Root Protection Areas, the methodology must be carried out in strict accordance with Section 5.4 of the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E) and only in the positions shown on the Tree Protection Plan (Drawing No. 5339 FE TPP 04).

Reason

To ensure that no tree root damage is incurred throughout the course of those permitted operations being allowed within the designated Root Protection Areas, as shown on the Tree Protection Plan (Drawing No. 5339 FE TPP 04)

Informative:

Arboricultural Supervision

Before development begins the Local Planning Authority will be advised of the name and contact details of the Supervising Arboriculturist, who will be appointed by the developer to carry out all direct arboricultural supervision throughout the course of development, and who will advise the Local Planning Authority of all arboricultural operations requiring supervision, as set out on the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E).

Additional/Amended Conditions/Reasons

7. Prior to development, all protective fencing and ground protection, as stipulated on the Tree Protection Plan (Drawing No. 5339 FE TPP 04), shall be erected and positioned in strict accordance with this plan, and in full compliance with the specification set out in Section 5.3 and 5.5 of the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E). The fencing and ground protection shall then remain securely in place throughout the entire course of development.

Reason: To establish a protective area and construction exclusion zone around the designated Root Protection Areas so as to prevent damage from excavation work, soil compaction, material storage, and machinery plant, so as to conserve the integrity of the rooting medium and rooting system of adjacent trees.

8. Both prior to and during development, all tree protection measures as outlined in the Arboricultural Method Statement, prepared by First Environment Limited (Ref 5330FE AMS 01 rev E), shall be fully implemented in strict accordance with this document.

Reason: To ensure the satisfactory implementation of tree protection measures in order to secure the health, stability and amenity value of adjacent trees.

9. Where limited manual excavation is being approved in designated Root Protection Areas, the methodology must be carried out in strict accordance with Section 5.4 of the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E) and only in the positions shown on the Tree Protection Plan (Drawing No. 5339 FE TPP 04).

Reason: To ensure that no tree root damage is incurred throughout the course of those permitted operations being allowed within the designated Root Protection Areas, as shown on the Tree Protection Plan (Drawing No. 5339 FE TPP 04).

10. Notwithstanding the provisions of Part 1 Class E of Schedule 2 to the Town and Country (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no buildings or other structures shall be erected or constructed within the curtilage of the property without the grant of further specific planning permission from the Local Planning Authority.

Reason: To control the development in the interests of the visual amenity of the area.

Informative:

Before development begins the Local Planning Authority will be advised of the name and contact details of the Supervising Arboriculturist, who will be appointed by the developer to carry out all direct arboricultural supervision throughout the course of development, and who will advise the Local Planning Authority of all arboricultural operations requiring supervision, as set out on the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E).

Item 10 (Pages 77-84) – CB/15/00460/FULL – 312 Manor Road, Woodside, Luton

Additional Consultation/Publicity Responses

The Public Protection Officer has responded “No comments”

No other consultation response has been received from neighbouring occupiers or members of the public.

Item 11 (Pages 85-92) – CB/15/00553/FULL – 101 Stanbridge Road, Leighton Buzzard

Additional Consultation/Publicity Responses

Leighton Linslade Town Council (25/03/15) - RESOLVED to recommend to Central Bedfordshire Council an objection to application reference CB/15/00553 (101 Stanbridge Road) on the grounds of:

Design is out of keeping and would have an adverse effect on the visual amenity of the area.

Privacy issues for neighbouring properties due to the orientation of the dormer window

Should Central Bedfordshire Council be minded to approve the application, the Town Council would recommend adding a condition that the annexe accommodation be used only as ancillary to the main dwelling.

Appendix to Item 7 – Roecroft Lower School – letter from Mrs Hodgson

Rachel Hodgson
16 Buttercup Road
Stotfold
SG54PF

November 20, 2014

Alistair Burt MP
NEBCA
Biggleswade Conservative Club
St Andrew's Street
Biggleswade
Bedfordshire
SG18 8BA

Dear Mr Burt,

I am hoping you can help the worsening situation for me and other local residents to the new Roecroft School in the Greenacres development Stotfold. The traffic on Buttercup Road and surrounding roads has got much worse other the last two years and our concern with the school now planning to expand is that it will continue to escalate with no plans by the school or council seeming to address this issue.

My husband and I moved to our current address opposite the school in July 2012. At this time the school was already in place and we understood it would be a busy place when the children arrived or left however we were assured that the road would be one way with double yellow lines to stop issues with congestion; no yellow lines have been painted and we understand from a recent meeting at the school none are planned to be painted.

Initially the parking was not intrusive to us, cars parked to the opposite side of the road but in time it has become out of control with double parking and even parents parking on our driveway. We have also had to put up with irate parents shouting at us when we ask them to move off/unblock our driveway or take deliveries. I have included some photos of the road which has this issue for approximately 30 minutes three times a day.

Recently the school held a meeting to view plans for extension to the existing school which we attended and we realized it was not just us who were suffering with increased traffic with other local residents also having their driveways obstructed. When raising the subject of dangerous parking and traffic issues with the school we were told as it was outside of the gates they had nothing to do with it. In attendance was a representative from CBC and we discussed our concerns with both the present situation and future should the school be expanded and we

Mr Burt
20th November 2014
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received a very wet explanation on how CBC is trying to encourage parents to walk their children to school. A number of the cars parked less than a meter from the outside of our house are actually residents on the development so whatever this encouragement is I would say its success is limited. The outcome of this meeting for us was that we should be contacting the police about the parents parking dangerously and obstructing the pavement or our driveway, I could be wrong but I don't think this would be the best use of police time and I imagine they would also tell me there is nothing they will do.

I am writing to ask that you would take on this issue as currently we are just being brushed off and with the problem only due to get worse we would be grateful if some plan could be put in place prior to expansion rather than post. Some double yellow lines would assist with safety immediately outside of the school where double parking is occurring and blocking visibility for those crossing the road but I know this is not the ultimate solution as it will only move these cars on to park elsewhere in our road or surrounding roads. In the plans maybe a drop off area could be incorporated. I also know this is not encouraging parents to walk and other local schools do not have this but other local schools are not on a new development with narrow bendy roads which cannot accommodate the number of cars coming to the school. Or perhaps this extension is not suitable as the development and entry/exit roads simply cannot accommodate the amount of traffic the school brings in currently so an extra hundred or so pupils will stop the roads.

I hope you will take the time to consider this problem and possibilities for solution. I look forward to hearing from you,

Sincerely,

Rachel Hodgson

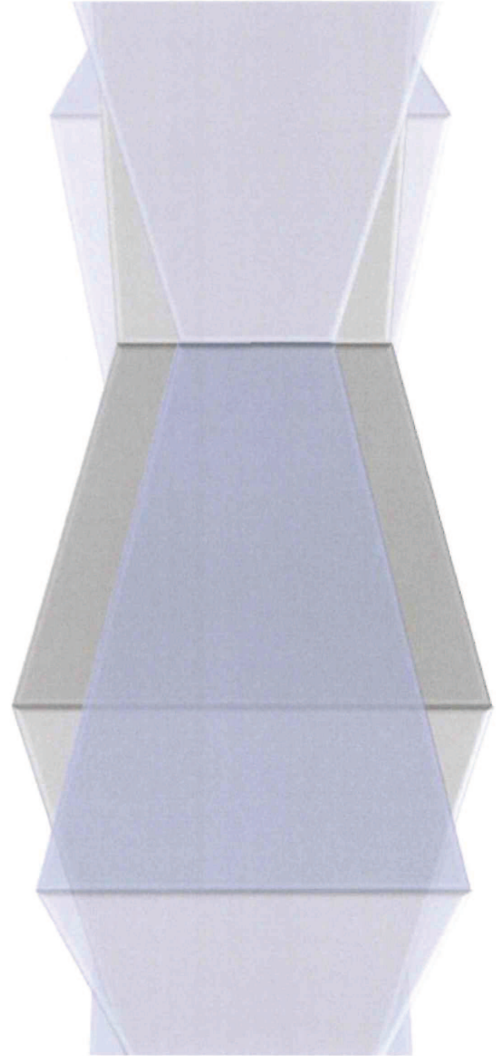
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**Silsoe Church of England
VC Lower School
Planning Consultation**

Planning Application - CB/15/00256/Full



The village of Silsoe is considered to be one of the most popular residential locations in the county of Bedfordshire. The village has increased in size substantially over the past three years with a planned addition of 533 dwellings of which 70% are now approaching completion.

The land for the new school forms part of a legacy identified by Cranfield University in their development Master Plan. The existing school has an excellent educational record, with a committed compliment of teachers, an active Board of Governors and a vibrant Parent Teacher Association.

The new school is a much needed facility and presents an opportunity to further improve the educational outcomes for the children of the village and it will be something that the Residents can take pride in.

Silsoe Parish Council is totally committed to the provision of the new school and the benefits that it will bring to the village. Parish Councillors have attended all the consultative events and has carefully considered the planning application. The Parish Council details below their observations and comments regarding the proposed design and layout of the new school.

Design & Access Statement

- **Disabled Access**

The Design and Access Statement does not contain an Access Statement detailing the accessible routes and facilities within the building for the Disabled User.

Communities & Local Government - Guidance on information requirements and validation - 148

The design and access statement should also explain the policy adopted in relation to access and how relevant policies in local development documents have been taken into account.

The statement should provide information on any consultation undertaken in relation to issues of access and how the outcome of this consultation has informed the development proposals. This should include, for example, a brief explanation of the applicant's policy and approach to access, with particular reference to the inclusion of disabled people, and a description of how the sources of advice on design and accessibility and technical issues will be, or have been followed.

- **Accessible WC & Shower**

The position of the Disabled Shower & WC may be considered discriminatory on the basis that a disabled User will be required to travel an unreasonable distance to get to the facilities. If a comparison is made between the locations of the sanitary accommodation relative to the class rooms and then the distance to the accessible WC & Shower room it could be considered unreasonable. In addition, this may result in a young disabled student may be made to feel self-conscious about being observed by the rest of the school compliment as he or she travels the length of the building to go to the loo.

- AD Part M of the building regulations says that the regulations will be satisfied if any wheelchair user does not have to travel more than 40m horizontally to reach an accessible toilet. With young pupils the travel distance may need to be less.
- DoE - Advice on Standards for School Premises - Facilities for disabled pupils - Each toilet for disabled pupils needs to contain one toilet and one washbasin (and possibly a shower or other wash down fitting) and have a door opening directly onto a circulation space that is not a staircase and which can be secured from the inside. Where possible, the number and location of accessible toilets will be sufficient to ensure a reasonable travel distance for users that does not involve changing floor levels.

This shower facility is primarily provided for disabled teaching staff and visitors but as a Unisex facility it can be used by almost anybody. It will be very useful facility should a child have an accident or to encourage members of staff to cycle to school. The limitation of the design is that there is a lack of any locker storage.

- **Main Staircase**

Since the major population within the building are small people it would seem proper to require that there be a handrail for them when using the Main Staircase. A handrail at 600mm above FFL would appear to be necessary.

- **MUGA**

The Design and Access statement Executive Summary states that "There is also a fenced MUGA located between the Community Centre and the school which will be shared between both facilities at various times of the day". This is an incorrect. The MUGA is part of the Silsoe Community Sports Centre and forms part of the facilities owned and operated by the Silsoe Recreational Trust and as such will be a hireable space available to any organisations, clubs or individuals on the basis of declared hiring charges.

Building Design

Having considered the proposed building design and the artist's impressions provided the Silsoe Parish Council is not convinced that the design adequately reflects the architecture within the village or the new buildings that are in close proximity.

The design of the school is innovative with the tree-like elements that form part of the structural elements which has great merit, but the coloured rectangular block features do not fit in with the neighbouring built environment. No doubt that if the building was located in a larger and more spacious setting viewed at a distance it would be very impressive. In the proposed setting we feel it is wrong.

In the computer generated images of the building do not show the 2 metre high perimeter fence around the school and we feel that this will totally change the appearance of the building. The perimeter fence needs to form part of the overall design to provide a better representation of the actual street scene.

The site of the school is within the Silsoe Conservation Area which was published as Supplementary Planning Guidance in 2004. We attach as copy of the Silsoe Village Design Statement for your information and consideration.

Main Entrance

The Main Entrance approach seems unnecessarily confined. It is suggested that the approaches between the main entrance to the school and the perimeter fencing and entrance gates is increased in size to allow more space for Parents with buggies and siblings to stand in safety.

Transport Issues

- **Travel Plan**

The document states that CBC Highways are engaged in a review of infrastructure improvements to develop sustainable and active travel routes to the new school location. Since the roads within the estate have already been constructed, there is no additional land available for road construction and no capital sums for major road improvements and therefore no prospect of changing the road infrastructure. The only options remaining will be modifications and adaptations to the existing infrastructure.

The School Travel Plan should form part of this planning application as traffic management within Silsoe is a major issue. The Traffic Plan needs to accompany the application so that Residents can realistically review and understand what is proposed. The Travel Plan should not appear as a secondary planning option secondary to the main decision and appearing as an afterthought that may or may not improve the traffic management around the school.

We have an opportunity to make the change and provide a solution to the traffic chaos that ensues outside practically every school in the country. Silsoe is a rural area, and in many families both Parents are employed, and the car is the enabler.

- **School Employee Parking**

The planning application states that the existing staff numbers are 14 full time and 18 part-time staff with an existing parking capacity for 22 vehicles with 2 vehicles parked in the High Street and in recent months up to a maximum of 30 vehicles has been present. The proposal to provide 24 parking spaces in Phase One is too few and unacceptable given the schools location in the estate.

We suggest an increase in the staff car parking capacity and the proposals for Phase 2 be implemented immediately.

- **Pre-School Parking**

The existing Pre-School has an impact upon local parking congestion in the High Street; a recent event at the Pre-School resulted in 28 vehicles parked in the High Street. Without some form of additional parking capacity or set-down area the Pre-School will add to the congestion in Chestnut Avenue. We would point out that Chestnut Avenue is narrower than the High Street North and in its new position it is immediately adjacent the junction with Obelisk Way the junction is likely to be a very congested and therefore a greater safety hazard.

It is therefore suggested that to overcome this problem the building is re-sited in a westerly direction a sufficient distance to allow the design to include on-road parking or a set-down area to accommodate the needs of Parents delivering children by motor vehicle.

- **Service Vehicle Access**

We note that the plan makes no provision for vehicles loading & off-loading or Set-Down capacity for Coaches or Mini Buses. Given the possibility of children with disabilities being delivered or collected from the school in a Minibus or similar there needs to be some provision for parking the vehicle with adequate space for children to board or disembark from the vehicle in safety.

- **BESD Drop-Off Point**

It would seem sensible and practical that the BESD Drop-Off Point be equivalent to that provided for Off-Street Disabled Parking with the provision of wider safety zones around the vehicle.

- **On-Road Parking**

There is no provision for on street set-down or short term parking to enable Parents to deliver their children at the beginning and end of the day. The School is positioned between two (2) road junctions with nine (9) parking spaces on the opposite side of the road. These spaces are provided for the visitors and service vehicles serving the adjacent housing. Parents parking in these spaces or impeding their use of these spaces are likely to encounter hostility from the Residents.

The existing road layout e.g. Obelisk Way, Chestnut Avenue, Hazel Grove, and Plantation View will become extremely congested at peak times. We are of the opinion that the current design is not satisfactory or fit for purpose and will be the source of continuing vexation with Residents and Parents alike. Unless this is addressed at this time this will be a source of disputes for years to come and will overshadow the educational achievements of the school.

It is therefore suggested that to overcome this problem the building is re-sited in a westerly direction a sufficient distance to allow the design to include on-road parking or a set-down area to accommodate the needs of Parents delivering children by motor vehicle.

- **Road Safety Markings**

The road safety markings will be on the south side of Chestnut Avenue centred either side of the main entrance to the school and will be between 25.5 metres to 43.5 metres in length. This will substantially reduce the available on-road parking on the southern side of Chestnut Avenue.

- **Event Parking**

If the school holds events such as football competitions and other events there needs to be some additional parking capacity to accommodate those attending the event. The school will have access to a junior football pitch and access will be from the school. There will be no parking available at the Silsoe Community Sports Centre.

- **Perimeter Fence**

It is also noted that the perimeter fence around the building on Chestnut Avenue abuts up to the edge of the pathway. Should motorists attempt to park on the pavement there will be little or no clearance for pedestrians to pass between the car and the fence. Parking on the pavement will present a greater hazard to Pedestrians because of the confined space.

It is therefore suggested that to overcome this problem the building is re-sited in a westerly direction a sufficient distance to allow the design to include on-road parking or a set-down area to accommodate the needs of Parents delivering children by motor vehicle.

- **Emergency Vehicle Access**

There is no access route shown to the rear of the building for ambulance, fire tender or other service vehicles.

Sustainability

While the design principles are clearly stated the actual performance of the building needs to be understood. The school administration should be provided with a “Toolkit” as required in Building Regulations Part L2. This would enable the school to demonstrate both as an educational requirement and part of the Schools Environmental Policy that the building meets or exceeds the design calculations. This should also include for review process and look at possible improvements and alterations in environmental performance.

Environmental Controls

No mention is made of the environmental control package that will be utilised. A well thought out control strategy in association with a good electronic control system will be key to enabling the building to be operated effectively by non-technical staff. The effects of solar gain on the southern and western elevations and the control of the environment within the open atrium area will require specific attention.

Solar Gain

Due to the position of the building the southern and western elevations will be subject to high solar gain. There is no description on how the effects of sun light will be mitigated in the Year 2 Classrooms (2 No), the BESD classroom, the circulation corridor (Phase 1) and the Main Hall.

It may also be appropriate to consider the requirement to provide areas of shade in the play/recreation area.

External Yard & Recycling Bin Area

This is shown on the southern elevation and adjacent the access to the Kitchen. It is suggested that due to the possible solar gain on this elevation the current design needs reviewed. The proposed bin enclosure needs to be modified to reduce or overcome possible unpleasant odours caused by direct sun light on food waste containers and similar that will be stored in this area.

Site Storage

Silsoe Primary VC School - Planning Consultation

We note that there is no storage for external equipment. The Site Manager and the school will need to store an accumulation of tools and equipment used in the operation and maintenance of the school that it will not be possible to store within the school building itself. There is limited space for temporary additional storage around the building so it is essential that some storage facilities are provided.

Waste Management

It is assumed that the car park within the school grounds will be a secure area and that waste collection vehicles will not be permitted to enter the compound to access the waste bins. In that event the Site Agent will have to wheel the bins to the pavement edge to await collection. The bin would obstruct the pathway presenting a hazard to pedestrians and cause a nuisance and annoyance to Residents.

It is suggested that an enclosure be constructed adjacent the car park entrance within the perimeter fence for locating the bins while they await collection

31st March 2014

Ref: Silsoe VC School

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

For the Attention of Ms. Edwina Grant, Director of Children's Services

Consultation on the proposed relocation and expansion of Silsoe Lower School

Dear Madam,

With reference to the above, Silsoe Parish Council is committed to ensuring the legacy left to the village by Cranfield University provides an exceptional environment that will enhance the pupil's educational experience and maximise their achievements.

The project timeline is short and it therefore critical that every element of the project is completed correctly, first time and on time. In addition to the design of the building the transfer from the existing school to the new school site is an equally critical part of the project. It is essential that project funding and resources are adequate to ensure the beneficial transfer of the existing school to the new school site. This shall include but not be limited to:-

- Every opportunity to be afforded the Governors and teaching Staff to make a seamless transition from the existing building to the new building.
- That the staff and pupils make the transfer in good time and without any undue stress or discomfort.
- That the changeover maintains the high standard of education achieved.
- To ensure that no child attending the school suffers any change, alteration or reduction in his or her education as a result of the move.

Equipment & Resources

- Any existing equipment to be transferred from the exiting school to the new school is of satisfactory quality, safe for continued use, in good working order and of adequate capacity.
- That there is adequate funding to upgrade or refurbish any existing equipment or to provide new equipment where existing equipment is not suitable for re-use.
- That adequate funding is available to meet the needs for any one-off or temporary resource requirements be they staff or equipment related.

Community Engagement

- Community Engagement Plan to ensure that Governors, Staff, Pupils, Parents and Residents are involved in every stage of the building design, construction, fitting out, and occupational services.
- To ensure that the aspirations of all concerned in the project are managed adequately to ensure a successful project completion.

Traffic Plan

The volumes of traffic within the village at peak times are a major problem. Vehicle movements within the village have increased substantially over the past few years and are set to increase still further with the development of the Wrest Park Industrial Area, English Heritage's Wrest Park and the addition of 488 new dwellings under construction at this time.

The site of the new school at the opposite end of the village will change the pupils travel routes within the village. This change requires that all pedestrian and vehicular routes to and from the new school will be thoroughly reviewed, and upgraded where necessary.

Amongst the considerations will be :-

- Identify and upgrade the north/south pedestrian routes within the village to the site of the new school to provide safe, accessible routes and including lighting and signage.
- Provide pedestrian crossing points on all east/west routes.
- Review the need for a 20 mph speed limit with the central zone of the village.
- Reduction of national speed limits at the south end of the village to a point before the junction of Obelisk Way
- Provide adequate vehicular access and parking for Staff, Visitors including accessible parking within the school premises.
- Provision of a set-down point for Private cars, Taxi and Mini bus drop-off/collection of pupils.
- Consider re-siting existing Bus Collection/Drop off/ Assembly points from the crossroads to Mander Farm Road Roundabout.

Silsoe Community Sports Centre

It has been anticipated that the School will make some use of the Community Sports Centre and the sports pitches but this has yet to be defined. Every effort will be made to enable the school to use the facilities it needs. However it should be noted that the Silsoe Community Sports Centre will be operated on a sound economic basis and hiring charges will be at commercial rates.

Storage within the Silsoe Community Sports Centre will be at a minimum and the school should take cognisance of this in assessing their needs.

A limited amount of car parking has been allocated to the Community Sports Centre for Customers using the Centre. The Centre will be open seven days per week from approximately 0600 hrs. to 2200 hrs. each day. It is essential that the design of the new school includes

Silsoe Parish Council

adequate traffic management features and car parking capacity to ensure that the school traffic does not impact unduly on the Community Sports Centres business and that the Customers of the Community Sports Centre are able to park their vehicles in spaces provided.

Silsoe Parish Council is a key stakeholder in the development of both the new school and the Silsoe Community Sports Centre and it is committed to contributing to the development of the two buildings and to ensuring the best outcomes for the Residents of the village.

Yours Faithfully

Cllr. Ian J Kelly
For and Behalf of
Silsoe Parish Council

CC Mr R Parsons, Mrs S. Perdue, Rev. S Holroyd, Mrs S Hughes, Mrs S. Barrow, Mr D. Irons



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Scale 1:7000
 Date: 11th January 2015
 Created by Pedro Veiga, Search Officer





DAVID TURNOCK ARCHITECTS
 Datum House 3 Commerce Road
 Lynch Wood Peterborough PE2 6LR
 Phone 01733 383010 Fax 01733 383013
 Email info@dtarchitects.co.uk

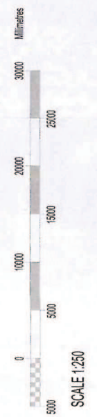
Silsoe Church of England VC Lower School
PROPOSED SITE PLAN - V.E. Proposal : 1st Phase
 PROJECT No: 2144 SCALE: 1:250@A1
 DRAWING No: AK0101_P02 DATE: March 2015

P02 : 17.03.15 : Building moved west by 1.5m.
 P01 : 13.03.15 : Preliminary Issue 01, for comments.

Refused

15/02/2015

N



Item No. 9

APPLICATION NUMBER	CB/14/04852/FULL
LOCATION	Tree Tops, Heath Lane, Aspley Heath, Milton Keynes, MK17 8TN
PROPOSAL	Erection of detached two storey dwelling with access and garden.
PARISH	Aspley Heath
WARD	Aspley & Woburn
WARD COUNCILLORS	Cllr Wells
CASE OFFICER	Annabel Robinson
DATE REGISTERED	19 December 2014
EXPIRY DATE	13 February 2015
APPLICANT	Mr Inchbald
AGENT	AKT Planning+Architecture
REASON FOR COMMITTEE TO DETERMINE	Called in by Councillor Wells “ Over development of an existing site, and objects to a decision to approve as infill. Also highway safety grounds, parking on site inadequate space for four cars to turn on site/on Heath Lane.”
RECOMMENDED DECISION	Full Application - Granted

Summary of Recommendations

The planning application is recommended for approval, the design of the dwelling although stylistically different to the traditional vernacular would be in accordance with Central Bedfordshire Core Strategy and Development Management Policies DM3, CS1, CS2, CS5, DM4, DM13, CS15. It would not have a significant impact upon the residential amenity of any adjacent properties, the significance or the setting of the Aspley Heath Conservation Area and would result in a new development suitable for the location. It is considered that the design is in accordance with the Central Bedfordshire Design Guide and the submitted Development Strategy and National Planning Policy Framework.

Recommendation

That Planning Permission be approved 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 until the following details are submitted to and approved in writing by the Local Planning Authority and shall be carried out in full accordance with such approved details:**

- **Samples of materials to be used in the external finishes of the development hereby approved.**
- **Drawings of all new proposed doors and window to a scale of 1:10 or 1:20, together with a specification of the materials and finishes. Details provided should clearly show a section of the glazing bars, frame mouldings, door panels, the depth of the reveal and arch and sill details.**

Reason: To ensure that the proposed development is carried out in a manner that safeguards the historic character and appearance of the Conservation Area.

- 3 The dwelling shall not be occupied until a scheme has been submitted to the Local Planning Authority and approved in writing by the Local Planning Authority indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with the approved scheme before the buildings are occupied and be thereafter retained.

Reason: To safeguard the appearance of the completed development and the visual amenities of the locality.
(Policy 43, DSCB)

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

**Reason: To ensure an acceptable standard of landscaping.
(Policies 43 and 58, DSCB)**

- 5 Notwithstanding any provision of the Town and Country Planning (General Permitted Development Order) 1995 (or any Order revoking or re-enacting that Order with or without modification) no extensions or alterations shall be carried out to the development hereby permitted without the prior approval by way of a planning consent from the Local Planning Authority and only the approved details shall be implemented.

Reason: To protect the amenities of occupiers of neighbouring properties.

- 6 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers A14-058-SLP001A, A14-058-PL500D, A14-058-PL100E, A14-058-PL300C, A14-058-PL200C, A14-058-PL600D; Design and Access Statement; Heritage Statement; Arboricultural Method Statement, 5339 FE TPP04, 5339 FE TL 03.

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

- 7 Prior to development, all protective fencing and ground protection, as stipulated on the Tree Protection Plan (Drawing No. 5339 FE TPP 04), shall be erected and positioned in strict accordance with this plan, and in full compliance with the specification set out in Section 5.3 and 5.5 of the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E). The fencing and ground protection shall then remain securely in place throughout the entire course of development.

Reason: To establish a protective area and construction exclusion zone around the designated Root Protection Areas so as to prevent damage from excavation work, soil compaction, material storage, and machinery plant, so as to conserve the integrity of the rooting medium and rooting system of adjacent trees.

- 8 Both prior to and during development, all tree protection measures as outlined in the Arboricultural Method Statement, prepared by First Environment Limited (Ref 5330FE AMS 01 rev E), shall be fully implemented in strict accordance with this document.

Reason: To ensure the satisfactory implementation of tree protection measures in order to secure the health, stability and amenity value of adjacent trees.

- 9 Where limited manual excavation is being approved in designated Root Protection Areas, the methodology must be carried out in strict accordance with Section 5.4 of the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E) and only in the positions shown on the Tree Protection Plan (Drawing No. 5339 FE TPP 04).

Reason: To ensure that no tree root damage is incurred throughout the course of those permitted operations being allowed within the designated Root Protection Areas, as shown on the Tree Protection Plan (Drawing No. 5339 FE TPP 04).

- 10 Notwithstanding the provisions of Part 1 Class E of Schedule 2 to the Town and Country (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no buildings or other structures shall be erected or constructed within the curtilage of the property without the grant of further specific planning permission from the Local Planning Authority.

Reason: To control the development in the interests of the visual amenity of the area.

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. Arboricultural Supervision

Before development begins the Local Planning Authority will be advised of the name and contact details of the Supervising Arboriculturist, who will be appointed by the developer to carry out all direct arboricultural supervision throughout the course of development, and who will advise the Local Planning Authority of all arboricultural operations requiring supervision, as set out on the Arboricultural Method Statement (Ref 5330Fe AMS 01 rev E).

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

Planning permission has been granted for this proposal. 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 consideration of the application the Committee received representations made under the Public Participation Scheme.
2. In advance of consideration of the application the Committee were advised of additional consultation responses received including:
 - a. 9 letters of objection and 1 email were received from objectors who were restating their original objections.
 - b. The Tree Officer confirmed that he had no objections to the revised Arboricultural Method Statement.
 - c. There were 4 new conditions dealing with the Trees (7,8,9 & 10) and 1 new informative for the applicant.]

Item No. 6

APPLICATION NUMBER	CB/15/00256/FULL
LOCATION	Silsoe Church of England VC Lower School, Chestnut Avenue, Silsoe
PROPOSAL	Construction of new 2 form entry lower school, pre school facilities, play areas and car parking
PARISH	Silsoe
WARD	Silsoe & Shillington
WARD COUNCILLORS	Cllr Ms Graham
CASE OFFICER	Samantha Boyd
DATE REGISTERED	26 January 2015
EXPIRY DATE	27 April 2015
APPLICANT	Central Bedfordshire Council
AGENT	David Turnock Architects
REASON FOR COMMITTEE TO DETERMINE	CBC is applicant - objection to development from Parish Council
RECOMMENDED DECISION	Full Application - Recommended for Approval

Reason for Recommendation

The site of proposed new school building partly falls within site allocation MA9 of the Site Allocations Document for 380 dwellings, community facilities, school, B1 employment uses and a conference centre. The proposal is considered to provide an educational facility to meet the needs of residents and therefore is considered acceptable in principle.

Furthermore, the proposal, by virtue of its siting and scale is considered to be appropriate for this location and provides a level of parking to the Council's standards and therefore accords with Policy DM3 of the Core Strategy and Development Management Policies Document (adopted 2009) and the National Planning Policy Framework (2012).

Recommendation

That planning permission be granted subject to the following conditions:

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 Before the premises are occupied all on site vehicular areas shall be surfaced and drained in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking and manoeuvring of vehicles within the site.

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

- 3 Prior to the opening of the school hereby approved, a School Travel Plan shall be prepared and submitted to the Local Planning Authority for approval. The plan shall contain details of:
- the establishment of a working group involving the school, parents, representatives of the local community and the Chairman of Development Management Committee
 - pupil/staff travel patterns and barriers to the use of sustainable travel
 - measures to reduce car use
 - an action plan detailing targets and a timetable for implementing appropriate measures and plans for annual monitoring and review for 5 years.

There shall be an annual review of the Travel Plan (for a period of 5 years from the date of approval of the Plan) to monitor progress in meeting the targets for reducing car journeys generated by the proposal.

Reason: In the interest of pupil safety, to reduce congestion and to promote the use of sustainable modes of transport.

- 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 and roofs 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.

- 5 **No development shall take place until a landscaping scheme to include all hard and soft landscaping, particularly along the northern and eastern boundaries of the site, 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.

- 6 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers AK0101_P02, AK0601_P01, AK0401_P01, AK0802_P01, AK0202_P04, AK0201_P05, AK0801_P01, AP0211_A, AP0810_A, AP0811_A, AO0210_A, AP0102_A.

Reason: To identify the approved plan/s and to avoid 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 adopted Core Strategy and Development Management Policies Document (North) and the emerging Development Strategy for Central Bedfordshire.

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

Approval of planning permission is recommended for this proposal. The Council acted pro-actively through positive engagement with the applicant 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 consideration of the application, the Committee received representations made under the Public Participation Scheme.
2. In advance of consideration of the application, the Committee were advised of the following additional consultation response and additional information which is set out in the Late Sheet appended to these minutes:
 - a. Silsoe Parish Council responded to the application and a copy of the documentation was sent to all Committee Members in advance of the meeting
 - b. The Principal Highways Officer had submitted a list of measures to help mitigate the impact of traffic
 - c. The acronym BESD means Behavioural Emotional and Social Difficulties

d. The application was not in the conservation area boundary.]

Item No. 7

APPLICATION NUMBER	CB/14/04865/REG3
LOCATION	Roecroft Lower School, Buttercup Road, Stotfold, Hitchin, SG5 4PF
PROPOSAL	Demolition of existing pre-school structure. Extensions and alterations to existing school building/site to provide 5no. additional class bases, extension to existing classroom, creation of additional car park, revised playground arrangements, works to the fabric of the existing school including conversion of existing courtyard in Dining Area.
PARISH	Stotfold
WARD	Stotfold & Langford
WARD COUNCILLORS	Cllrs Clarke, Saunders & Saunders
CASE OFFICER	Alex Harrison
DATE REGISTERED	15 December 2014
EXPIRY DATE	09 February 2015
APPLICANT	Children's Services, Central Bedfordshire Council
AGENT	David Turnock Architects
REASON FOR COMMITTEE TO DETERMINE	CBC application with two objections that cannot be addressed by conditions.

RECOMMENDED DECISION	Full Application - Approval
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Reasons for recommendation:

The proposed extension to the school will allow for the accommodation of expected growth in the catchment area. The design is such that the two storey extension in place of the existing pre-school building would sit comfortably in the context of the principal school building. The conversion of the existing detached building and provision of entrance porch have a negligible impact on the character of the area. Concerns over the impact from traffic and parking are noted and are considered to be addressed through the scheme providing a new 12 space car park and a proposed condition requiring a revised travel plan to be approved and reviewed. As a result the proposal is considered to adhere to the requirements of policies CS3, CS14, DM3, DM4 and DM9 of the Core Strategy and Management Policies, November 2009; National Planning Policy Framework (March 2012). It is also considered acceptable in light of the technical guidance within the Central Bedfordshire Design Guide 2014.

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

Reason: To safeguard the appearance of the completed development by ensuring that the development hereby permitted is finished externally with materials to match the existing building in the interests of the visual amenities of the locality. (Policy 43, DSCB)

- 3 The planting and hard and soft landscaping scheme shown on approved Drawing No. 001 dated 10/12/2014 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 shall mean 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 with others of a similar size and species.

Reason: To ensure an acceptable standard of landscaping. (Policies 43 and 58, DSCB)

- 4 The proposed development shall be carried out and completed in all respects in accordance with the on-site vehicular layout illustrated on the approved plan 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.

- 5 Notwithstanding the details in the application hereby approved, prior to the building hereby approved being brought into use, a new School Travel Plan shall be prepared and submitted to and approved by the Local Planning Authority. The plan shall contain details of:

- the establishment of a working group involving the School, parents, representatives of the local community and the Chairman of the Development Management Committee
- pupil travel patterns and barriers to sustainable travel
- measures to encourage and promote sustainable travel and transport for journeys to and from school
- an action plan detailing targets and a timetable for implementing appropriate measures and plans for annual monitoring and review

All measures agreed therein shall be undertaken in accordance with the approved plan and there shall be an annual review of the Travel Plan to monitor progress in meeting the targets for reducing car journeys generated by the proposal.

Reason: In the interests of highway safety, to reduce congestion and to promote the use of sustainable modes of transport.

- 6 **No occupation of the building shall take place until details have been submitted to and approved in writing by the Local Planning Authority of the proposed additional lighting to be installed at the site. Details shall include the location and nature of lighting and luminance levels along with details of how the impact of luminance shall be minimised when viewed from neighbouring residential properties. The works shall be carried out in accordance with the approved details and shall thereafter be retained.**

Reason: To ensure the provision of additional lighting is done so without causing harm to neighbouring residential amenity.

- 7 No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:

- Construction vehicle numbers, type, routing;
- Traffic management requirements;
- Construction and storage compounds (including areas designated for car parking);
- Siting and details of wheel washing facilities;
- Cleaning of site entrances, site tracks and the adjacent highway;
- Timing of construction activities to avoid school pick up/drop off times;
- Post construction restoration/reinstatement of the working areas and any temporary access to Buttercup Road.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way.

- 8 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers AL0101_P01, 001, AK0001_P05, AK0002_P09, AK0003_P09, AK0005_P06, AK0008_P03, 14613cv-02, 14613cv-03 and 9637/E/116 Rev P1.

Reason: To identify the approved plan/s and to avoid 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. It is advised that the applicant uses of the 'iOn Travel' website (www.iontravel.co.uk/centralbedfordshire) to manage their travel plan and implement the actions contained within it. It also benefits applicants by helping them to fulfil their planning conditions through the use of the reporting part of the tool.
3. The applicant is advised that further information regarding the updating of the School Travel Plan is available from the Sustainable Transport Team, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire, SG17 5TQ.

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

This application has been recommended for approval. Discussion with the applicant to seek an acceptable solution regarding a travel plan and an agreement to require details to be approved by condition was reached. 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 consideration of the application, the Committee received representations made under the Public Participation Scheme.
2. In advance of consideration of the application, the Committee were advised of additional consultation / publicity responses, as detailed in the Late Sheet appended to these minutes, included:
 - a. The Highways Officer provided his view
 - b. A copy of a letter sent by a neighbouring resident to Alistair Burt MP
 - c. Condition 4 has been amended as above and a new condition 7 has been added above.
3. That a recommendation be sent to the Strategic Planners requesting a review of the Guide in relation to parking at schools for staff and visitors.
4. Condition 5 be amended to include the Chairman of Development Management Committee and Condition 6 be amended to include the missing wording regarding the luminance levels.]

Item No. 8

APPLICATION NUMBER	CB/15/00240/OUT
LOCATION	Havannah Farm, Sutton Hill, Sutton
PROPOSAL	Outline Application: Re-instate farm house and rebuild as a four bedroom dwelling.
PARISH	Sutton
WARD	Potton
WARD COUNCILLORS	Cllrs Mrs Gurney & Zerny
CASE OFFICER	Samantha Boyd
DATE REGISTERED	23 January 2015
EXPIRY DATE	20 March 2015
APPLICANT	Mr & Mrs M & J Oakley
AGENT	M W Easton FIAS (Town Planning)
REASON FOR COMMITTEE TO DETERMINE	Cllr Call In - Cllr Doreen Gurney Reason - Impact on landscape. Replace farm house which was demolished for safety reasons and security of farm buildings from raves/footpath going through farm and when cattle and stock are moved on to site.
RECOMMENDED DECISION	Outline Application - Refusal Recommended

Delegated Decision – See Minute No. DM/14/179

That the Development Infrastructure Group Manager be delegated authority to approve the application subject to the following conditions:

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 **No development shall take place until approval of the details of the access, appearance, landscaping, layout and scale of the development (herein called “the reserved matters”) has been obtained in writing from the Local Planning Authority. The development shall be carried out in accordance with the approved details.**

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

- 3 The development hereby permitted shall only be occupied by a person solely or mainly employed, or last employed, in agriculture as defined in Section 336(1) of the Town and Country Planning Act 1990, or in forestry, or a widow or

widower of such a person and any resident dependents.

Reason: The Local Planning Authority would not permit the erection of a dwelling on this site unconnected with the use of land for agriculture or forestry purposes.

- 4 The plans submitted for approval of reserved matters in association with this development shall include the following:
- The existing vehicle crossover reconstructed to the specification of the highway authority.
 - The existing driveway reconstructed in a durable bound material for a distance of 5m from the highway boundary.
 - Disposal of surface water from the driveway within the site.

Reason: In order to provide an improved vehicle access and to avoid the carriage of extraneous material or surface water from the site into the highway so as to safeguard the interest of highway safety.

- 5 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, number OAK/14/01.

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

Notes to applicant

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.

The application form for approval of details reserved by a condition, guidance notes and fees (i.e. £28.00 for householder applications and £97.00 for all other applications, per submission) can be found on our website www.centralbedfordshire.gov.uk or alternatively call Customer Services on 0300 300 8307 for hard copy forms.

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.

The applicant is advised that no works associated with the reconstruction 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 on 0300 300 8049. This will enable the necessary consent and procedures under Section 184 of the Highways Act to be implemented.

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 adopted Core Strategy and Development Management Policies Document (North) and the emerging Development Strategy for

Central Bedfordshire.

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

Whilst the application was recommended for refusal Members resolved to grant consent for the following reason. The proposed agricultural workers dwelling is considered to be acceptable as the applicant has demonstrated special circumstances exist therefore the proposal would comply with the National Planning Policy Framework. The proposal would benefit the rural economy by bringing employment opportunities in the countryside through the relocation of the applicants existing farming business. The proposal is also considered to the relocation of the applicants existing farming business. The proposal is also considered to comply with Policy DM4 of the Core Strategy and Development Management Policies in that the proposed dwelling would not result in harm to the character and appearance of the rural area. 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: In advance of consideration of the application the Committee received representations made under the Public Participation Scheme.]

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Item No. 10

APPLICATION NUMBER	CB/15/00460/FULL
LOCATION	312 Manor Road, Woodside, Luton, LU1 4DN
PROPOSAL	Proposed car port with pitch roof over existing outbuilding
PARISH	Slip End
WARD	Caddington
WARD COUNCILLORS	Cllrs Collins & Stay
CASE OFFICER	Debbie Willcox
DATE REGISTERED	05 March 2015
EXPIRY DATE	30 April 2015
APPLICANT	Mr Stay
AGENT	Nett Assets Limited
REASON FOR COMMITTEE TO DETERMINE	The applicant is a Member of the Council.

RECOMMENDED DECISION	Full Application - Recommended for Approval
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Summary of Recommendation

The proposal is recommended for approval as it would be acceptable in terms of Green Belt policy, would have an acceptable impact on the character and appearance of the site and its surroundings and on the amenity of neighbouring occupiers and thus would be in accordance with the National Planning Policy Framework, policies BE8 and T10 of the South Bedfordshire Local Plan Review and policies 27, 36 and 43 of the emerging Development Strategy for Central Bedfordshire.

Recommendation

That Planning Permission be GRANTED subject to the following:

RECOMMENDED CONDITIONS

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

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

- 2 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers PL01, PL02.

Reason: To identify the approved plans and to avoid 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. **Will a new extension affect your Council Tax Charge?**

The rate of Council Tax you pay depends on which valuation band your home is placed in. This is determined by the market value of your home as at 1 April 1991.

Your property's Council Tax band may change if the property is extended. The Council Tax band will only change when a relevant transaction takes place. For example, if you sell your property after extending it, the new owner may have to pay a higher band of Council Tax.

If however you add an annexe to your property, the Valuation Office Agency may decide that the annexe should be banded separately for Council Tax. If this happens, you will have to start paying Council Tax for the annexe as soon as it is completed. If the annexe is occupied by a relative of the residents of the main dwelling, it may qualify for a Council Tax discount or exemption. Contact the Council for advice on **0300 300 8306**.

The website link is:

www.centralbedfordshire.gov.uk/council-and-democracy/spending/council-tax/council-tax-charges-bands.aspx

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

Planning permission is recommended for approval for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. 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: In advance of consideration of the application, the Committee were advised of the Public Protection Officer's comment of no objections as set out in the Late Sheet appended to these minutes.]

Item No. 11

APPLICATION NUMBER	CB/15/00553/FULL
LOCATION	101 Stanbridge Road, Leighton Buzzard, LU7 4QA
PROPOSAL	Detached garage with storage room over (revised application CB/14/01135/FULL).
PARISH	Leighton-Linslade
WARD	Leighton Buzzard South
WARD COUNCILLORS	Cllrs Berry, Bowater & Dodwell
CASE OFFICER	Donna Lavender
DATE REGISTERED	16 February 2015
EXPIRY DATE	13 April 2015
APPLICANT	Mr Ridgway
AGENT	RM Architectural Consultants Ltd.
REASON FOR COMMITTEE TO DETERMINE	Ward Member Call In on grounds of precedent set by other outbuildings in the area.

RECOMMENDED DECISION	Full Application - Recommended for Refusal
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Summary of Recommendation

The proposed development would be detrimental to the visual amenities of the streetscene due to its siting and excessive scale and would also result in an unacceptable amount of overlooking to the living accommodation and garden space of 36 Garden Leys. The proposal is therefore contrary to national policy in the form of the National Planning Policy Framework (NPPF), policy BE8 of the South Bedfordshire Local Plan Review, policy 43 of the emerging Development Strategy for Central Bedfordshire and the Central Bedfordshire Design Guidance.

Recommendation

That Planning Permission be REFUSED due to the following:

RECOMMENDED REASON

- 1 The proposed outbuilding by reason of its siting, excessive size, bulk and scale would fail to compliment the character of the area or the existing dwelling and other similar properties in the locality and would be detrimental to the visual amenities of the street scene and locality and of nearby residents. The development would also result by reason of its proposed use and close proximity, in an unacceptable amount of overlooking to the garden space of 36 Garden Leys, detrimental to the amenities of the occupiers. The proposal is therefore contrary to national policy in the form of the National Planning Policy Framework (NPPF), policy BE8 of the South Bedfordshire Local Plan Review, policy 43 of the emerging Development Strategy for Central Bedfordshire and the Central Bedfordshire Design Guidance.

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 the report. 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 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 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: In advance of consideration of the application the Committee were advised of an additional objection from Leighton Linlade Town Council dated 25 March, which is set out in the Late Sheet appended to these minutes.]