

## CENTRAL BEDFORDSHIRE COUNCIL

At a meeting of the **DEVELOPMENT MANAGEMENT COMMITTEE** held in Council Chamber, Priory House, Monks Walk, Shefford on Wednesday, 3 February 2016

### PRESENT

Cllr K C Matthews (Chairman)  
Cllr R D Berry (Vice-Chairman)

Cllrs	M C Blair	Cllrs	C C Gomm
	Mrs S Clark		K Janes
	K M Collins		T Nicols
	S Dixon		I Shingler
	F Firth		J N Young

Apologies for Absence: Cllrs E Ghent

Substitutes: Cllrs D Bowater (In place of E Ghent)

Members in Attendance: Cllrs P A Duckett  
K Ferguson  
J G Jamieson  
Mrs J G Lawrence  
B J Spurr,

Officers in Attendance:	Mr D Ager	Principal Highway Officer
	Miss H Bell	Committee Services Officer
	Mr A Bunu	Senior Planning Officer
	Mrs M Clampitt	Committee Services Officer
	Mr J Ellis	Planning Manager West
	Mr A Emerton	Managing Solicitor Planning, Property, Highways & Transportation
	Mr D Hale	Planning Manager South
	Mr D Lamb	Planning Manager East
	Mrs L Newlands	Principal Planning Officer
	Ms A Rowland	Team Leader Sustainable Transport Team
	Mr B Tracy	Planning Officer
	Miss D Willcox	Planning Officer

### DM/15/143. **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 agenda would be taken in order.

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/15/144. **Minutes**

**RESOLVED**

**that the Minutes of the meeting of the Development Management Committee held on the 06 January 2016 be confirmed and signed by the Chairman as a correct record subject to the revision of the resolutions for CB/15/02419/FULL and CB/15/02258/FULL as follows:**

- (i) that Planning Application No. CB/15/02258/FULL relating to Land off Marston Road, Lidlington be approved subject to the completion of a S106 agreement to include a clause requiring compliance with an agreed timetable for the delivery of housing which positively contributes towards the 5 year housing supply. The timetable is to be agreed upfront and if an acceptable timetable cannot be agreed, then planning permission should be refused and the decision delegated to the Development Infrastructure Group Manager.**
- (ii) that Planning Application No. CB/15/02419/FULL relating to Land North of Flexmore Way, Station Road, Langford be approved subject to the completion of a S106 agreement to include a clause requiring compliance with an agreed timetable for the delivery of housing which positively contributes towards the 5 year housing supply. The timetable is to be agreed upfront and if an acceptable timetable cannot be agreed, then planning permission should be refused and the decision delegated to the Development Infrastructure Group Manager.**

DM/15/145. **Members' Interests**

<b>(a) Personal Interests:-</b>				
<b>Member</b>	<b>Item</b>	<b>Nature of Interest</b>		<b>Present or Absent during discussion</b>
Cllr N Young	7	Dealing with the agent over last couple of years but not this application		Present
Cllr K Matthews	7	Knows speaker from the Parish Council		Present
Cllr T Nicols	10	Knows applicant socially		Present
Cllr R Berry	10	Knows applicant through Rotary and Mayoral role		Present
Cllr M Blair	7	Involved with enforcement issues		Present
<b>(b) Personal and Prejudicial Interests:-</b>				
<b>Member</b>	<b>Item</b>	<b>Nature of Interest</b>		<b>Present or Absent during discussion</b>
Cllr D Bowater	10	Applicant is a close personal friend		Absent
<b>(c) Prior Local Council Consideration of Applications</b>				
<b>Member</b>	<b>Item</b>	<b>Parish/Town Council</b>		<b>Vote Cast</b>
Cllr M Blair	7	Present at Clophill Parish council meetings		Did not vote
Cllr D Bowater	10	Leighton Linlade Town Council		Did not vote

DM/15/146. **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/15/147. Planning Application No. CB/15/02482/FULL**

**RESOLVED**

**that Planning application No. CB/15/02482/FULL relating to Paradise Farm, The Causeway, Clophill MK45 4BA be approved as set out in the Schedule appended to these minutes.**

**PRIOR TO CONSIDERATION OF ITEM 8 CLLR NICOLS ENTERED THE CHAMBER**

**DM/15/148. Planning Application No. CB/15/04844/FULL**

**RESOLVED**

**That Planning application No. CB/15/04844/FULL relating to Land adjacent to Unit 22 Pulloxhill Business Park, Greenfield Road, Pulloxhill be approved subject to additional informatives and a condition relating to hours of operation which is delegated to Officers in consultation with the Chairman and Executive Member for Regeneration.**

**THE MEETING ADJOURNED AT 12.00PM AND RECONVENED AT 12.10PM**

**DM/15/149. Planning Application No. CB/15/04264/FULL**

**RESOLVED**

**that Planning application No. CB/15/04264/FULL relating to Deans Farm, Billington Road, Stanbridge LU7 9HL be approved as set out in the Schedule appended to these minutes.**

**CLLR F FIRTH AND MR A EMERTON LEFT THE CHAMBER AT 1.00PM**

**THE COMMITTEE ADJOURNED AT 1.25 AND RECONVENED AT 1.45PM**

**PRIOR TO CONSIDERATION OF ITEM 10 CLLR BOWATER AND CLLR SHINGLER HAD WITHDRAWN FROM THE CHAMBER**

**DM/15/150. Planning Application No. CB/15/04667/OUT**

**RESOLVED**

**that planning application No. CB/15/04667/OUT relating to Borderlands, Heath Park Road, Leighton Buzzard 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 CLLR BOWATER ENTERED THE CHAMBER**

DM/15/151. **Planning Application No. CB/15/04821/FULL**

**RESOLVED**

**that Planning Application No. CB/15/04821/FULL relating to 15 Torquay Close, Biggleswade, SG18 0FS be approved as set out in the Schedule appended to these Minutes.**

DM/15/152. **Site Inspection Appointment(s)**

**RESOLVED**

**that all members of the Committee be invited to conduct site inspections on Monday 29 February 2016.**

DM/15/153. **Late Sheet**

In advance of consideration of the above 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 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.

(Note: The meeting commenced at 10.00 a.m. and concluded at 2.40 p.m.)

Chairman .....

Dated .....

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**Item No. 7**

<b>APPLICATION NUMBER</b>	<b>CB/15/02482/FULL</b>
<b>LOCATION</b>	<b>Paradise Farm, The Causeway, Clophill, Bedford, MK45 4BA</b>
<b>PROPOSAL</b>	<b>Change of use of land to provide three additional residential pitches adjacent to the existing Gypsy caravan site, for members of the Gypsy community. The site to contain three static caravans, three touring caravans and parking for six vehicles with associated hardstanding.Retention of replacement stables. This is a part retrospective application.</b>
<b>PARISH</b>	<b>Clophill</b>
<b>WARD</b>	<b>Amphill</b>
<b>WARD COUNCILLORS</b>	<b>Cllrs Duckett, Blair &amp; Downing</b>
<b>CASE OFFICER</b>	<b>Lisa Newlands</b>
<b>DATE REGISTERED</b>	<b>03 July 2015</b>
<b>EXPIRY DATE</b>	<b>28 August 2015</b>
<b>APPLICANT</b>	<b>Mr N Gumble</b>
<b>AGENT</b>	<b>BFSGC</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>Called in by Councillor Duckett on the following grounds:</b> <ul style="list-style-type: none"><li>• outside the settlement envelope</li><li>• flood plain</li></ul>
<b>RECOMMENDED DECISION</b>	<b>Full Application - Approval</b>

**Recommendation**

That the application 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 caravan located on the Site shall be occupied for residential purposes by persons other than Gypsies and Travellers, as defined by the Planning Policy for Traveller Sites 2015.

Reason: To ensure that the occupation of the residential caravans on the site is restricted to Gypsies and Travellers.

- 3 No more than 3 caravans, and 3 tourers, shall be located on the Site and occupied for residential purposes.

Reason: In recognition of the location of the site in the countryside and having regard to the provisions of the National Planning Policy Framework.

- 4 No commercial activity shall take place on the Site, including the storage of materials.

Reason: In order to ensure that the development has no unacceptable adverse effect upon general or residential amenity having regard to the National Planning Policy Framework and to the provisions of Policy DM3 of the Core Strategy and Development Management Policies (2009).

- 5 The use hereby permitted shall cease and all caravans, structures, equipment and materials brought onto the land for the purposes of such use shall be removed within 28 days of the date of failure to meet any one of the requirements set out in (i) to (vi) below:

i. within 3 months of the date of this decision a scheme for the storage and collection of waste from the site shall be submitted to and approved in writing by the Local Planning Authority, the approved scheme shall be implemented within 3 months of the date of approval;

ii. within 3 months of the date of this decision a scheme for external lighting of the site shall be submitted to and approved in writing by the Local Planning Authority, the approved scheme shall be implemented within 3 months of the date of approval;

iii. within 3 months of the date of this decision a landscaping scheme to screen the site, clearly identifying ground preparation works, details of all tree, hedge and shrub planting and where appropriate earth mounding including details of species, plant sizes and proposed numbers and densities, together with their means and their protection should be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented during the first full planting season following the completion of the development. 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.

iv. within 3 months of the date of this decision a plan showing the layout of the site including the position and size of the caravans and external appearance of the static caravans and the demolition of all existing buildings on the site, other than those previously approved, shall be submitted to and approved in writing by the Local Planning Authority, the approved scheme shall be implemented within 3 months of the date of approval.

Reason: To ensure an appropriate standard of development.



(CS policy DM3 and DSCB policy 43).

- 6 No caravans shall be located on the site until the approved flood compensation works have been carried out. All caravans/ residential accommodation shall be secured in position.

Reason: To ensure that the protection of any future occupants in the event of flooding and to protect the site against future flooding.

- 7 No development shall take place on the site until a habitat management plan has been submitted to and approved in writing by the Local Planning Authority. To ensure the site is managed appropriately.

Reason: To enhance the biodiversity of the site.

- 8 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers BP-01; SB-01; Site Location Plan; Flood compensation scheme (Revision A and email dated 14th December 2015)

Reason: For the avoidance of doubt.

#### **INFORMATIVE NOTES TO APPLICANT**

1. In accordance with Article 35 (1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the reason for any condition above relates to the Policies as referred to in the Core Strategy and Development Management Policies Document ( 2009)
2. 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) Order 2015 - Part 5, Article 35**

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) Order 2015.

[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 contained in the Late Sheet from the following:
  - a. An adjacent landowner had written to all members of the Committee raising concerns that the summary of the consultation responses did not adequately summarise the comments submitted.
  - b. The Internal Drainage Board had not objected to the application and had agreed the flood compensation measures.
  - c. At the Committee Site Visit Members had questioned the land north of the proposed site. This land had not been owned the applicant but subsequently has been acquired.]

**Item No. 08**

<b>APPLICATION NUMBER</b>	<b>CB/15/04844/FULL</b>
<b>LOCATION</b>	<b>Land Adjacent to Unit 22 Pulloxhill Business Park, Greenfield Road, Pulloxhill</b>
<b>PROPOSAL</b>	<b>Change of Use: of grassed area to storage for machinery/plant and parking for Unit 14 Pulloxhill Business Park.</b>
<b>PARISH</b>	<b>Pulloxhill</b>
<b>WARD</b>	<b>Westoning, Flitton &amp; Greenfield</b>
<b>WARD COUNCILLORS</b>	<b>Cllr Jamieson</b>
<b>CASE OFFICER</b>	<b>Debbie Willcox</b>
<b>DATE REGISTERED</b>	<b>16 December 2015</b>
<b>EXPIRY DATE</b>	<b>10 February 2016</b>
<b>APPLICANT</b>	<b>Bellcross Homes</b>
<b>AGENT</b>	<b>CMYK (Planning and Design)</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>Called in by Councillor Jamieson for the following reasons:</b> <ul style="list-style-type: none"><li>• <b>Noise and floodlight impact on nearby properties including the occupants of the other industrial units;</b></li><li>• <b>Overcrowding of the industrial site, with vehicles forced to park throughout the industrial estate;</b></li><li>• <b>The industrial estate was meant to be a village industrial estate, this is the continuation of a trend to a larger and busier estate not in keeping with a village;</b></li><li>• <b>Increased traffic through the villages of Pulloxhill and Greenfield. Particularly vans with trailers. There have already been two incidents in the village including a trailer crash by the school;</b></li><li>• <b>The activities have led to parking issues within the estate;</b></li><li>• <b>Industrial estate is designed on small industrial units with internal activity not external activity. This has created conflicts;</b></li><li>• <b>Concerns regarding adequate treatment of water run off from vehicle washing and also rain. Loss of greenspace within the industrial estate.</b></li></ul>
<b>RECOMMENDED DECISION</b>	<b>Full Application - Recommended for Approval</b>

**Recommendation:**

That Planning Permission be APPROVED 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 use of the site for storage (B8) and ancillary maintenance of plant and equipment shall not commence until details of a 2 metre high acoustic barrier fence and gates to be erected around the boundaries of the application site have been submitted to the Local Planning Authority and approved in writing. The approved acoustic barrier fence and gates shall be erected prior to the commencement of the use and shall be maintained thereafter.**

Reason: The condition must be pre-commencement to prevent nuisance from noise from the proposed use to neighbouring occupiers. (Section 7, NPPF and Policies CS14 & DM3, CSDMP)

- 3 **The use of the site for storage (B8) and ancillary maintenance of plant and equipment shall not commence until a noise management plan, detailing the managerial practices and operations which will be implemented in order to limit and monitor noise has been submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented once the use commences and maintained thereafter while the use continues on the site.**

Reason: The condition must be pre-commencement to prevent nuisance from noise to neighbouring occupiers. (Section 7, NPPF and Policies CS14 & DM3, CSDMP)

- 4 **The use of the site for storage (B8) and ancillary maintenance of plant and equipment shall not commence until a lighting scheme has been submitted to and approved in writing by the Local Planning Authority for approval in writing. The approved scheme shall be implemented prior to the commencement of the use and shall be maintained thereafter.**

Reason: The condition must be pre-commencement to prevent nuisance from light pollution to neighbouring occupiers. (Section 7, NPPF and Policies CS14 & DM3, CSDMP)

- 5 **The use of the site for storage (B8) and ancillary maintenance of plant and equipment shall not commence until details of the surfacing and drainage of the site have been submitted to and approved in writing by the Local Planning Authority. The details shall include arrangements for surface water drainage to soak away within the site or discharge to an appropriate drainage system and into the highway. Any discharge into the main drainage system shall include appropriate oil, petrol and grit interception facilities. The surfacing materials should be stable**

**and durable. The approved scheme shall be implemented prior to the use commencing on site and maintained thereafter.**

**Reason: The condition must be pre-commencement to prevent any increase in flood risk, risk of pollution to land or water systems and the spread of mud and other deposits on the surrounding highway network.**

**(Sections 7, 10 and 11, NPPF, and Policies CS14 & DM3, CSDMP)**

- 6 The use hereby approved shall not commence until the junction of the proposed vehicular access with the access for Pulloxhill Business Park has been constructed in accordance with the approved details shown on drawing number 1550 / P / 100.

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

(Section 4, NPPF)

- 7 **The use hereby permitted shall not commence until details of a turning space for vehicles within the curtilage of the site have been submitted to and approved in writing by the Local Planning Authority and the approved turning space has been constructed.**

**Reason: The condition must be pre-commencement to enable vehicles to draw off, park and turn outside of the highway limits thereby avoiding the reversing of vehicles on to the highway.**

**(Section 4, NPPF)**

- 8 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1550/P/100 Rev A, CBC/001.

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

- 9 No manoeuvring of vehicles or the operation or maintenance of machinery or equipment (including the operation of generators) shall take place on the application site except between the hours of 6am to 10pm on Mondays – Saturdays and the hours of 7am to 1pm on Sundays and Bank Holidays.

Reason: To safeguard the residential amenity which the occupiers of neighbouring properties might reasonably expect to enjoy. (Section 7, NPPF)

## **INFORMATIVE 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. The applicant's attention is drawn to their responsibility under The Equality

Act 2010 and with particular regard to access arrangements for the disabled.

The Equality Act 2010 requires that service providers must think ahead and make reasonable adjustments to address barriers that impede disabled people.

These requirements are as follows:

- Where a provision, criterion or practice puts disabled people at a substantial disadvantage to take reasonable steps to avoid that disadvantage;
- Where a physical feature puts disabled people at a substantial disadvantage to avoid that disadvantage or adopt a reasonable alternative method of providing the service or exercising the function;
- Where not providing an auxiliary aid puts disabled people at a substantial disadvantage to provide that auxiliary aid.

In doing this, it is a good idea to consider the range of disabilities that your actual or potential service users might have. You should not wait until a disabled person experiences difficulties using a service, as this may make it too late to make the necessary adjustment.

For further information on disability access contact:

The Centre for Accessible Environments ([www.cae.org.uk](http://www.cae.org.uk))  
Central Bedfordshire Access Group ([www.centralbedsaccessgroup.co.uk](http://www.centralbedsaccessgroup.co.uk))

3. 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](http://www.centralbedfordshire.gov.uk).
4. 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 Highways Help Desk tel: 0300 300 8049.
5. The applicant is advised that parking for contractor's vehicles and the storage of materials associated with this development should take place within the site and not extend into within the public highway without authorisation from the highway authority. If necessary the applicant is advised to contact Central Bedfordshire Council's Highway Help Desk on 03003008049. Under the provisions of the Highways Act 1980 the developer may be liable for any damage caused to the public highway as a result of construction of the development hereby approved.
6. 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 vehicles leaving the site

7. The lighting scheme which is to be submitted to discharge condition 4 should not include the use of temporary flood lights.
8. The applicant is requested to consider reducing the ground levels of the application site as part of the scheme to discharge condition 5.

**Statement required by the Town and Country Planning (Development Management Procedure) (England) Order 2015 - Part 5, Article 35**

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) Order 2015.

[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 detailed in the Late Sheet from the following:
  - a. Pulloxhill Parish Council responded to the consultation
  - b. Unit 17 and Units 21, 15 and 16 Pulloxhill Business Park and 12 & 24 Maple Close and 33 High Street also responded
  - c. The description of the item was revised to read as follows: Change of Use: of grassed area to storage for machinery / plan and parking for Unit 14 Pulloxhill Business Park. Removing the reference to “temporary permission for five years”.
3. The Committee requested additional informatives relating to drainage and the height of the ground and lighting be added.
4. A condition relating to the hours of operation is delegated for discussion between officers, the Chairman and the Executive Member for Regeneration has been added as 9 above.]

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**Item No. 09**

<b>APPLICATION NUMBER</b>	<b>CB/15/04264/FULL</b>
<b>LOCATION</b>	<b>Deans Farm, Billington Road, Stanbridge, Leighton Buzzard, LU7 9HL</b>
<b>PROPOSAL</b>	<b>Demolition of former agricultural buildings, office/store and two bungalows and redevelopment to provide 5,270m2 (GEA) warehouse, sorting shed and office for B8/B1a Use Class purposes with hardstanding, landscaping and related development including 50 car parking spaces, 40 HGV spaces and improvements to vehicular access onto Billington Road.</b>
<b>PARISH</b>	<b>Stanbridge</b>
<b>WARD</b>	<b>Heath &amp; Reach</b>
<b>WARD COUNCILLORS</b>	<b>Cllr Versallion</b>
<b>CASE OFFICER</b>	<b>Abel Bunu</b>
<b>DATE REGISTERED</b>	<b>09 November 2015</b>
<b>EXPIRY DATE</b>	<b>08 February 2016</b>
<b>APPLICANT</b>	<b>Mr P Dean and Brickhill Properties GP Ltd</b>
<b>AGENT</b>	<b>David Lock Associates</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>Ward Member call-in for the following reasons :</b> <ul style="list-style-type: none"><li>• <b>Contrary to policy</b></li><li>• <b>Loss of amenity</b></li><li>• <b>Overbearing</b></li><li>• <b>Impact on landscape</b></li></ul>
<b>RECOMMENDED DECISION</b>	<b>Full Application - Recommended for Approval</b>

**Recommendation:**

That Planning Permission be **GRANTED** subject to the following conditions and completing a section 106 Agreement to secure infrastructure improvement:

**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 Notwithstanding the details of materials shown on Drawing Number 17372-SK11B, samples of roof and wall materials shall be submitted to and approved by the Local Planning Authority prior to the construction of the building hereby approved. The development shall be carried out in accordance with those approved materials and thereafter retained as such.

Reason: To control the appearance of the building in the interests of

preserving the visual amenities of the open countryside by ensuring that the development integrates with the surrounding landscape. (Policy BE8, SBLPR and Sections 7 & 11, NPPF)

- 3 Notwithstanding the details submitted, the construction of the buildings hereby approved shall not 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.  
(Policy BE8, SBLPR and Sections 7 & 11, NPPF)

- 4 Prior to demolition work, and to be maintained throughout the course of development, all tree work and tree protection recommendations, as stipulated in Section 6 of the "Tree Survey Report", and Tree Protection Fencing, as set out in Appendix 3b of the report "Tree Constraints/Protection Plan" shall be fully implemented in strict accordance with these recommendations.

Reason: To ensure that a satisfactory standard of tree work is undertaken in order to prevent unnecessary or poor quality tree work being carried out, and to ensure that tree protection measures are implemented in accordance with the recommendations of the "Tree Survey Report" and "Tree Constraints/Protection Plan", in order to protect retained trees in the interests of maintaining their health, anchorage and boundary screening value.

(Policy BE8, SBLPR and Sections 7 & 11, NPPF)

- 5 No construction work shall commence until a detailed surface water drainage scheme for the site based on the agreed Drainage Strategy (Prepared by Broughton Beatty Wearing on behalf of Mr Peter Dean & Brickhill Properties GP Limited. November 2015.) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include provision of attenuation and a restriction in run-off rates to provide at least 20% betterment of the existing rate, as outlined in the Drainage Strategy. Details of inlets, outlets, hydro-brakes and proprietary products, exceedance management, structural integrity, construction and long term management and maintenance of the entire drainage system will be provided as part of the scheme. It must be based on site specific ground-testing and water quality assessment. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed and shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To ensure the approved system will function to a satisfactory minimum standard of operation and maintenance.

(Section 10, NPPF)

- 6 No building shall be occupied until the developer has formally submitted in writing to the Local Planning Authority that the approved scheme has been checked by them and has been correctly and fully installed as per the approved details. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed and shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To ensure that the implementation and long term operation of a sustainable drainage system (SuDS) is in line with what has been approved.  
(Section 11, NPPF)

- 7 **Development shall not begin until details of the improvements to the junction of the proposed vehicular access with the highway have been approved by the Local Planning Authority and no building shall be occupied until the junction has been constructed in accordance with the approved details.**

**Reason: To ensure that the access is safe to use by traffic associated with the site and thus minimise danger, obstruction and inconvenience to users of the highway and the premises.**  
**(Section 4, NPPF)**

- 8 Visibility splays shall be provided at the junction of the access with the public highway before the development is brought into use. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed access from its junction with the channel of the public highway and 180m measured from the centre line of the proposed access along the line of the channel of the public highway. The required vision splays shall, on land in the applicant's control, be kept free of any obstruction.

Reason: To provide adequate visibility between the existing highway and the proposed access, and to make the access safe and convenient for the traffic which is likely to use it.  
(Section 4, NPPF)

- 9 No building shall be occupied until a 2.0m wide footway has been constructed within the highway boundary between the site and the bus stops along Billington Road in accordance with details of the approved drawing/or scheme to be submitted to and approved by the Local Planning Authority. Any Statutory Undertakers equipment or street furniture shall be resited to provide an unobstructed footway.

Reason: In the interests of road safety and pedestrian movement.  
(Section 4, NPPF)

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

Reason: In the interests of the safety of persons using the access and users of the highway.  
(Section 4, NPPF)

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

Reason: To enable vehicles to draw off the highway before the gates are opened.  
(Section 4, NPPF)

- 12 Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.  
(Section 4, NPPF)

- 13 Before the development is brought into use, Travel Plans are to be put in place and delivered in accordance with documentation submitted to and approved by the Local Planning Authority.

Reason: To promote sustainable modes of transport.  
(Section 4, NPPF)

- 14 No building shall be occupied until secure cycle storage for employees and cycle parking for visitors have been constructed in accordance with details submitted to and approved by the Local Planning Authority.

Reason: In order to promote sustainable modes of transport.  
(Section 4, NPPF)

- 15 No development shall commence until a details of the method statement of preventing site debris from being deposited on the public highway have been submitted to and approved in writing by the Local Planning Authority. The approved method statement shall be implemented throughout the construction period and until the completion of the development.

Reason: In the interests of highway safety and to prevent the deposit of mud or other extraneous material on the highway during the construction period.  
(Section 4, NPPF)

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

**Reason: To ensure adequate off street parking is provided before and during construction in the interests of road safety.  
(Section 4, NPPF)**

- 17 The development shall not be occupied or brought into use until the details of external lighting have been submitted to and approved by the Local Planning Authority. External lighting on the site shall be provided in accordance with the approved details and thereafter retained as such.

Reason: To protect the visual amenity of the site and its surrounding area. (Policy BE8, SBLPR and Sections 7,9 & 11, NPPF)

- 18 The development site shall not be used until a noise attenuation barrier has been erected along the northern boundary in accordance with the submitted Cass Allen acoustic report dated November 2015. The barrier shall be installed prior to the use commencing and be maintained thereafter.

Reason: To protect the amenity of nearby residential dwellings. (Policy BE8, SBLPR and Sections 7, 9 & 11, NPPF)

- 19 **No development shall commence until a Service Yard Management Plan has been submitted to and approved in writing by the Local Planning Authority. Such a management plan shall identify measures to control noise emanating from the service yard. Delivery management shall be implemented in accordance with the approved plan at all times.**

**Reason: To protect the amenity of nearby residential dwellings. (Policy BE8, SBLPR and Section 7, NPPF).**

- 20 Noise resulting from the use of the plant, machinery or equipment shall not exceed a level of 5dBA below the existing background level plus any penalty for tonal, impulsive or distinctive qualities when measured or calculated according to BS4142:2014.

Reason: To protect the amenity of nearby residential dwellings. (Policy BE8, SBLPR and Section 7, NPPF).

- 21 Details of any external lighting to be installed on the site, including the design of the lighting unit, any supporting structure and the extent of the area to be illuminated, shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing. Only the details thereby approved shall be implemented.

Reason: To protect the amenity of nearby residential dwellings. (Policy BE8, SBLPR and section 7, NPPF)

- 22 The site shall not be brought into use unless and until a Freight Management Plan for vehicles associated with the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. The Freight Management Plan is to be implemented throughout the operational life of the site and the occupier shall use all reasonable endeavours to inform HGV drivers of the routes as may be specified in the approved Plan including within the Plan details of the following:

- Timetable for implementation of measures designed to mitigate the impact of HGV traffic on local roads..
- Recommended routes for HGVs travelling to / from the site.
- Information to be provided to employees and visitors detailing appropriate

routes.

- Plans for monitoring and review, and potential mitigation measures should drivers fail to comply with the approved plan.

The development shall thereafter be implemented in strict accordance with the approved Plan.

Reason: in the interests of preserving residential amenity within the surrounding villages and to prevent road congestion and general disturbances to the other users of the local roads which are not appropriate for use by HGV traffic. (Section 4, NPPF and the CBC adopted Local Transport Strategy)

- 23 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1572-01, 1572-02, 1572-03, 17372-Sk03\_A, 17372-Sk04\_A, 17372-Sk05\_D, 17372-Sk06\_A, 17372-Sk07\_A, 17372-Sk08\_B, 17372-Sk09\_D, 17372-Sk10\_D & 17372-Sk11\_B, 17372-Sk14, 0733/01Rev.A and QD680\_100\_03C.

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

#### **INFORMATIVE NOTES TO APPLICANT**

1. In accordance with Article 35 (1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the reason for any condition above relates to the Policies as referred to in the South Bedfordshire Local Plan Review (SBLPR) and the National Planning Policy Framework (NPPF).
2. 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.
3. The applicant is advised that no works associated with the construction of the vehicular access should be carried out within the confines of the public highway without prior consent, in writing, of the Central Bedfordshire Council. Upon receipt of this Notice of Planning Approval, the applicant is advised to write to Central Bedfordshire Council's Highway Help Desk, Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire, SG17 5TQ quoting the Planning Application number and supplying a copy of the Decision Notice and a copy of the approved plan. This will enable the necessary consent and procedures under Section 184 of the Highways Act to be implemented. The applicant is also advised that if any of the works associated with the construction of the vehicular access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) then the applicant will be required to bear the cost of such removal or alteration.
4. 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, Bedfordshire, SG17 5TQ.

5. 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.
6. The applicant is advised that in order to carry out highway works, 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.
7. The applicant and the developer are advised that this permission is subject to a legal obligation under Section 106 of the Town and Country Planning Act 1990.
8. The applicants attention is drawn to their responsibility under The Equality Act 2010 and with particular regard to access arrangements for the disabled.

The Equality Act 2010 requires that service providers must think ahead and make reasonable adjustments to address barriers that impede disabled people.

These requirements are as follows:

- Where a provision, criterion or practice puts disabled people at a substantial disadvantage to take reasonable steps to avoid that disadvantage;
- Where a physical feature puts disabled people at a substantial disadvantage to avoid that disadvantage or adopt a reasonable alternative method of providing the service or exercising the function;
- Where not providing an auxiliary aid puts disabled people at a substantial disadvantage to provide that auxiliary aid.

In doing this, it is a good idea to consider the range of disabilities that your actual or potential service users might have. You should not wait until a disabled person experiences difficulties using a service, as this may make it too late to make the necessary adjustment.

For further information on disability access contact:

The Centre for Accessible Environments ([www.cae.org.uk](http://www.cae.org.uk))  
Central Bedfordshire Access Group ([www.centralbedsaccessgroup.co.uk](http://www.centralbedsaccessgroup.co.uk))

9. During construction works, a watching brief should be undertaken including a visual and olfactory appraisal of the underlying soils. If during construction works any material is noted to show visual and/or olfactory signs of contamination, including the possible presence of asbestos within the soils, then an environmental specialist should be consulted and investigations submitted to the Local Planning Authority for the purposes of assessment with regard to Part IIa of the Environmental Protection Act 1990.
10. There is a duty to assess for Asbestos Containing Materials (ACM) during development and measures undertaken during removal and disposal should protect site workers and future users, while meeting the requirements of the Health and Safety Executive.

**Statement required by the Town and Country Planning (Development Management Procedure) (England) Order 2015 - Part 5, Article 35**

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) Order 2015.

[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 from the following:
  - a. Pollution Prevention Officer provided additional condition at 19 above
  - b. Additional informatives have been added at 9 and 10 above
  - c. The Tree and Landscape Officer responded to additional information from the agent
  - d. The Landscape Planner expressing concerns on the view from Totternhoe Knoll
  - e. Additional information had been submitted by the agent
  - f. The Travel Route Management Plan resulted in an additional condition being added at 20 above.
  - g. Condition 18 was revised due to a revised drawing.]



**Item No. 10**

<b>APPLICATION NUMBER</b>	<b>CB/15/04667/OUT</b>
<b>LOCATION</b>	<b>Borderlands, Heath Park Road, Leighton Buzzard, LU7 3BB</b>
<b>PROPOSAL</b>	<b>Erection of dwelling</b>
<b>PARISH</b>	<b>Leighton-Linslade</b>
<b>WARD</b>	<b>Leighton Buzzard North</b>
<b>WARD COUNCILLORS</b>	<b>Cllrs Johnstone, Spurr &amp; Ferguson</b>
<b>CASE OFFICER</b>	<b>Nicola Darcy</b>
<b>DATE REGISTERED</b>	<b>04 December 2015</b>
<b>EXPIRY DATE</b>	<b>29 January 2016</b>
<b>APPLICANT</b>	<b>Mr &amp; Mrs Halstead</b>
<b>AGENT</b>	<b>PJPC Ltd</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>Called in by Cllr Kenneth Ferguson for the following reasons:</b>  <b>This is not a development that in any way is likely to detract from the local conservation area;</b>  <b>This development is in keeping with existing other permitted developments;</b>  <b>Tasteful single storey in keeping with property design and proportions; and</b>  <b>No adverse impact upon Landscape.</b>
<b>RECOMMENDED DECISION</b>	<b>Outline Application - Recommended for Refusal</b>

Delegated Decision – See Minute No. DMC/15/150

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

1. No development shall take place until approval of the details of the 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 Part 3 Article 6 of the Town and Country Planning (General Development Procedure) Order 2015.

2. Application for the approval of the reserved matters shall be made to the Local Planning Authority within three years from the date of this permission. The development shall begin not later than two years from the final approval of the reserved matters or, if approved on different dates, the final approval of the last such matter to be approved.

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

3. The proposed vehicular access shall be constructed and surfaced in a stable and durable material in accordance with details to be approved in writing by the Local Planning Authority for a minimum distance of 5m into the site, measured from the highway boundary, before the premises are occupied. Arrangement shall be made for surface water drainage from the site to be intercepted and disposed of separately so that its 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 the highway.

4. The maximum gradient of the vehicular access shall be 10% (1 in 10).

Reason: In the interests of the safety of persons using the access and users of the highway.

5. Details of a bin collection point shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details prior to the first occupation of the dwelling and the bin collection point shall thereafter be retained.

Reason: To avoid the long term storage of refuse containers on the highway so as to safeguard the interest of highway safety. (Policy BE8, SBLPR).

6. This permission does not extend to the sketch layout shown on Drawing No. X02 other than the point of access to the site, or to the dwelling floorplans and elevations shown on Drawings Nos X02, X03 and X04 submitted with the application.

Reason: To avoid doubt.

#### Notes to Applicant

1. In accordance with Article 35(1) of the Town and Country Planning (Development Management Procedure)(England) Order 2015, the reason for any condition above relates to the Policies as referred to in the South Bedfordshire Local Plan Review (SBLPR) and the National Planning Policy Framework (NPPF).
2. 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.
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 Street Works Co-ordinator, Bedfordshire Highways, by contacting the Highways Helpdesk 0300 300 8049.
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. 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](http://www.centralbedfordshire.gov.uk).

**Statement required by the Town and Country Planning (Development Management Procedure) (England) Order 2015 - Part 5, Article 35**

The Council acted pro-actively through early engagement with the applicant at the pre-application stage. The Council Development Management Committee determined to grant permission. 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) October 2015.

[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 that the reason for call in was amended to state the application site was not within the Conservation Area but rather in an Area of Special Character.]

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**Item No. 11**

<b>APPLICATION NUMBER</b>	<b>CB/15/04821/FULL</b>
<b>LOCATION</b>	<b>15 Torquay Close, Biggleswade, SG18 0FS</b>
<b>PROPOSAL</b>	<b>Extension to Garage</b>
<b>PARISH</b>	Biggleswade
<b>WARD</b>	<b>Biggleswade North</b>
<b>WARD COUNCILLORS</b>	<b>Cllrs Jones &amp; Mrs Lawrence</b>
<b>CASE OFFICER</b>	<b>Benjamin Tracy</b>
<b>DATE REGISTERED</b>	<b>16 December 2015</b>
<b>EXPIRY DATE</b>	<b>10 February 2016</b>
<b>APPLICANT</b>	<b>Mr K Goldsmith</b>
<b>AGENT</b>	<b>Richard Beaty(Building Design)Limited</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>Application Call-in by Cllr Jane Lawrence for the following reasons:</b> <ul style="list-style-type: none"><li>• <b>Over development: over development;</b></li><li>• <b>Highway safety grounds: will lead to increased on-street car parking;</b></li><li>• <b>Parking: loss of off-street parking leaving inadequate parking space at the property and increase pressure on parking in the neighbourhood; and</b></li></ul> <b>Other: there may be relevant covenants to restrict development.</b>
<b>RECOMMENDED DECISION</b>	<b>Recommended to APPROVE the application for planning permission.</b>

**Recommendation:**

That Planning Permission be **GRANTED** subject to the following 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 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, in accordance with Policy DM3 of the Core Strategy and Development Management Policies (2009).

- 3 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no windows shall be inserted into the

northern flank elevation of the proposed enlarged garage hereby permitted, without the grant of further specific planning permission from the Local Planning Authority.

Reason: To protect the privacy of neighbouring residents, in accordance with Policy DM3 of the Core Strategy and Development Management Policies (2009).

- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order) the enlarged garage accommodation hereby permitted shall not be used for any purpose, other than as garage accommodation, unless permission has been granted by the Local Planning Authority.

Reason: To ensure that adequate number off-street car parking spaces are provided in accordance with the car parking standards outlined within the Central Bedfordshire Design Guide (2014) 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).

- 5 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 15.61.OSmap; 15.61.01; and 15.61.02.

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

#### **INFORMATIVE 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](http://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) Order 2015 - Part 5, Article 35**

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) Order 2015.

[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 that clarification of the internal dimensions of the garage were included in the Late Sheet.]

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## LATE SHEET

### DEVELOPMENT MANAGEMENT COMMITTEE – 3<sup>rd</sup> February 2016

#### ***Item 07 (Pages -) – CB/15/02482/FULL – Paradise Farm, The Causeway, Clophill, MK45 4BA***

##### **Additional Consultation/Publicity Responses**

Comments were sent to all Councillors on the 27<sup>th</sup> January from an adjacent land owner. The landowner has raised concerns that the summary of consultation responses does not adequately summarise the comments they submitted. Copies of the original representations were attached to the email sent.

They do not agree with the methods used in attempting to gain planning permission, particularly in relation to the importation of material, and definition and evidence of existing development. However, they do not oppose the application. Whilst they agree that all planning applications made should be considered on an individual basis, they do not feel that the issue of flood plain and suitability for development can be viewed in isolation, as the edge of the flood plain does not lie naturally on a field boundary. Although the water volume compensation scheme proposed may satisfy the Environment Agency and Internal Drainage Board (IDB), ultimately this will not affect the overall water level on the site or in the surrounding area.

They state that by granting planning permission you are effectively agreeing that:

- The flood risk assessment provided by the applicant is a true reflection of water levels and likely flood risk. You accept that the Environment Agency map is incorrect in this area, and that the applicant's report combined with an approved development will effectively set a new water reference level as a guide future development.
- You agree that raising ground levels through importation of new material and/or movement of material within the site is acceptable and can take place prior to and during the planning application and decision process.

##### **Additional Comments**

###### Flood Compensation Scheme

As stated in the report, the IDB have not objected to the application and have agreed the flood compensation measures. The scheme that has been agreed has shown flood volumes to be balanced on a level for level balance and a direct route for the flood waters to flow.

1025sqm of land will be raised from 48.60m AOD to 48.80m AOD and 1425sqm of land will be raised from 48.80m AOD to 49.00 AOD. In terms of excavated land 1450sqm of land elsewhere on the farm would be lowered from 49.00m or above to 48.80m and 1150sqm of land would be lowered from 48.80m AOD to 48.60m AOD.

Land north of the proposed site

During the Committee Site Visit Members raised a query regarding the siting of the proposal and what was happening to the land immediately north of the access road (opposite the proposed site – adjacent to the stable area). Prior to the application being submitted this land was owned by a third party and not under the ownership of the applicant, and therefore the proposed scheme was drawn up on the southern side of the access road. The land to the north of the access road is now under the ownership of the applicant; however, given the IDB access requirements, the width of this piece of land would not be sufficient to accommodate the proposed pitches.

**Additional/Amended Conditions/Reasons**

None

***Item 8 (Pages 33-47) – CB/15/04884/FULL – Land adjacent to Unit 22 Pulloxhill Business Park, Greenfield Road, Pulloxhill***

**Additional Consultation/Publicity Responses**

Pulloxhill Parish Council has responded to the reconsultation as follows:

“Further to our response to the original application, we would like to additionally comment as follows.

We welcome the withdrawal of the application related to the site adjacent to Unit 14. This will mitigate some, but by no means all of the nuisance caused to nearby residents. We are also concerned at the amount of mud and debris being carried onto the highway from the site.

All our other previous comments remain valid as concerns relating to the revised application.”

Objections to the revised application have also been received from Unit 17 and Units 21, 15 & 16 Pulloxhill Business Park, 12 & 24 Maple Close and 33 High Street as follows:

- The revisions to the proposal has not changed our opinions on the proposal;
- The proposal would lessen noise impacts to some residents but increase it for others;
- Lorries coming through the High Street both day and night causes noise pollution and results in congestion and danger to users of the highway;
- The business park was designed for light industry and warehousing in a covered environment, not for open storage;
- The proposed site is larger than the original site and this will result in larger equipment being brought on site;
- The noise levels have increased significantly since the open storage started on the land adjacent to Unit 14 and the condition of the business park has deteriorated. Relocating the open storage will not help with these problems;
- Machinery is often loaded onto transporters which block the road;

In response to these comments, it should be noted that the usable site area of the proposed site is actually slightly smaller than the usable site area of the existing site.

#### **Additional Comments**

It is clarified that the description of the application should read: "Change of Use: of grassed area to storage for machinery/plant and parking for Unit 14 Pulloxhill Business Park" as set out in the report, rather than "Change of Use: of grassed area to storage for machinery/plant and parking for Unit 14 Pulloxhill Business Park. Temporary permission for five years" as stated on the index page of the agenda pack.

#### **Additional/Amended Conditions/Reasons**

None

### ***Item 09 (Pages 49-84) – CB/15/04264/FULL – Location – Deans Farm, Billington Road, Stanbridge LU7 9HL***

#### **Additional Consultation/Publicity Responses**

##### Pollution Prevention Officer

This application is for a B8/B1a class use and as such has the potential to impact on nearby residents although the nearest resident is some 15 metres or so from the boundary. The main concern for impacts on residents is noise and specifically from night time deliveries, but also from any associated plant, light and potential contamination issues.

With regards to noise, the submitted information along with discussions with the appointed acoustic consultant has resulted in some measures being proposed to mitigate noise from such activities. These measures include the erection of a barrier along the northern boundary, restrictions on parts of the site during certain hours, among others.

As a result of this, I have drafted some recommended conditions on noise for your consideration to ensure that the impact of the development does not cause loss of amenity at existing residential premises. In addition, I have recommended a condition on any lighting to be installed along with a couple of informatives for land contamination.

**Potential Impact for Central Bedfordshire:** (clearly state any potential impacts on Central Bedfordshire - i.e. if conditions not imposed)

If conditions are not imposed, then an unacceptable level of noise, and hence loss of amenity may be experienced by the nearest residential dwellings. This could also result in Public Protection receiving complaints from residents in the area with subsequent investigations and formal retrospective action where unacceptable levels of noise are witnessed.

**Conditions Required:** Without prejudice to any decision you shall make should you be mindful to grant permission against the recommendations of Public Protection I ask that the following conditions are inserted on any permission granted.

- The development site shall not be used until a noise attenuation barrier has been erected along the northern boundary in accordance with the submitted Cass Allen acoustic report dated November 2015. The barrier shall be installed prior to the use commencing and be maintained thereafter.
- No development shall commence until a Service Yard Management Plan has been submitted to and approved in writing by the Local Planning Authority. Such a management plan shall identify measures to control noise emanating from the service yard. Delivery management shall be implemented in accordance with the approved plan at all times.
- Noise resulting from the use of the plant, machinery or equipment shall not exceed a level of 5dBA below the existing background level plus any penalty for tonal, impulsive or distinctive qualities when measured or calculated according to BS4142:2014.
- Details of any external lighting to be installed on the site, including the design of the lighting unit, any supporting structure and the extent of the area to be illuminated, shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing. Only the details thereby approved shall be implemented.

Reason: To protect the amenity of nearby residential dwellings.  
(Policy BE8, SBLPR and section 7,NPPF)

### **Informatives**

During construction works, a watching brief should be undertaken including a visual and olfactory appraisal of the underlying soils. If during construction works any material is noted to show visual and/or olfactory signs of contamination, including the possible presence of asbestos within the soils, then an environmental specialist should be consulted and investigations submitted to the Local Planning Authority for the purposes of assessment with regard to Part IIa of the Environmental Protection Act 1990.

There is a duty to assess for Asbestos Containing Materials (ACM) during development and measures undertaken during removal and disposal should protect site workers and future users, while meeting the requirements of the Health and Safety Executive.

### Tree and Landscape Officer

Response to additional information submitted by the applicant's agent :

The building is confirmed as being visible from the Leighton Buzzard A505 bypass, and that the new building would be the only new development visible along this road,

setting a precedent for further development close to the highway boundary, which could result in an eventual character change to the whole road.

### Landscape Planner

It would have been helpful if the applicant had provided the visual analysis earlier as it is very useful. It is disappointing that views from Totternhoe Knoll haven't been included given this is a historic monument and a well known and well used viewing point – the potential visual impact of the proposed development from this view especially is a concern.

I remain concerned about the potential detrimental visual impact of the proposed built form:

- As per the visual analysis provided; local planting structures in summer time provide fair screening of the existing development but the proposed built development is of a generally higher and greater mass and visual impact in summer months remains a concern.
- Existing local planting to the site and surrounds in winter time is far less effective in screening existing development and this increases my concerns on potential negative visual impact of a large unit on local views and local landscape character.
- The proposed landscape mitigation to the site periphery is linear / narrow; I would recommend much deeper treed shelter belts would be required to assist in mitigating the height and mass of the unit but this would take time – potentially 10+ years before achieving any significant height, Andy may be able to advise further on this.

The potential impact of lighting at night time and winter evenings remains a concern.

I also reiterate close board fencing on to the public realm is not acceptable.

If the application were to be progressed please could materials / finishes and boundary treatments be conditioned along with a detailed landscape and landscape management plan.

### **Additional Information**

The applicant's agent has submitted a comparative analysis of the size of the development proposed vis-a-vis the existing and previous approval, additional landscaping details attached and an explanatory note summarised below, in response to the comments made by the Landscape Officer and the Parish Council.

As requested, the drawings show long distance winter and summer views of the site but we have also included a very useful drawing that shows the site in its local context; this includes a number of urbanising features but without the design and mitigating landscaping proposed as part of the current application at Deans Farm.

Quartet have also amended the landscape principles drawing to show additional and more mature planting to the northern boundary, incorporating a mix of evergreen and deciduous planting. The effect of this and other planting proposed will assist in satisfactorily mitigating the landscape impact of the proposal.

### **Additional Conditions and Informatives :**

#### Traffic Routeing Management Plan

The site shall not be brought into use unless and until a Freight Management Plan for vehicles associated with the development hereby approved has been submitted to and approved in writing by the Local Planning Authority. The Freight Management plan is to be implemented throughout the operational life of the site and the occupier shall use all reasonable endeavours to inform HGV drivers of the routes as may be specified in the approved Plan including within the Plan details of the following:

- Timetable for implementation of measures designed to mitigate the impact of HGV traffic on local roads.
- Recommended routes for HGV's travelling to/ from the site.
- Information to be provided to employees and visitors detailing appropriate routes.
- Plans for monitoring and review, and potential mitigation measures should drivers fail to comply with the approved plan.

The development shall thereafter be implemented in strict accordance with the approved Plan.

Reason : In the interests of preserving residential amenity within the surrounding villages and to prevent road congestion and general disturbances to the other users of the local roads which are not appropriate for use by HGV traffic. (Section 4, NPPF and the CBC adopted Local Transport Strategy)

#### Noise mitigation measures

As per the Pollution Prevention Officer's recommendation.

### **Amended Conditions**

18. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1572-01, 1572-02, 1572-03, 17372-Sk03\_A, 17372-Sk04\_A, 17372-Sk05\_D, 17372-

Sk06\_A, 17372-Sk07\_A, 17372-Sk08\_B, 17372-Sk09\_D, 17372-Sk10\_D & 17372-Sk11\_B, 17372-Sk14, 0733/01Rev.A and QD680\_100\_03C.

***Item 10 (Pages 87-92) – CB/15/04667/OUT – Location – Borderlands, Heath Park Road, LU7 3BB)***

Reasons for Call In (Page 87) :

Please note that the site is not within the Conservation Area but in an Area of Special Character.

***Item 011 (Pages 93-104) – CB/15/04821/FULL – 15 Torquay Close, Biggleswade, SG18 0FS)***

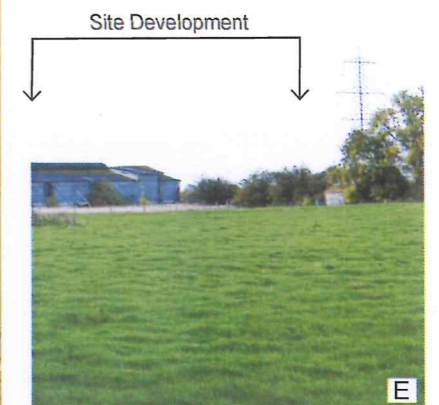
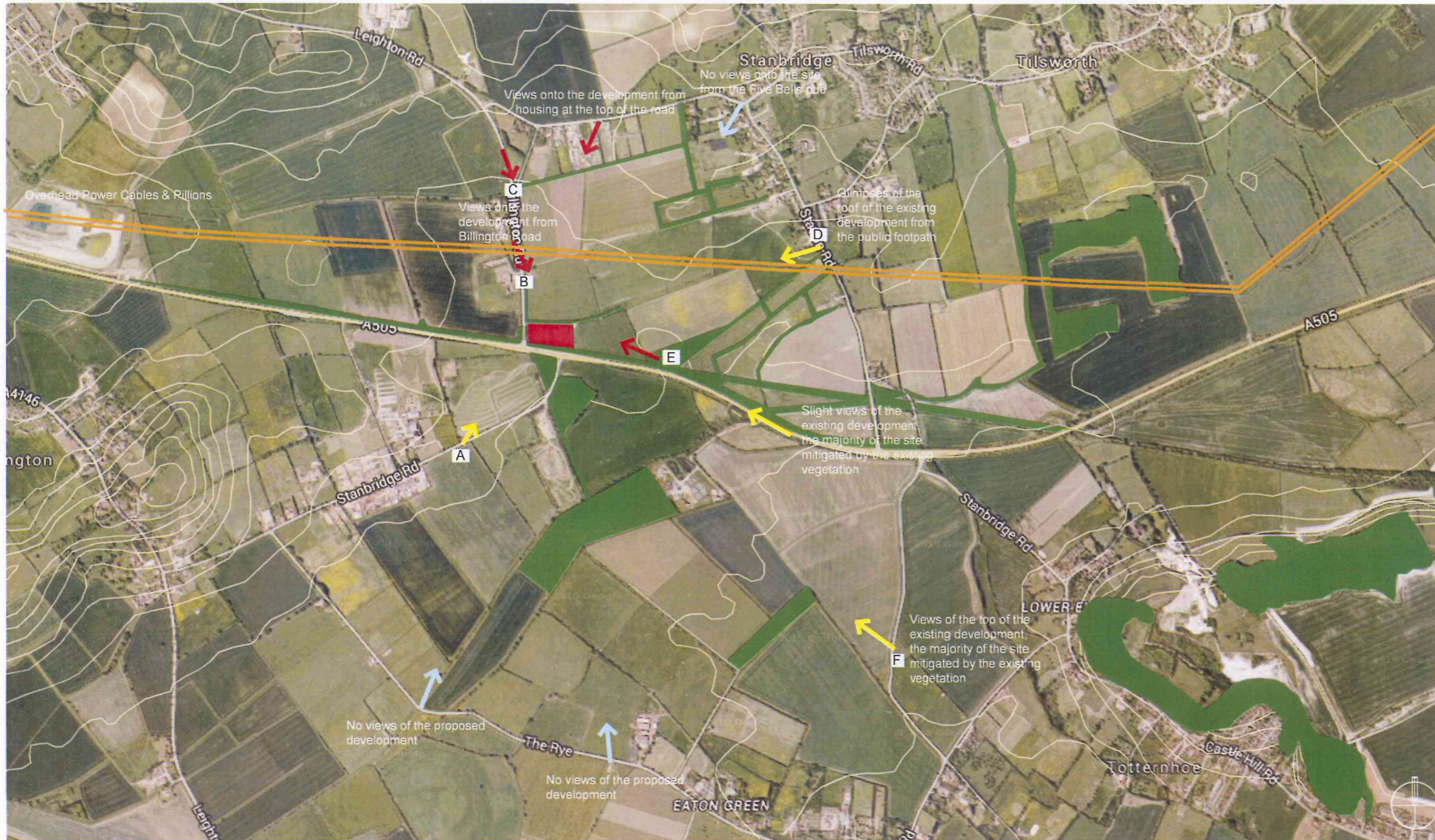
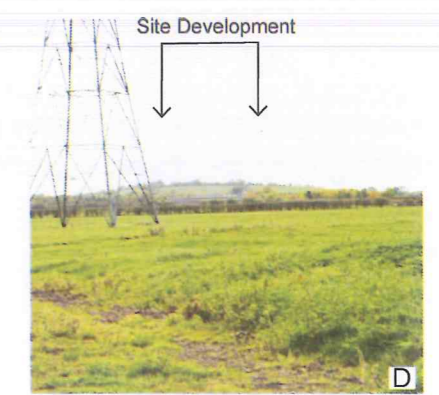
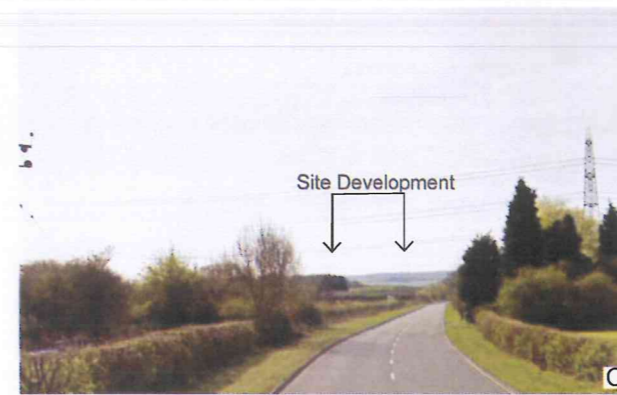
Internal dimensions for clarity:

- the internal width of the existing garage is 2.75 metres wide (measured pier to pier); and
- the internal width of the proposed enlarged garage is 2.75 metres wide (measured pier to pier).

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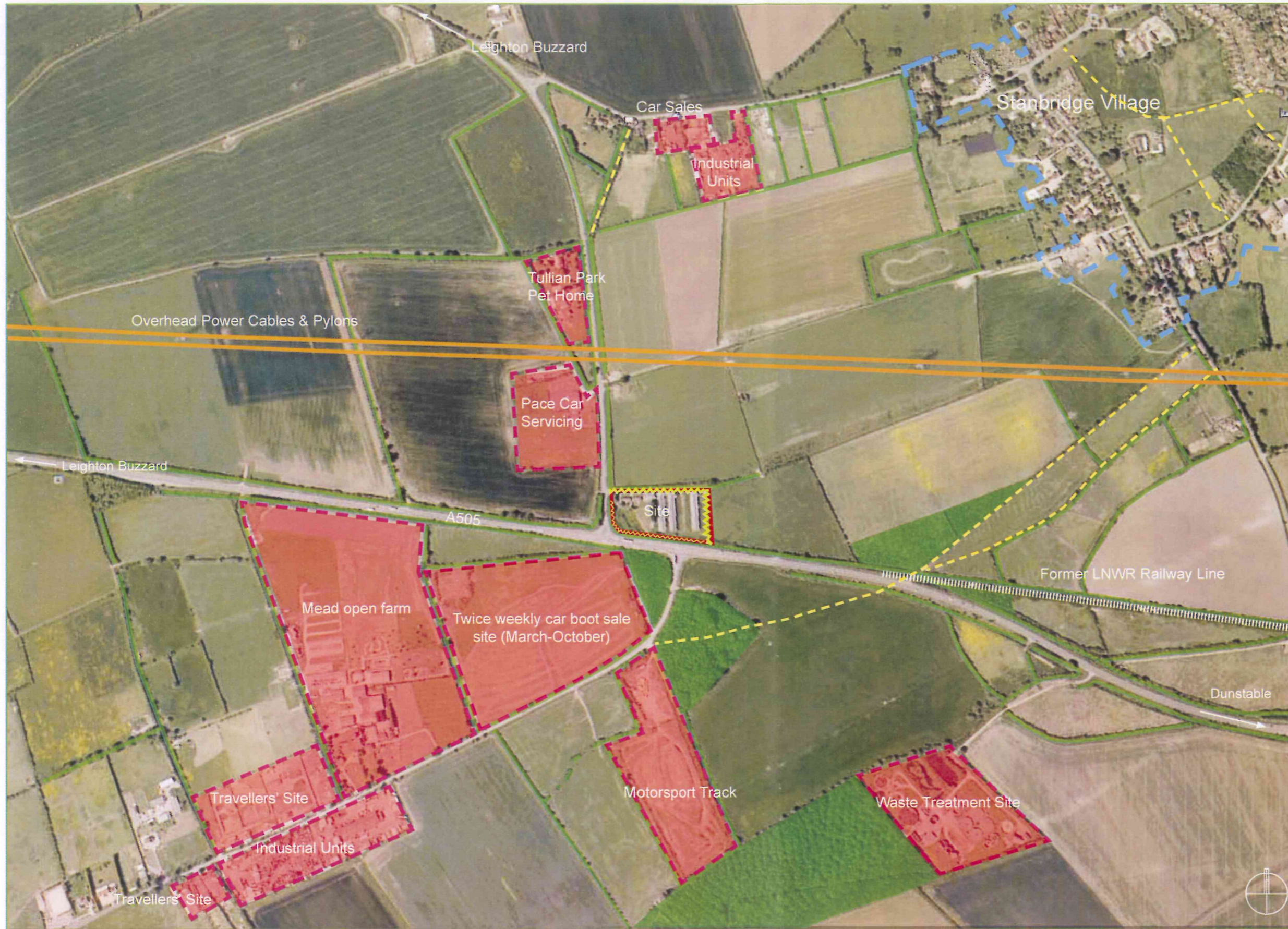
02/10/2015







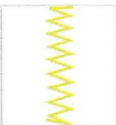
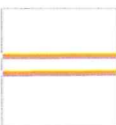


KEY	
	Principle Elements Existing Vegetation
	Existing Contours
	Views of Site
	Limited Views of Site
	No Views of Site
	Overhead Power Cables & Pylons

PROJECT		
Stanbridge Crossing		
CLIENT		
Brickhill Properties		
DRAWING		
Long Distance Visual Analysis- Late Summer		
SCALE	DRWG No.	DATE
NTS	QD680_100_01.01	20.10.15
© COPYRIGHT 2015 QUARTET DESIGN		





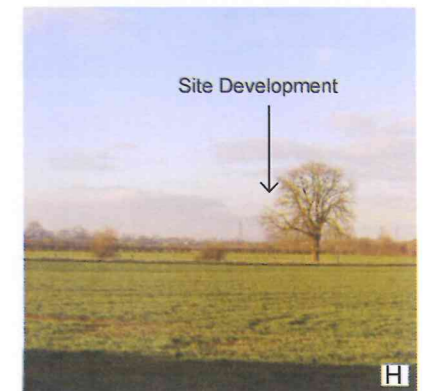
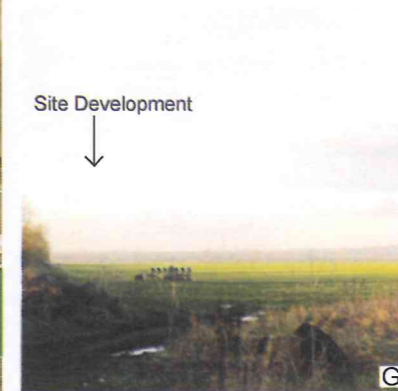
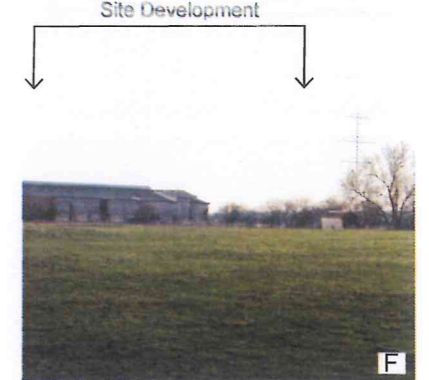
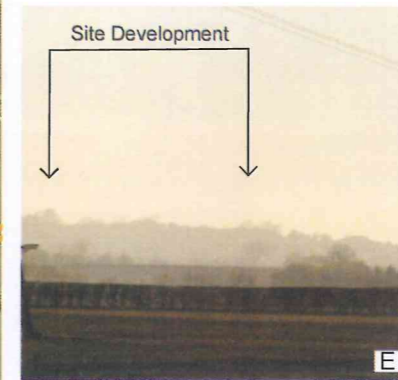
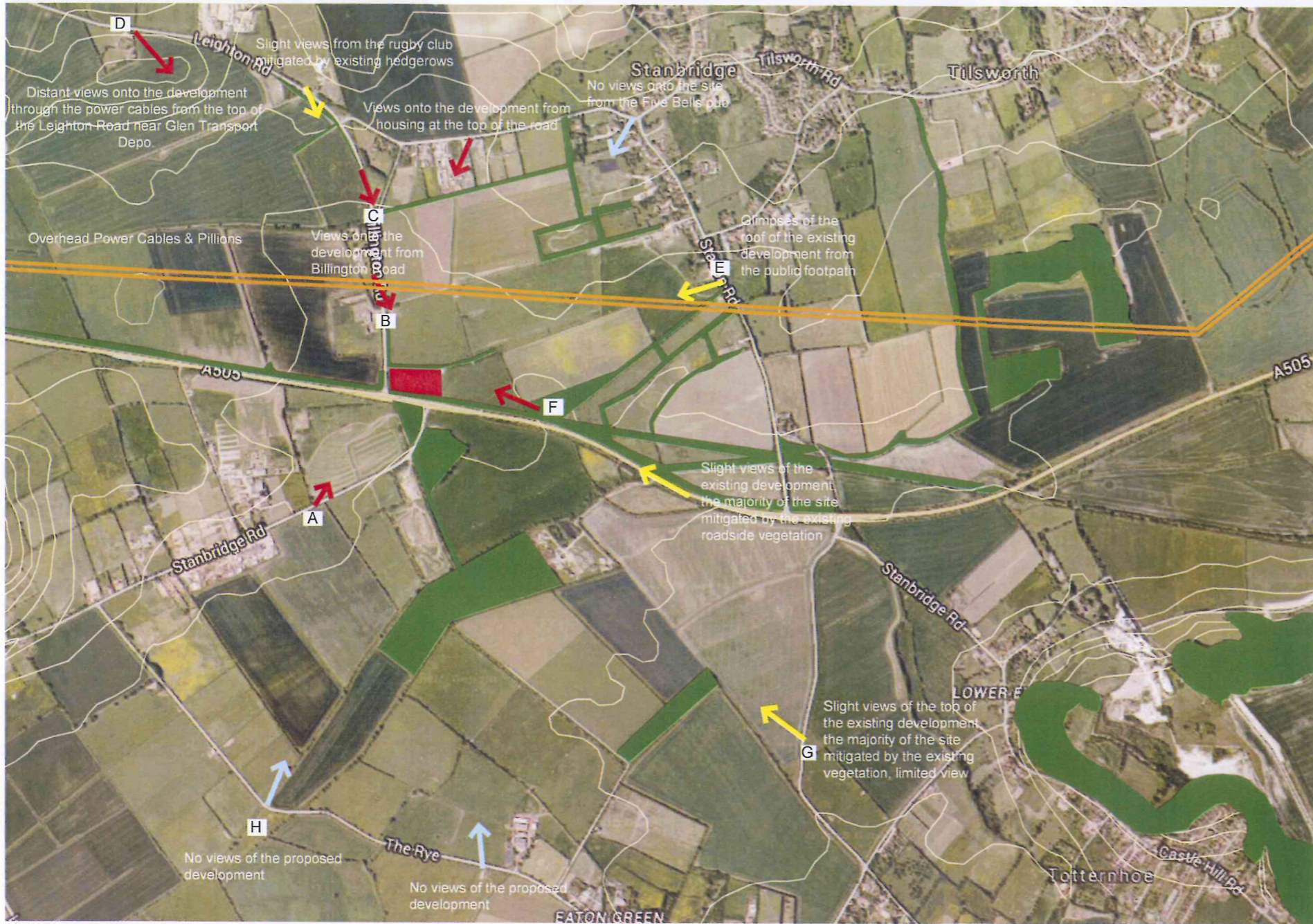
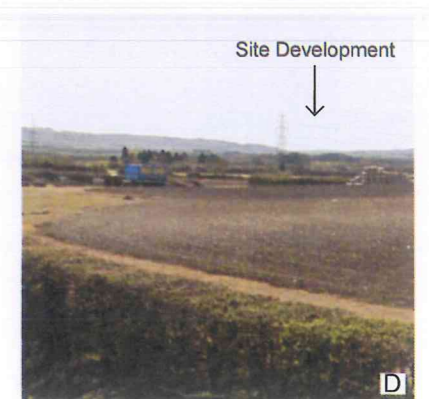
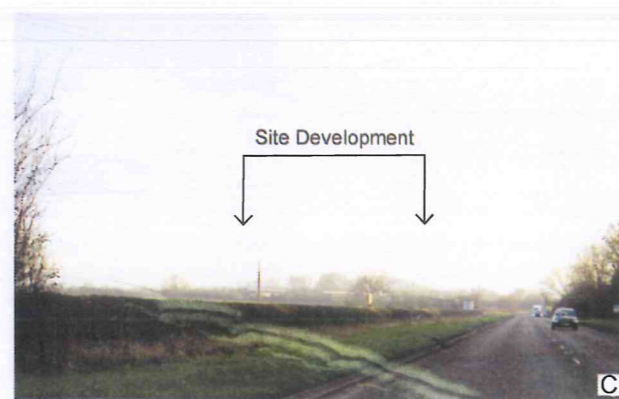
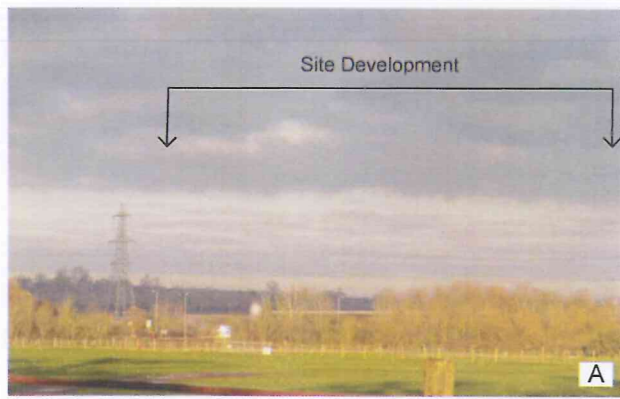
**KEY**

-  Site Boundary
-  Commercial/Industrial Activity
-  Hedgerows and Vegetation that could impact on the visual mitigation of the site
-  Woodland & Significant Vegetation
-  Locations of Landscape Visual Mitigation
-  Overhead Power Cables & Pylons
-  Public Footpaths
-  Approximate Village Outline (Main Residential Zone)

<b>PROJECT</b>		
Stanbridge Crossing		
<b>CLIENT</b>		
Brickhill Properties		
<b>DRAWING</b>		
Local Context/ Mitigation		
<b>SCALE</b>	<b>DRWG No.</b>	<b>DATE</b>
NTS	QD680_100_02_Rev A	21.01.16
© COPYRIGHT 2015 QUARTET DESIGN		







KEY	
	Principle Elements Existing Vegetation
	Existing Contours
	Views of Site
	Limited Views of Site
	No Views of Site
	Overhead Power Cables & Pylons

PROJECT		
Stanbridge Crossing		
CLIENT		
Brickhill Properties		
DRAWING		
Long Distance Visual Analysis - Winter		
SCALE	DRWG No.	DATE
NTS	QD680_100_01.02	20.10.15
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CB/15/04264,

**Quantitative comparison of existing, past approved and proposed development**

Deans Farm / Miniclipper, Leighton Buzzard

Scheme	Height to Eaves (m)	Height to Ridge (m)	Finished Floor Level (m)	Floorspace (sq m)	Building Footprint(s) (sq m)
Revised	10.5	12	92.50	4,994	2,184 (main building) 2,150 (canopy) 346 (office)
Proposed	13.2	14.7	92.50	4,994	2,184 (main building) 2,150 (canopy) 346 (office)
Pre-app	N.a.	12	N.a.	4,967	2,122 (main building) 2,165 (canopy) 346 (office)

06 JUL 2015

**Proposed Development**  
**at**  
**Paradise Farm, The Causeway,**  
**Clophill, Beds. MK45 4BA**

**Flood Risk Assessment**

**July 2015**

**Graham A. Fryer BSc CEng FICE FCIWEM**  
**Consulting Engineer**

**20 Grove Way, Esher, Surrey KT10 8HL**  
**gfryer@talktalk.net**  
**07768 054258**

**FLOOD RISK ASSESSMENT**

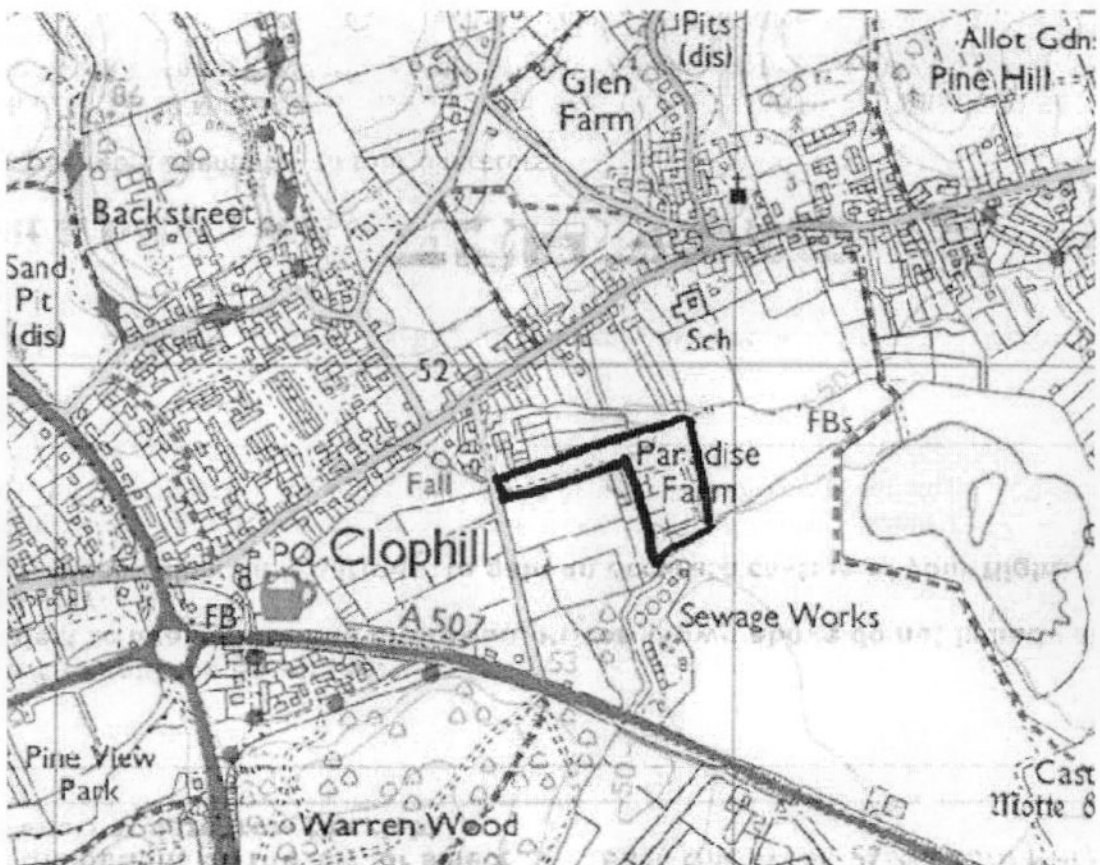
**Paradise Farm, The Causeway, Clophill, Beds. MK45 4BA**

**List of Contents**

	<b>Page No.</b>
1. Instructions	1
2. Description of site and Proposed Works	3
3. National Planning Policy Framework	5
4. Flood Risk Information	7
5. Flood Storage and Conveyance	9
6. Surface Water Drainage	10
7. Safe Escape and Emergency Services	11
8. Conclusions	12
Appendix A - Internal Drainage Board Response	13
Appendix B - Photographs	16

1. **INSTRUCTIONS**

- 1.1 I was appointed by Mr. Michael Gumble to prepare a Flood Risk Assessment for a site at Paradise Farm, The Causeway, Clophill, Beds MK45 4BA
- 1.2 The FRA has been prepared in support of a planning application to be submitted to Central Bedfordshire Council for the use of the land as a gypsy caravan site. The location of the site is shown on the plan below and on the aerial view on the following page.



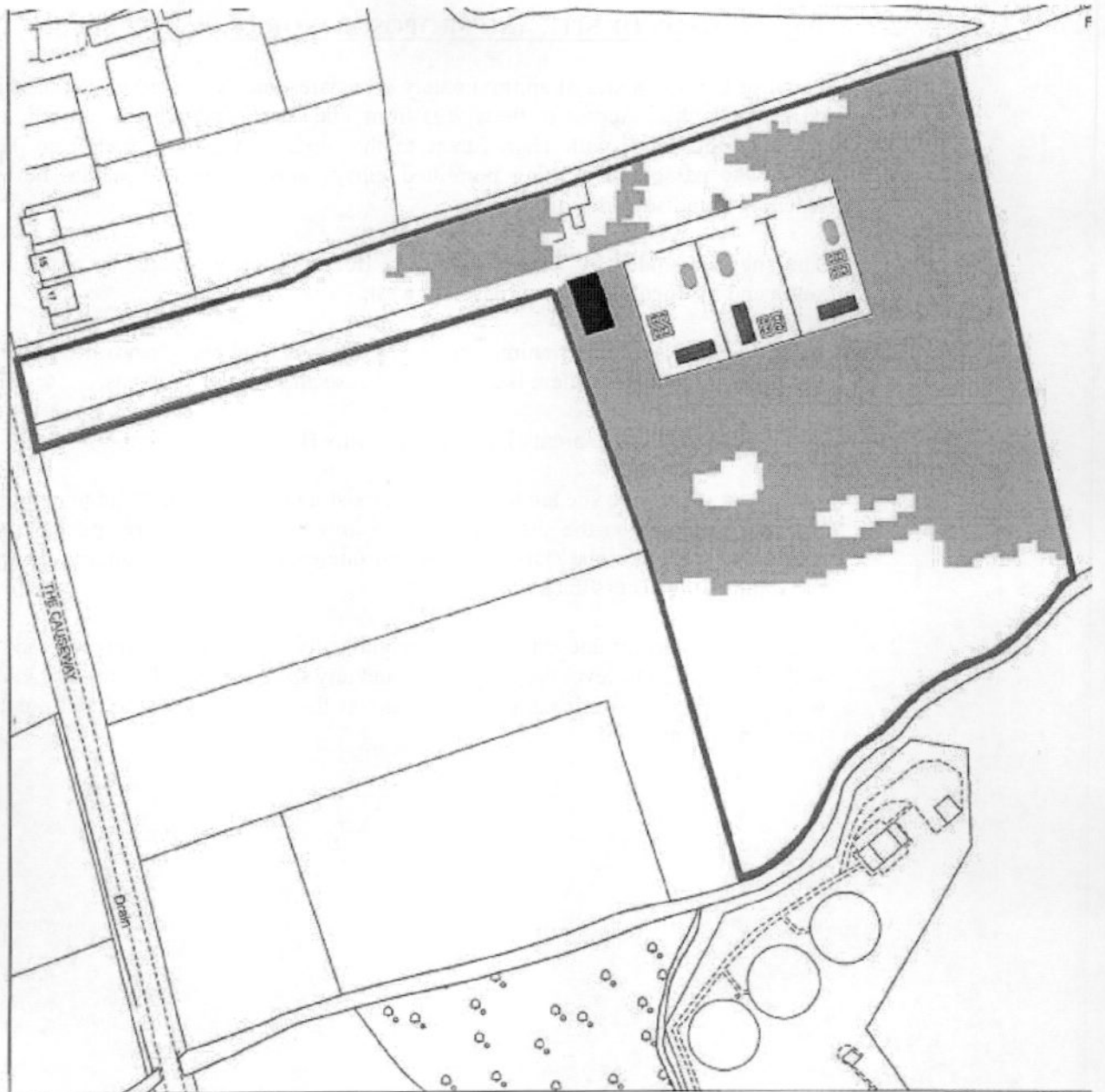


- 1.3 This report considers the flooding risk associated with the site in the light of National Planning Policy Framework and Technical Guidance. It establishes the flood risk at the site, ascertains the impact of development of the site on that flood risk and its affect on others and determines any mitigation measures which may be required to take account of the flood risk



2. **DESCRIPTION OF SITE AND PROPOSED WORKS**

- 2.1 Paradise Farm is a site of approximately 2 hectares and is located on the eastern edge of Clophill. Access to the site is from The Causeway, which connects the A507 to the south with High Street to the north. An access road from The Causeway passes an existing permitted gipsy caravan site and stables before reaching Paradise Farm.
- 2.2 The site is bounded by Internal Drainage Board watercourses to the north and south and by open fields to the east and west.
- 2.3 Paradise Farm is a former animal sanctuary which is now being renovated. At the northern end of the site there is an existing house and 3 static caravans.
- 2.4 Photographs of the site are included as Appendix B to this document.
- 2.5 The proposals for the site are to replace the existing static caravans and to upgrade the site, as shown on the site plan on the following page. The three pitches will each have space for one static caravan and one tourer on a hardstanding area to the south of the access track.
- 2.6 The site is currently uneven, and it rises gradually to the south. Some regrading will be necessary to level the living area, and any spoil required for this regrading will be taken by lowering the higher areas at the south of the site, and not by importing fill material.



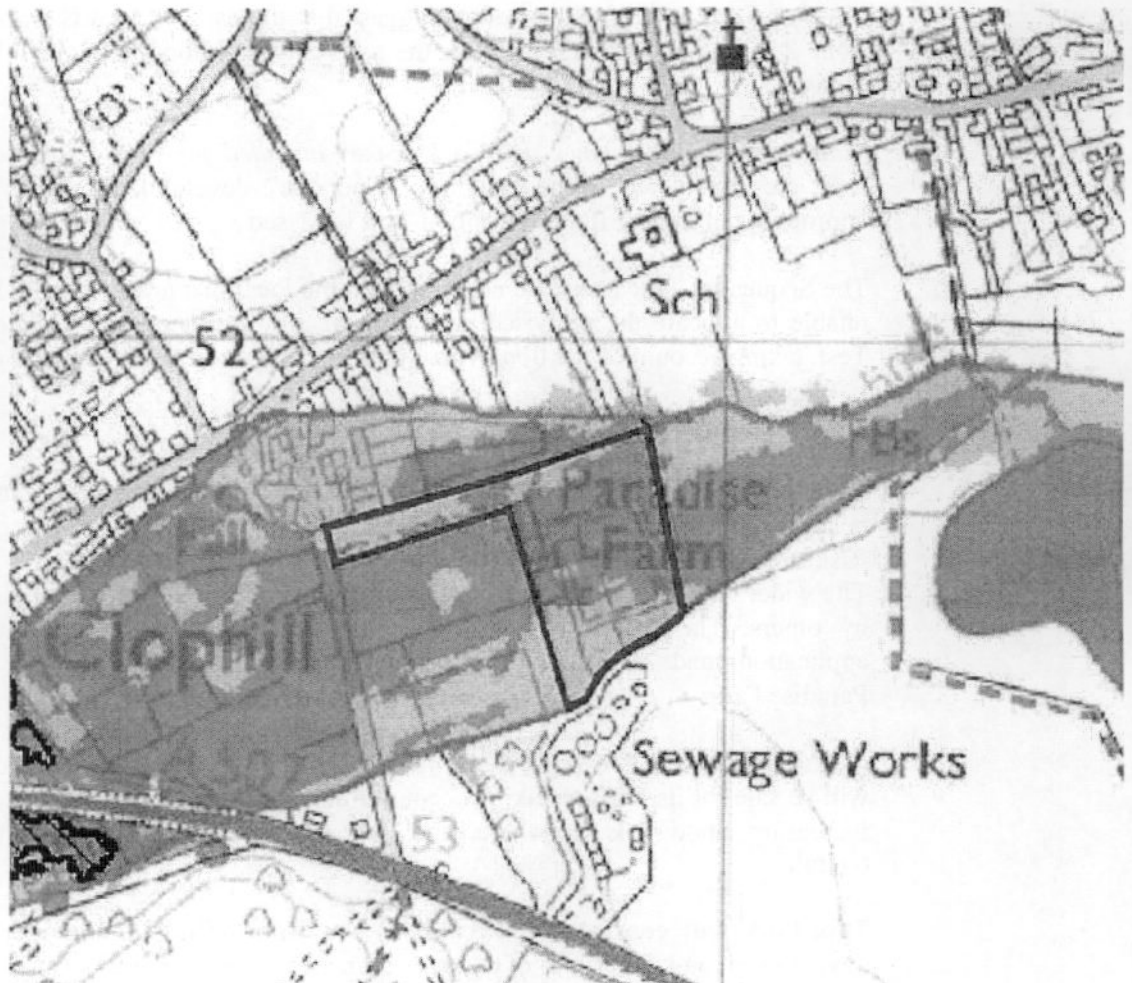
3. **NATIONAL PLANNING POLICY FRAMEWORK**

- 3.1 The NPPF, March 2012, is a key part of the Government's reforms to make the planning system less complex, more accessible, and to promote sustainable development. It replaces most of the Planning Policy Guidance Notes (PPG's) and Planning Policy Statements (PPS's)
- 3.2 The underlying principle in the NPPF is a presumption in favour of sustainable development promoting positive planning, where Local Planning Authorities should approve without delay proposals that accord with the development plan.
- 3.3 Flood risk and coastal change policies can be found in paragraphs 94, 100 – 108 of the NPPF with technical guidance setting out how these policies should be implemented contained in the *Technical Guidance to the National Planning Policy Framework* also dated March 2012.
- 3.4 Local Planning Authorities should "*adopt proactive strategies to mitigate and adapt to climate change taking full account of flood risk, coastal change, and water supply and demand considerations*"(Para 94)
- 3.5 Government policy is that:"*inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere*" (Para 100).
- 3.6 Local Plans "*should be supported by strategic flood risk assessment and develop policies to manage flood risk, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities and internal drainage boards*" (Para 100).
- 3.7 The NPPF retains the Sequential and Exception Tests. In drawing up Local Plans, LPAs "*should apply a sequential, risk based approach to the location of development*" (Para 100).
- 3.8 Planning applications in flood risk areas should be supported by a site-specific flood risk assessment. This should demonstrate that
- "*within the site the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location, and*
  - *Development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including emergency planning, and it gives priority to the use of sustainable drainage systems*"(Para 103).

- 3.9 The *Technical Guidance to the National Planning Policy Framework* retains key elements of Planning Policy Statement 25 and of the Minerals Policy Statements and Minerals Planning Guidance Notes which are considered necessary and helpful in relation to these policy areas. The retention of this guidance is an interim measure pending a wider review of guidance to support planning policy.
- 3.10 With regard to flood risk –
- “areas at risk of flooding” means land within Flood Zones 2 and 3 or land within Flood Zone 1 which has critical drainage problems and which has been notified to the local planning authority by the Environment Agency.
  - “flood risk” means risk from all sources of flooding – including from rivers and the sea, directly from rainfall on the ground surface and rising groundwater, overwhelmed sewers and drainage systems, and from reservoirs, canals and lakes and other artificial sources.
- 3.11 Table 1 of the Guidance Notes deals with the definition, appropriate uses, flood risk assessment requirements, and policy aims of the 4 flood zones –
- |           |                           |
|-----------|---------------------------|
| Zone 1 –  | Low Probability           |
| Zone 2 –  | Medium Probability        |
| Zone 3a – | High Probability          |
| Zone 3b – | The Functional Floodplain |
- 3.12 Table 2 of the Guidance Notes contains the Flood Risk Vulnerability classification.
- 3.13 Table 3 of the Guidance Notes contains the Flood risk vulnerability and flood zone compatibility data.
- 3.14 Section 6 of the Guidance Notes refers to a site-specific flood risk assessment which is carried out by, or on behalf of, a developer to assess the risk to a development site and demonstrate how flood risk from all sources of flooding to the development itself and flood risk to others will be managed now, and taking climate change into account. There should be iteration between the different levels of flood risk assessment.
- 3.15 It should identify and assess the risks of all forms of flooding to and from the development and demonstrate how these flood risks will be managed so that the development remains safe throughout its lifetime, taking climate change into account. Those proposing developments should take advice from the emergency services when producing an evacuation plan for the development as part of the flood risk assessment

4. **FLOOD RISK INFORMATION**

- 4.1 The Floodmap currently published by the Environment Agency for this area is shown below. The dark blue area shows the extent of the floodplain taking account of flood defences, and it represents the contour of the flood which has a 1 in 100 or greater annual probability of flooding (i.e. greater than 1%). The light blue represents the additional area having a 1 in 1000 or greater annual probability of flooding (i.e. greater than 0.1%).



- 4.2 It can be seen that according to the current Agency floodmap the centre of the site is within the 1% flood contour but the whole of the southern part of the site, some small areas to the north, and most of the access track are within the 0.1% contour

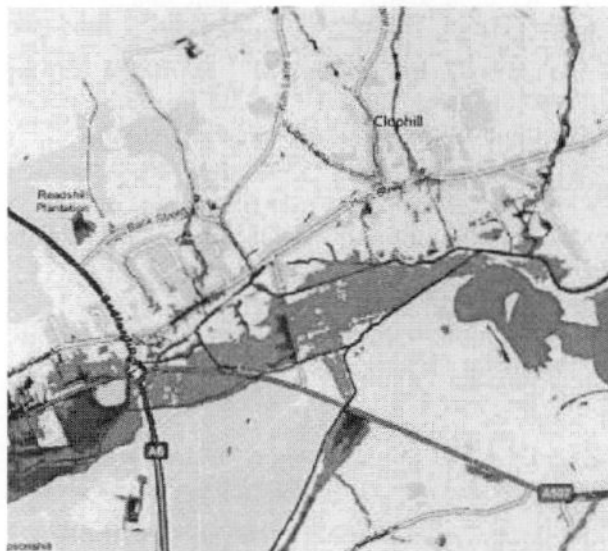
- 4.3 The watercourses to the north and south of the site are the responsibility of the Bedfordshire & River Ivel Internal Drainage Board, so I have also contacted the IDB for detailed flood levels and information at this site. The response received from the IDB is included as Appendix A to this FRA. It shows that the flood plain of the IDB watercourses 156 and 175 is the same as indicated on the Environment Agency published floodmap.
- 4.4 No modelled flood levels or Historic Flood outlines are available from either the Environment Agency or the Internal Drainage Board.
- 4.5 The flood outlines would therefore suggest that the caravan area is within Flood Zone 2 – Medium Probability, after the regrading described in para 2.6 has been carried out.
- 4.6 “Caravans, mobile homes and park homes intended for permanent residential use” are considered to be “Highly Vulnerable” development, which is only appropriate in Zone 2 if the Exception Test is passed
- 4.7 The Sequential Test would demonstrate that the local planning authority has been unable to allocate the proposed development in accordance with the Sequential Test, taking account of the flood vulnerability category of the intended use.
- 4.8 For the Exception Test to be passed –
- (a) It must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared.  
The wider benefits of the development as a gipsy traveller site will be dealt with by others. The matter has already been considered, and accepted, for the application made for the existing gipsy caravan site on the access track to Paradise Farm
- (b) A site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
- This FRA will consider (in Section 5) the vulnerability of the users of the development and the effects of the development on flood risk elsewhere.
- 4.9 The availability of safe access for residents is considered in Section 7.
- 4.10 The Environment Agency data also shows that the site is not at risk of flooding from “reservoirs or other artificial sources”.

5. **FLOODPLAIN STORAGE AND CONVEYANCE**

- 5.1 The physical effects on others resulting from development within the floodplain principally consist of the loss of floodplain storage – requiring floodwater to move elsewhere – and obstructions to flow which can restrict conveyance and cause increases in water levels behind the restriction.
- 5.2 There are 3 existing static caravans on the site, and the proposal is to reposition and replace these. The new caravans will be set with their thresholds raised sufficiently above flood level to ensure that the residents remain safe. They will also be securely tethered so that they are stable in a major flood event.
- 5.3 As described in para 2.6 any regrading of the site will involve the movement of spoil from the south part of the site to the proposed caravan area to the north, which will provide level for level compensatory storage.
- 5.4 With these conditions there can be no loss of flood storage and no effect on flood conveyance, there is therefore no increase in the flood risk to others as a result of the proposed works

6. SURFACE WATER DRAINAGE

- 6.1 A caravan site does not adversely affect the surface water drainage in the area. Only the small areas of the mobile home supporting slabs are impermeable, and all surface water continues to be discharged directly to the ground. The hardstandings will be totally permeable.
- 6.2 The Environment Agency “Risk of flooding from Surface Water” plan, shown below, repeats the flooded area from the floodmap and therefore raises no additional issues.





7. **SAFE ESCAPE AND EMERGENCY SERVICES**

- 7.1 The Technical Guidance require the effects of introducing further persons into the floodplain to be evaluated, both in terms of the opportunities for safe escape and the implications for the Emergency Services.
- 7.2 Since the static caravans themselves are elevated above flood level there is no direct danger to the occupants.
- 7.3 The proposed caravan area is outside the limits of the 1% design flood so that safe escape is possible, this has already been discussed and accepted for the permitted caravan site on the access track, as follows –

Area to be assessed	The Causeway
Depth of flooding (d)	Maximum 150 mm (from surveyed levels)
Velocity of flow (v)	Say 0.5 m/sec (ponded water on flood limits)
Debris factor (DF)	0.5 (Depth below 250 mm)

$$\begin{aligned} \text{Flood Hazard Rating HR} &= d \times (v+0.5) + DF \\ &= 0.65 \end{aligned}$$

This value of HR is within the range in the Tables of FD2320 for which the Degree of flood hazard is *Very Low Hazard - Caution*

8. **CONCLUSIONS**

- 8.1 This FRA refers to a planning application for the use of a former animal sanctuary on the east side of Clophill as a 3 pitch gipsy caravan site, The site already contains 3 static caravans, which would be replaced and repositioned. There is an existing permitted gipsy site on the access track to Paradise Farm.
- 8.2 The site is uneven, and rises gradually to the south. Some regrading will be necessary to level the living area, and spoil required for this regrading will be taken from the higher areas, and not by importing fill material.
- 8.3 The site is bounded by Internal Drainage Board watercourses to the north and south and by open fields to the east and west.
- 8.4 According to the current Environment Agency floodmap the centre of the site is within the 1% flood contour but the whole of the southern part of the site, some small areas to the north, and most of the access track are within the 0.1% contour. This has been confirmed by the IDB.
- 8.5 The caravan area will be within Flood Zone 2 – Medium Probability, after the regrading has been carried out.
- 8.6 “Caravans, mobile homes and park homes intended for permanent residential use” are considered to be “Highly Vulnerable” development, which is only appropriate in Zone 2 if the Exception Test is passed. The wider benefits of the development as a gipsy site have already been considered, and accepted, for the application made for the existing gipsy caravan site on the access track to Paradise Farm
- 8.7 The new caravans will be set with their thresholds raised above flood level to ensure that the residents remain safe. They will also be securely tethered so that they are stable in a major flood event. Since they will replace existing caravans there can be no loss of flood storage and no effect on flood conveyance, there is therefore no increase in the flood risk to others as a result of the proposed work
- 8.8 A caravan site does not adversely affect the surface water drainage. Only the small areas of the caravan supporting slabs are impermeable, and all surface water continues to be discharged directly to the ground.
- 8.9 The caravan area is outside the limits of the 1% design flood so that safe escape is possible, this has already been discussed and accepted for the permitted caravan site on the access track for which the Degree of flood hazard is *Very Low Hazard - Caution*

**APPENDIX A**

**INTERNAL DRAINAGE BOARD RESPONSE**

**graham fryer**

---

**From:** Trevor Skelding <Trevor.Skelding@idbs.org.uk>  
**Sent:** 30 June 2015 15:50  
**To:** gfryer@talktalk.net  
**Subject:** RE: Land adjacent to 17, The Causeway, Clophill, MK45 4BA  
**Attachments:** Causeway.pdf

**Graham**

Please find attached a plan indicating the Board's district and flood zones 2 & 3 relative to your site. Currently I am unaware of any planned improvement works to the adjacent watercourses.

Regards

Trevor Skelding MSc IEng MICE  
Principal Engineer  
The Bedford Group Of Drainage Boards  
01234 767995

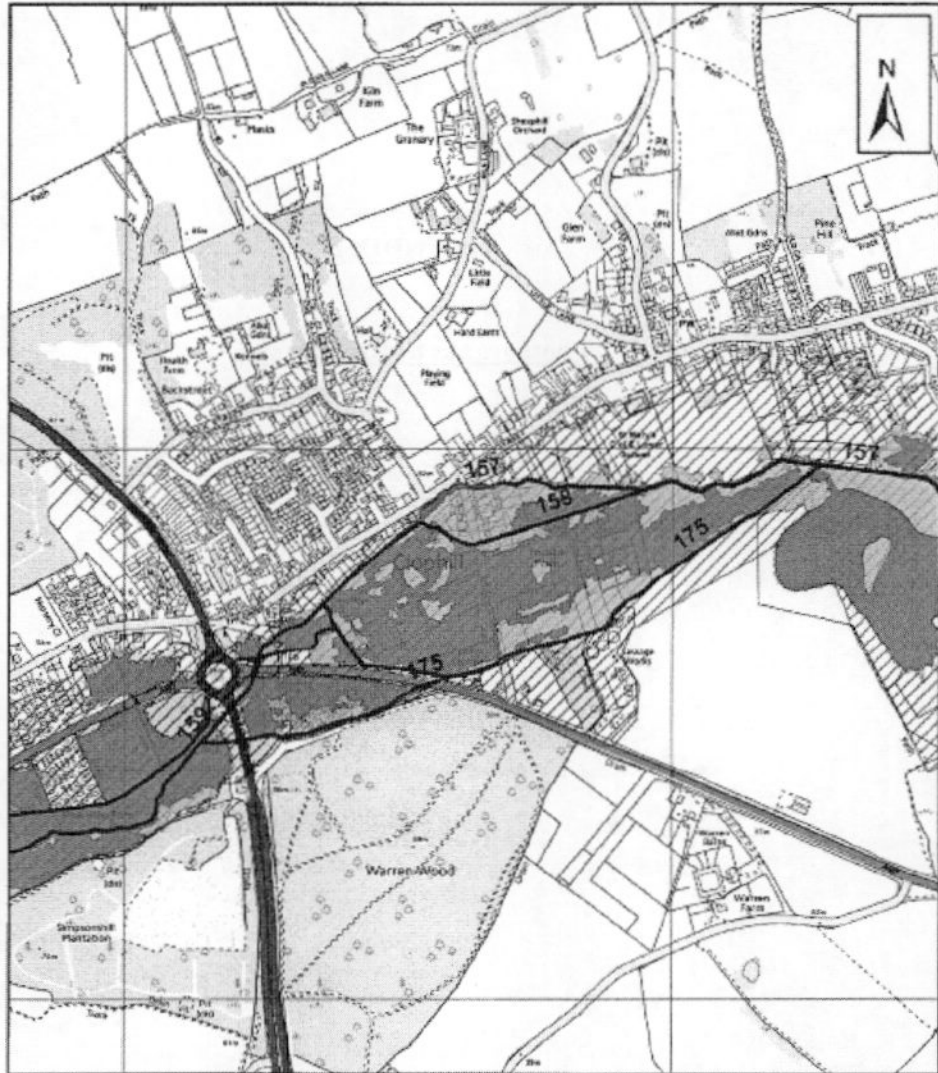
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1

*We may have to make this message and any reply to it public if asked to under the Freedom of Information Act, Data Protection Act or for litigation. Email messages and attachments sent to or from The Bedford Group of Drainage Board address may also be accessed by someone other than the sender or recipient for business purposes.*

*The statements in this message are made by the individual who sent them and do not necessarily represent the views or opinions of The Bedford Group of Drainage Boards.*

**Bedford Group of Drainage Boards**  
Bedfordshire & River Ivel IDB



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Scale 1 = 10,000

**Legend**

- IDB Watercourse
- Flood Zone 3
- Flood Zone 2
- IDB District**
- BOARD**
- ▨ Bedfordshire and River Ivel



**The Causeway**

[www.idbs.org.uk](http://www.idbs.org.uk)

**APPENDIX B**

**Photographs of Existing site**



Photo No 1

Access track to The Causeway, with existing house and static caravan

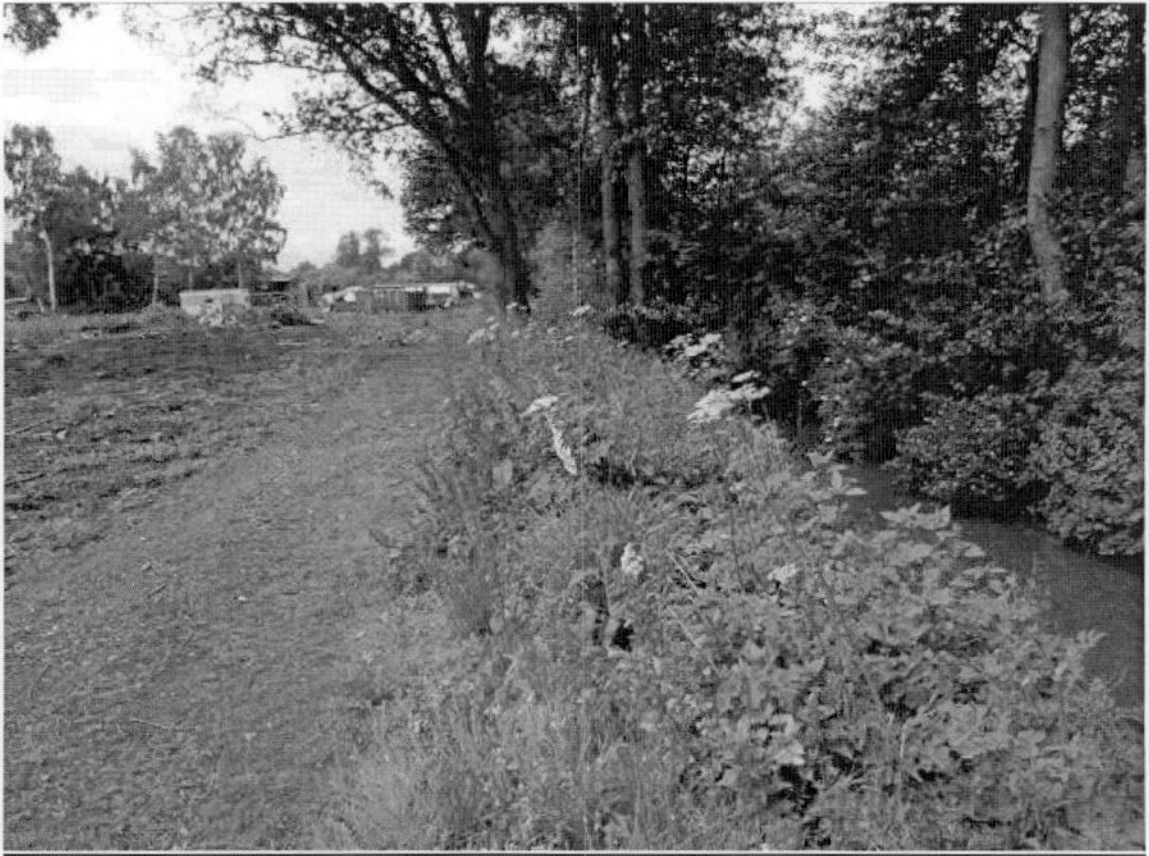


Photo No 2

View of the site and the river, looking west





Photo No 3

View of the site, towards higher ground to the south

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