

CENTRAL BEDFORDSHIRE COUNCIL

At a meeting of the **DEVELOPMENT MANAGEMENT COMMITTEE** held in Council Chamber, Priory House, Monks Walk, Shefford on Wednesday, 8 November 2017

PRESENT

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

Cllrs Mrs S Clark
K M Collins
I Dalgarno
F Firth
E Ghent

Cllrs C C Gomm
K Janes
T Nicols
T Swain
J N Young

Apologies for Absence: Cllr M C Blair

Members in Attendance: Cllrs P A Duckett
Mrs S A Goodchild
Ms A M W Graham
J Kane
Ms C Maudlin
B Saunders
I Shingler
Mrs T Stock

Officers in Attendance:

Mr D Ager	Principal Highway Officer
Ms P Bramwell	Planning and Highways Solicitor LGSS Law
Mrs N Darcy	Senior Planning Officer
Mr J Ellis	Planning Manager West
Ms S Griffin	Committee Services Officer
Mr A Harrison	Principal Planning Officer
Mr M Heron	Principal Planning Officer
Mr M Huntington	Principal Planning Officer
Mr D Lamb	Planning Manager East
Mrs D Lavender	Principal Planning Officer
Mr L Manning	Committee Services Officer
Mr R Page	Principal Highways Officer
Ms A Rowland	Team Leader Sustainable Transport Team
Mrs J Selley	Head of Planning Delivery
Mrs D Walker	Senior Planning Officer

DM/17/82. **Chairman's Announcements and Communications**

The Chairman advised the meeting that the order of business for the planning applications would be Items 12/13, 8, 7, 10, 6, 11 and 9.

The Chairman reminded Members of the Committee that they had to be present throughout the entire debate on an Item (including the officer's introduction) in order that they could participate and vote upon it.

DM/17/83. **Minutes**

RESOLVED

that the minutes of the meeting of the Development Management Committee held on 11 October 2017 be confirmed and signed by the Chairman as a correct record.

DM/17/84. **Members' Interests**

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

Member	Item	Nature of Interest	Present or Absent during discussion
Cllr K C Matthews	6	Knows one of the speakers.	Present
Cllr J N Young	6	Closely involved in the scheme and has met the applicant, Rowan Homes. Confirmed that he is attending the meeting with an open mind and has not pre-determined.	Present
Cllr K C Matthews	7	Knows one of the speakers.	Present
Cllr K C Matthews	8	Knows one of the speakers.	Present

Cllr T Swain	9	Resident in the ward though not a ward Member.	Present
Cllr I Dalgarno	11	Knows two of the speakers.	Present
All	10	One of the speakers is a former Member of the Council	Present

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

Member	Item	Nature of Interest	Present or Absent during discussion
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None.

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

Member	Item	Parish/Town Council	Vote Cast
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None.

DM/17/85. Planning Enforcement Cases Where Formal Action Has Been Taken

The Chairman advised Members to raise any issues they might have with regard to planning enforcement cases with the Planning Enforcement and Appeals Team Leader.

DM/17/86. Planning Application Nos. CB/17/04232/FULL and CB/17/01775/LB (Barton-le-Clay ward)

The Chairman referred Members to the Late Sheet which contained recommendations that consideration of Planning Application No. CB/17/04232/FULL for the dismantling and rebuilding of the garden wall adjacent to the church hall at St Nicholas Church, Church Road, Barton-le-Clay, Bedford, MK45 4LA and Planning Application No. CB/17/01775/LB for Listed Building consent to carry out the works outlined above be deferred.

The Chairman felt that it would be unwise to proceed given that the Conservation Officer required further time to consider additional objections which had been received and discuss related issues with Historic England.

On being put to the vote it was unanimously agreed.

RESOLVED

that Planning Application Nos. CB/17/04232/FULL and CB/17/01775/LB relating to St Nicholas Church, Church Road, Barton-le-Clay, Bedford, MK45 4LA be deferred to allow re-consultation and engagement with Historic England as part of the exploration of alternative options for wall repair which sought to address local concerns.

DM/17/87. Planning Application No. CB/17/03228/OUT (Ampthill ward)

The Committee considered a report regarding Planning Application No. CB/17/03228/OUT, an outline application for the erection of 8 dwellings and the formulation of vehicular and pedestrian access with associated landscaping on land west of Jacques Lane, Clophill, Bedford, MK45 4BS.

In advance of consideration of the application the Committee's attention was drawn to additional consultation/publicity responses, additional comments and additional condition/reasons as set out in the Late Sheet.

In advance of consideration of the application the Committee received representations from Clophill Parish Council, an objector to the application and the agent for the applicant under the public participation scheme.

A Member sought clarification from the Parish Council representative on the feelings of the village towards the application given the large number of objections received. In reply the Parish Councillor stated that local residents did not want to see the rural character of Jacques Lane and the area in general eroded. In response to further queries by Members she stated that there was no public access to the land and that, as far as she was aware, the land was owned and maintained by Central Bedfordshire Council.

A ward Member commented that Jacques Lane was more of a track than a lane. It lay outside the settlement envelope and the proposed dwellings, coupled with the three large properties currently being built, would result in a 50% increase in the Lane's population. It would have a detrimental impact on the rural identity of the village with no economic benefit. He then referred to the public utility issues in the area and, in particular, the power cuts and flooding which had taken place. With regard to the proposed installation of passing places he stated that the top of the Lane allowed two way traffic and they were not required there. The Lane became, in effect, a single track as it moved towards the application site. Further, the proposed location of the passing places was on land licensed to local residents for use as gardens.

Whilst the agreements could be revoked it would generate a great deal of local ill will.

The ward Member reminded the meeting that 50 properties had already been approved as part of the Lakes development and a further 50 plus homes were under appeal. He stated that Clophill had accepted its share of development within Central Bedfordshire and asked that the application be rejected.

The Committee considered the application and in summary discussed the following:

- The planning officer's acknowledgement that the proposed development was outside the settlement envelope. However, he stated that the benefits brought by the scheme outweighed this issue as they did with reference to the urbanisation of the site. Further the impact of urbanisation could be mitigated.
- On the matter of sustainability the planning officer commented that Clophill was a large village with a community centre, schools, a store post office and public houses. It was also close to an existing bus stop. On this basis the scheme was considered to be sustainable.
- The planning officer's statement that the application site lay outside flood zones 2 and 3 and had been considered acceptable by all relevant bodies subject to the imposition of a drainage plan. There were also additional conditions with regard to intercepting any discharge from the highway.
- The site had been assessed by the ecology officer and there were no objections. A condition had been included for an ecological enhancement strategy and it was felt that gains could arise.
- With regard to poor public utilities the planning officer stated that it was the statutory responsibility of certain bodies to provide such services.
- The passing bays were not now recommended to be conditioned or incorporated in the scheme. Instead signage could be installed through the Lane and a turning area incorporated on site for larger vehicles.
- The planning officer's belief that there was no conflict with the Council's walking strategy as the development site was within close proximity to local facilities.
- With regard to the blind bend on Jacques Lane and a potential conflict between pedestrians and traffic the highways officer stated that whilst the Lane was quite narrow there were existing passing places, the Lane widened out to allow two vehicles to pass and he did not expect vehicles to be travelling at speed.
- The highways officer was unsure whether the survey had included the whole Lane but he had personally observed traffic use at the site and the passing place outside no. 10 Jacques Lane had been clear.
- The highways officer's view that the existing parking place was sufficient although it was felt that a turning facility would be beneficial.

- With regard to the impact of the suggested widening of the access to the Lane the highways officer pointed out that the speed limit for the area was already restricted to 30 m.p.h.
- A Member's comment that, whilst sympathetic to the restriction of rural growth, it existed and needed to be accepted. He referred to the existing and forthcoming developments within Central Bedfordshire and the need to prepare local communities to accept such developments. The Member stated that he had considered how the application in Jacques Lane could be refused and referred to the narrowness of the Lane. However, he pointed out that the Council owned land, currently licensed to local people, on either side of the Lane which could be employed if necessary. As such he felt that a Planning Inspector would not be sympathetic to the Council if it rejected the application on grounds of width. He felt the scheme integrated with the village and supported it.
- A Member's request for clarification on how the benefits of the application outweighed the identified harm and conflict within the Development Plan. In response the planning officer stated that the housing was in a sustainable location and, through its construction, brought economic benefits and the provision of additional housing for local or other persons. Whilst there would be a detrimental impact on the rural character of the village the development was a logical extension and landscaping would mitigate the impact. He explained that net gains in biodiversity would be achieved through a condition requiring an ecological enhancement strategy and the ecology officer had considered the application acceptable. The site itself had been assessed as having relatively low ecological value but there would be appropriate planting and the retention of hedgerows would aid biodiversity.
- A Member's comments that Jacques Lane represented a typical village end in Bedfordshire and petered out before meeting open countryside. She referred to the quiet enjoyment gained by residents experiencing the rural nature of such lanes. The Member referred to the draft Local Plan and the statement made relating to the preservation of the rural nature of Central Bedfordshire whilst allowing development. However, she commented that small scale development removed important open spaces in villages and eroded their rural character. She felt the application to be an example of such development. The Member also felt this to be a finely balanced application and, on balance, the benefit arising from eight dwellings did not outweigh the harm to the landscape character of the village. She was of the opinion that there were sufficient reasons to refuse.
- The Chairman advised the meeting that whilst previous applications had been refused there had since been changes to local and national policies, especially the National Planning Policy Framework (NPPF) which contained a presumption in favour of sustainable development. He reminded the meeting that the application was, with the exception of the access, for outline approval only.

- A Member's expression of concern regarding the Lane and that the value of erecting the proposed signage under recommended condition 15 (Late Sheet) as it appeared that it would serve little purpose. In response the highways officer stated that such signs were supported by the Campaign for the Protection of Rural England in order to give lanes more protection and he felt they would be beneficial to the wider area and the public.
- A Member's comment that the case for or against the application was not finely balanced and that the arguments against approval were insubstantial. Whilst the Lane was narrow, passing places could be provided if so desired. Further, the proposed eight dwellings would provide good accommodation, contribute towards the life of the village and represented a sustainable development. He did not believe there was any policy basis for refusal.
- A Member's comment that the final decision rested with the Committee. He added that given the scale of the application, and in his opinion, it would have been better to submit a full application so that the full proposed details could be seen.

On being put to the vote 5 Members voted for approval, 6 voted against and 1 abstained. The application was not approved.

It was then proposed and seconded that that the application be refused on the grounds of urbanisation of the open countryside, harm to the character of the rural setting, harm to the landscape character and no positive contribution to the biodiversity as outlined in the Greensand Ridge Nature Improvement Policy and national policy.

On being put to the vote 6 Members voted to refuse the application, 4 voted against and 2 abstained.

RESOLVED

that Planning Application No. CB/17/03228/OUT relating to land west of Jacques Lane, Clophill, Bedford, MK45 4BS be refused as set out in the Schedule attached to these minutes.

AT THE CONCLUSION OF ITEM 8 ABOVE COUNCILLOR P DUCKETT LEFT THE MEETING

COUNCILLOR K JANES WAS ABSENT FROMM THE CHAMBER FOR PART OF THE DEBATE ON ITEM 7 BELOW AND TOOK NO PART IN THE DISCUSSION OR DECISION

DM/17/88. Planning Application No. CB/17/02417/RM (Stotfold & Langford ward)

The Committee considered a report regarding Planning Application No. CB/17/02417/RM, a Reserved Matters application for the appearance,

landscaping, layout and scale for 15 dwellings (Application No. CB/16/01148/OUT dated 8 September 2016) on land adjacent to St Mary's (Stotfold) Lower School, Rook Tree Lane, Stotfold. Hitchin, SG5 4DJ.

In advance of consideration of the application the Committee's attention was drawn to additional comments and amended conditions as set out in the Late Sheet.

In advance of consideration of the application the Committee received representations from Stotfold Town Council, an objector to the application and the applicant under the public participation scheme.

A Member sought clarification from the objector with regard to the low number of objections which had been received. In response the objector explained that many mothers, concerned at the detrimental impact by the proposal on the safety of children walking to St Mary's Lower School, had written in to object at the outline application stage. However, some had decided not to actively continue their objections once outline approval had been given. The Member thanked the objector for attending and advised that it was helpful if objectors could repeat their specific objections at the Reserved Matters stage.

A ward Member was of the opinion that insufficient consideration had been given to the safety aspect of the application and made the following suggestions:

- The provision of a full pedestrian crossing to the north west side of Brayes Manor.
- The provision of a full width footpath along the whole length of the site
- The movement of the bus stop box, currently at the bus stop which required relocation as a result of the application, to an existing bus stop on the south east side near to the Chequers Public House. The relocation of the box would prevent car parking at the bus stop and end the current need for pedestrians to walk between parked cars and for buses to drop off and pick up in the middle of the road. It would also allow the provision of parking spaces at the application site to replace those lost.
- The bus stop referred to as requiring relocation could, subject to consultation with Stotfold Town Council, be removed completely because of the proximity of two other bus stops in the vicinity.

The Committee considered the application and in summary discussed the following:

- The planning officer's comment that most of the issues raised had been considered at the outline application stage. She stated that although a pedestrian crossing had not been considered at the outline stage there was a condition requiring the retention of a crossing point. To a degree, therefore, this issue had been captured and would be a matter of

compliance. Likewise the provision of a footpath had been captured as a part of a condition and would also be a matter of compliance.

- The planning officer's comment that, at outline stage, the bus stop had been considered in terms of relocation and she was unable to comment on it being completely removed.
- The highways officer's response to a query regarding the undertaking of a safety assessment. With regard to the possible provision of a pedestrian crossing he stated that, whilst ideal, the opportunity for this had passed at outline stage and the conditioning of a such a crossing now would be open to challenge.
- The highways officer's statement that the development of 15 dwellings would generate only a small increase in traffic levels, was not significant and had already been approved at the outline stage.
- The planning officer's comment that tandem parking was an inevitable consequence of the layout of the dwellings and garages to allow pedestrian access to the rear of the properties. She stressed that the development had appropriate parking and she did not envisage a means by which the garages could be relocated to avoid the situation occurring.
- A ward Member's emphasise that when the application was considered at outline stage there was considerable comment and concern expressed on safety related issues, including highways matters.
- The planning officer's explanation regarding the type of crossing which could be provided and how consultation could be carried out with the Town Council regarding the future of the bus stop previously referred to by the ward Member as part of the discussions on the s278 agreement.
- The highways officer's undertaking to examine the most suitable location for measures to slow traffic as it approached the school in terms of Reserved Matters. He felt that it would be possible to address this point.
- A Member's emphasis that the school safety zone should be secured and pedestrians protected from speeding traffic.

On being put to the vote 9 Members voted for approval, 0 voted against and 2 abstained.

RESOLVED

that Planning Application No. CB/17/02417/RM relating to land adjacent to St Marys (Stotfold) Lower School, Rook Tree Lane, Stotfold. Hitchin, SG5 4DJ be approved as set out in the Schedule attached to these minutes.

AT THE CONCLUSION OF ITEM 7 ABOVE COUNCILLOR B SAUNDERS LEFT THE MEETING

THE COMMITTEE ADJOURNED AT 11.47 A.M. AND RECONVENED AT 11.52 A.M.

The Committee considered a report regarding Planning Application No. CB/17/01600/OUT, an outline application for the erection of six affordable dwellings including access and parking on land adjacent to 17 The Green, Beeston.

In advance of consideration of the application the Committee noted that there was no additional information set out in the Late Sheet which related to this application.

In advance of consideration of the application the Committee received representations from Sandy Town Council, an objector to the application and the agent for the applicant under the public participation scheme.

A ward Member expressed her support for the application. She stated that she was a Beeston resident and lived close to the development site. She then referred to initial concerns expressed by local residents regarding the layout of the proposed homes but stated the indicative layout provided in the outline application appeared more acceptable. The ward Member also commented on the need for affordable homes in Beeston and that, as a rural exception site, a maximum of ten homes was permitted though the application before Members was for only six.

A second ward Member referred to the proximity of the A1, the bus service and the nearby bridge over the A1 which allowed pedestrians to walk to Sandy and its schools if they wished. In addition the village was on the Greensand Ridge Walk and it was possible to access the nearby countryside. She stressed that whilst the village appeared isolated it was not. The ward Member then referred to the possibility that residents could use the parking spaces to be allocated for the proposed community orchard and asked that recommended condition 3 be strengthened to prevent this. The ward Member also asked whether, as the dwellings were affordable homes, allocation priority would be given to local people. Last, if the application was approved, she asked when the Town Council could begin preparation for the provision of its replacement allotments on the site.

The Committee considered the application and in summary discussed the following:

- The planning officer's explanation that the proposed houses faced The Green so that they complied with the character of the area and placing them at a different angle would be detrimental to the street scene. However, the layout shown was indicative and would be dealt with further at the Reserved Matters stage.
- The absence of direct access so there was the possibility of parking on The Green. The planning officer stated that parking provision was made within the application site and it was not possible to stop parking on the roads. Any access from The Green would be a civil matter and dealt with through legal measures.

- The Council could grant permission for the access. However, the applicant would need to obtain the appropriate legal rights to access The Green which was outside the remit of the Committee.
- The Chairman referred to the absence of a footpath on The Green so pedestrians were required to walk on the highway. The planning officer stated that the highway officers had assessed this issue and had raised no objections.
- Confirmation by the planning officer of a timber business and that larger vehicles were observed travelling to the A1. She added that the additional vehicle movements generated by the six new homes were not considered significant enough to impact on the existing highway network.
- The highways officer's statement that the proposed conditions were appropriate and highways issues would be considered again at the Reserved Matters stage. However, he did not believe the application would result in any material harm and there was already significant access on to The Green. An additional six dwellings were not thought to be problematic.
- The clarification provided by a ward Member who explained that additional lorries, particularly heavy goods vehicles, related to the timber yard drove through The Green. This occurred because there was a weight restriction at the end of The Green which prevented access on to the A1 through Orchard Road. She added that the provision of footpaths had been considered but due to the expense and character of the village it had been decided by Sandy Town Council not to provide them along The Green.

On being put to the vote 11 Members voted for approval, 0 voted against and 1 abstained.

RESOLVED

that Planning Application No. CB/17/01600/OUT relating to land adjacent to 17 The Green, Beeston be approved as set out in the Schedule attached to these minutes.

AT THE CONCLUSION OF ITEM 10.00 ABOVE COUNCILLORS MS C MAUDLIN AND MRS T STOCK LEFT THE MEETING

DM/17/90. **Planning Application No. CB/17/02941/FULL (Silsoe & Shillington ward)**

The Committee considered a report regarding Planning Application No. CB/17/02941/FULL for the demolition of the existing village hall; construction of 26 no. residential units, together with adequate off-road parking, private amenity garden space and landscaping; and erection of double garage for no. 37 High Road at land to the east of High Road, Shillington, SG5 3LL.

In advance of consideration of the application the Committee's attention was drawn to additional consultation/publicity responses, additional comments and additional/amended conditions as set out in the Late Sheet.

In advance of consideration of the application the Committee received representations from Shillington Parish Council and from the applicant's agent under the public participation scheme.

The ward Member stated that the application marked the first step in the provision of a new community and sports centre for the village which would be a lasting and important amenity. She also praised the applicant, Rowan Homes, and thanked them for their approach.

The Chairman advised that the application had only been brought before the Committee because it was contrary to Policy DM4 (most of the application site lying outside the settlement envelope).

The Committee considered the application and in summary discussed the following:

- The planning officer's comment that although the application site was outside the settlement envelope, the impact on the countryside, which was not considered to be harmful, was outweighed by the benefits arising from the development.
- The response by the planning officer to the objections raised by the landscape officer including that the existing hedgerow planting on the boundaries on the eastern and southern sides of the site would be retained by condition.
- A Member's concern that the new bungalows would be bought by developers and converted into 2-3 bedroom homes. He queried whether any action had been taken to prevent this from occurring. In response the planning officer referred Members to recommended condition 22 which prevented extensions or alterations to the roofs of the bungalow units and the dwelling at Plot 19 without specific planning permission.

On being put to the vote 11 Members voted for approval, 0 voted against and 1 abstained.

RESOLVED

that Planning Application No. CB/17/02941/FULL relating to land to the east of High Road, Shillington, SG5 3LL be approved as set out in the Schedule attached to these minutes.

The Committee considered a report regarding Planning Application No. CB/17/02681/FULL for the erection of a new pedestrian and cycle bridge over the A507 on land at Chase Farm, east of High Street and on land to the east of the A507, Arlesey.

In advance of consideration of the application the Committee's attention was drawn to additional consultation/publicity responses and additional comments set out in the Late Sheet.

In advance of consideration of the application the Committee received representations from Arlesey Town Council and the applicant's agent under the public participation scheme. A Member sought clarification from the applicant's agent as to whether the bridge would be lit overnight. He referred to an existing cycle bridge across the bypass and how the lighting, which was on all night, did not appear to be necessary and was entirely wasteful. Another Member asked if the applicant's agent was aware of the bridge crossing the A507 at Ridgmont. In response the agent stated that he was familiar with the bridge to a limited degree. The Member expressed disappointment as she felt the bridge was both a model example of a crossing for pedestrians and cyclists and aesthetically pleasing.

(Note: at this point in the proceedings Councillor Young declared an interest in the application because of his extensive involvement in the preparation of the Arlesey Master Plan and because he knew the applicant's agent).

A Member, in response to the applicant's agent representation, referred to the Late Sheet, the concerns expressed by the landscaping officer regarding aspects of the proposed bridge and the officer's suggestion that the opportunity be taken to secure a bespoke design. The Member sought clarification on why this differed from what had been stated by the applicant's agent in his representation. The Member then raised the issue of the bridge not being designed for use by horse riders. He stated that, whilst there were no bridleways immediately to the western side of the bridge, it was proposed to enhance their provision under the developing Arlesey Green Wheel proposals. The bridge would therefore become an important bridleway access. In response the applicant's agent stated that his comments were based on the content of the planning officer's report and he had not seen the Late Sheet.

The above Member, now speaking as a ward Member, thanked the Executive Member for Regeneration for his intervention which had resulted in the provision of a bridge at this site. However, he felt that the applicant had failed to deliver a satisfactory design which would look attractive within the landscape, especially when examples of more aesthetically pleasing crossings could be seen elsewhere on the A507 in Central Bedfordshire. He concurred with the concerns expressed by the Town Council representative regarding the quality of the bridge design. The ward Member felt that insufficient thought had been given to the community's aspirations for the bridge and that as Arlesey was expanding, and would possibly continue to do, he would wish to see an attractive, bespoke design to replace what was proposed. The ward Member

also referred to the proposed extended Green Wheel for the area which included provision for horse riders and sought the provision of a bridge built to BD37 standard so it could accommodate horse riders. He then referred to the open stilt design on the eastern side of the proposed bridge and stated that this, coupled with the bridge being unlit at night, would encourage anti-social behaviour. He stated that he was unable to support the application.

The Committee considered the application and in summary discussed the following:

- The planning officer's comment that, currently, there was no design code for the Arlesey Cross development and that the brief for the bridge in the Masterplan only stated that there should be a crossing over/under the A507. No details were provided regarding the design. The guidance contained in the Masterplan and the planning approval for the relief road stated the bridge would be used by pedestrians and cyclists. Horse riders were not mentioned. With regard to the Green Wheel and the development of bridleway provision to the west of the A507 the planning officer reiterated that he had relied on the explicit guidance set out in the planning approval for the relief road.
- The planning officer's explanation that Countryside Services had no objection to the revised bridge alignment and how the stilted ramp design entered Etonbury Wood on the western side. Some trees had already been removed to accommodate the proposed design.
- The ward Member's comment that the existing bridleway provision to the eastern side of the A507 was referred to within the officer's report and that it appeared incongruous not to take account of this. Further, the Countryside Service had raised concerns. He then asked if the proposed provision of public art on the bridge was being used to hide its poor design when it would be better to build a well-designed bridge.
- A Member's confirmation that the brief did not call for a bridleway. However, he commented that requirements changed and that as the Etonbury Green Wheel would require a bridleway link he felt it sensible that riders were also catered for.

(Note: Councillor N Young stated at this point that he would not vote on this application because of his close involvement in the preparation of the Master Plan).

- Another Member's comment that the design brief was either correct or not and if, as was being suggested, that it was not, then it a major error had been made which had led to a substantial waste of money in the form of the design fee. He also suggested that if horse riders required a bridleway as a function of the bridge they should have become involved at an appropriate time in the design stage. With regard to the stilted ramp element of the design, he felt that it needed to be placed in context and the illustrative graphics of the bridge presented to the Committee were not as complete as they should be. The Member referred to the

trees that would be present on either side of the ramp and the impression that the bridge user would have of crossing in to the wooded area and being exposed to the adjacent countryside. The stilts would not be seen by the bridge users and the use of stilts would not require the major removal of existing trees. In contrast the use of earth banking would be more prominent in its impact. In conclusion he asked that timber was not used for the deck surface of the bridge because it became slimy and slippery and difficult for cyclists. He also commented that the graphics used failed to depict the proposed design to its benefit and indicated his support for the proposal.

- Another Member's reference to the objections received from Countryside Services and the Green Infrastructure and Rights of Way officers to the application and how, therefore, objections to the proposed bridge had been received from all the officers who dealt with footpaths and rights of way issues. Despite this, however, the Committee was being asked to approve the application. The Member went on to express major criticism of the bridge design placed before the Committee. She referred to an existing award winning wooden clad bridge which crossed the A507 at Ridgmont and which, she claimed, sat well within the landscape. She described the means by which it gained height to cross the road and how it needed only a limited requirement for land to do this and queried why a similar design had not been adopted for this location. She supported the rejection of the application and, mindful of the forthcoming extensive housing growth in the area and the need for place making by the Council to be as good as it could be, the submission of a new attractive design which enabled the new bridge to be used as a bridleway link.
- Comment by a Member that the level of objection reported by a previous Member was not as high as suggested in the main report. He queried why officer views might differ in the Late Sheet and were contrary to those contained in the planning officer's report. He stressed that such responses should be submitted at the proper stage in the process so that the design could be influenced. The Member also stressed that the aim was not to win awards but to ensure the bridge was as invisible as possible by merging into the woodland. He also queried why a design brief had been issued which appeared to be flawed and why, if the bridge was meant to be a bridleway, this requirement had not been included in the design brief. The Member felt that the application could not be rejected on the grounds of its architecture but could be refused because an incorrect design brief had been issued.
- A local Member's view that the planning for the bridge undertaken by the applicant had been muddled. He referred to the forthcoming referendum on Arlesey's Neighbourhood Plan in two weeks and the applicant's failure to recognise the local aspirations contained in that document, which included the design of bridges, and how important the bridge was as a gateway into the new community. In addition the bridge would be used by local children going to and from Etonbury School.
- A Member commented that there was no mention of bridleways in the Neighbourhood Plan, either for or against. He expressed concern that,

whilst there had been public support for walking and cycling in response to the public consultation on the bridge, the Committee was possibly introducing a new use in the form of horse riding which had not been before the public when their opinions were sought. He also commented that there were sometimes concerns on horse traffic being in inappropriate locations and, given the bridge formed part of the route to a school, he queried whether parents would support the sharing of the bridge with horse riders.

- The planning officer's statement that he was not aware of any policy document which required the bridge to be used as a bridleway. He suggested that if the Committee wished to refuse permission then it should focus on Members' belief that the current design failed to meet the aspirations set out in the Neighbourhood Plan and that the bridge should be reflective of the rural nature of the area.
- It was suggested that, if refused, an advisory be added the applicant should meet with the Town Council to discuss the aspirations within the Neighbourhood Plan and with the school regarding the possible use of the bridge as a bridleway.

It was proposed and seconded that the application be refused on the grounds of poor quality design.

On being put to the vote 9 Members voted for refusal, 1 voted against and 1 abstained.

(Note: Councillor Young did not vote on this application).

RESOLVED

that Planning Application No. CB/17/02681/FULL relating to land at Chase Farm, east of High Street and on land to the east of the A507, Arlesey be refused as set out in the Schedule attached to these minutes.

COUNCILLOR N YOUNG WAS ABSENT FROM THE CHAMBER FOR PART OF THE DEBATE ON ITEM 9 BELOW AND TOOK NO PART IN THE DISCUSSION OR DECISION

DM/17/92. Planning Application No. CB/17/02942/REG3 (Houghton Hall ward)

The Committee considered a report regarding Planning Application CB/17/02942/REG3 for the refurbishment and extension of an existing detached property (the former Vicarage) to provide accommodation in the form of 5 nos. individual bedrooms in the original house and 8 nos. studios in the new extension, including ancillary spaces such as office, laundry, shower rooms, communal areas and parking in order to provide supported accommodation and a service hub for vulnerable members of the community at Puddlehill (formerly All Saints Vicarage), Bedford Road, Houghton Regis, Dunstable, LU5 5DJ.

In advance of consideration of the application the Committee's attention was drawn to additional consultation/publicity responses, additional/amended conditions/reasons and additional informatives as set out in the Late Sheet.

In advance of consideration of the application the Committee received a representation from the applicant under the public participation scheme.

A ward Member advised that local residents had asked him to speak on their behalf and he stated that he did not believe the objections from residents next to the former Vicarage had been given due consideration. The ward Member commented that local people were having another Central Bedfordshire Council home for homeless people placed close to their homes mindful that Bedford Court (*Central Bedfordshire Council's temporary accommodation scheme*) was also located nearby. He commented that Houghton Regis appeared to have more homeless persons accommodation than any other town in Central Bedfordshire before stating that local residents had asked that, if the development was to proceed, then a less dangerous and intrusive entrance should be found or the proposed entrance redesigned. They had suggested that the entrance be placed nearer to, or in, Bedford Court. The ward Member also referred to the reference by Houghton Regis Town Council to road safety issues relating to entering and leaving the site. He stated that the entrance to the former Vicarage was meant for occasional vehicle use and not for access and parking for up to 19 vehicles. He added that Bedford Road was a busy road with poor visibility on a semi-blind bend. In addition the layby near the site was often used by heavy goods vehicles parked on a long term basis which blocked the view north to the entrance, there was a nearby footpath linking two primary schools and the traffic levels were due to increase as a result of two major developments which would feed onto Bedford Road. He therefore asked that the entrance to the site be relocated to a safer location possibly in or nearer to Bedford Court.

A second ward Member commented that as the Council was landowner, applicant and planning authority it was important that there was maximum transparency and a commitment to meaningful engagement with local residents. She believed the Council had set an example of good practice with the application. The engagement with local residents at the pre-application stage was welcomed on the basis that it was better to have difficult conversations at the beginning of the process than later. The Member praised the design and access statement and then requested that consideration to be given to the hours of construction, site security and controlling vehicle access to the site given the proximity of primary schools and local residents. She concluded by expressing her full support for the proposed type of accommodation for young people and the benefits which would arise for them.

The Committee considered the application and in summary discussed the following:

- The conditioning of a construction management plan and the planning officer's comments that, although there were nearby residents, this was not a major development and the control of the hours of construction could not be justified.
- The Chairman's reference to the applicant having considered the use of the existing entrance to Bedford Court and the reasons given as to why this could not be implemented.
- The highways officer's comment that he did not view the forecast increase in traffic trips to 20 as being significant and that the proposed widening of the access to the former Vicarage and the positioning of the gates would prevent a vehicle entering the site from obstructing the footpath. Further, the accident records had revealed only three local accidents within the last five years; two in 2012 and one in 2013. Based on these findings he felt the application to be acceptable.
- The Chairman's comment that the road was more heavily used in the past prior to the opening of the bypass and accidents had occurred despite the slower speeds. However, since the opening of the bypass traffic levels had reduced, speed had increased but no accidents had occurred. In response the highways officer stated that prior to the bypass opening the road had still been free flowing. He added that there was no significant evidence that an accident problem existed. Further, the increase in traffic levels arising from the application was not significant and did not warrant the taking of special measures.
- The highways officer's statement that he had not considered the moving of the entrance because he did not feel it necessary. He was of the opinion that relocating the entrance would make no difference with regard to road safety. The visibility requirement could be achieved and he had not observed heavy goods vehicles parked in the layby. If there was an issue with HGV parking it could be dealt with by a Traffic Regulation Order preventing such parking overnight.
- A Member's comments that he had visited the area with ward Members and had found that any traffic issues were predominantly at the bottom of the hill where remedial works were planned. Whilst acknowledging that speed had increased since the opening of the bypass he was supportive of the proposal and agreed with the officer assessment.

(Note: At this point in the proceedings Councillor Swain stated that, in view of the proximity of his home to the proposed development, he would take no part in the debate or vote on this item).

On being put to the vote 9 Members voted for approval, 0 voted against and 1 abstained.

RESOLVED

that Planning Application No. CB/17/02942/REG3 relating to Puddlehill (former All Saints Vicarage), Bedford Road, Houghton Regis, Dunstable,

LU5 5DJ be approved as set out in the Schedule attached to these minutes.

DM/17/93. Late Sheet

In advance of consideration of the planning applications attached to the agenda 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.

DM/17/94. Site Inspection Appointment(s)

NOTED

that the next meeting of the Development Management Committee will be held on 6 December 2017.

RESOLVED

that all Members and substitute Members along with the relevant ward representatives be invited to conduct site inspections on 4 December 2017.

(Note: The meeting commenced at 10.00 a.m. and concluded at 1.45 p.m.)

Chairman

Dated

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Item No. 8

APPLICATION NUMBER	CB/17/03228/OUT
LOCATION	Land west of Jacques Lane, Clophill, Bedford, MK45 4BS
PROPOSAL	Outline: Erection of 8 dwellings and formation of vehicular and pedestrian access with associated landscaping
PARISH	Clophill
WARD	Amphill
WARD COUNCILLORS	Cllrs Duckett, Blair & Downing
CASE OFFICER	Matthew Heron
DATE REGISTERED	05 July 2017
EXPIRY DATE	30 August 2017
APPLICANT	Anthony Catlin Will Trust
AGENT	J & J Design
REASON FOR COMMITTEE TO DETERMINE	Called-in by Cllr Downing on the grounds of overdevelopment, overbearing and highway safety concerns.
RECOMMENDED DECISION	Outline application – Recommend approval

That planning permission be REFUSED for the following reasons:

The site is outside of the Clophill Settlement Envelope and is within the open countryside. The development would cause harm to the character and appearance of the area by extending built development into the countryside. The development would not make a net positive contribution to biodiversity. The proposed development does not, therefore, constitute sustainable development given the environmental harm that would result. No material planning considerations have been put forward or identified that would overcome this conflict. The development would conflict with the objectives and policies of the National Planning Policy Framework (2012) and fails to comply with Policies CS14, CS18, DM3 and DM4 of the Core Strategy and Development Management Policies 2009.

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Item No. 7

APPLICATION NUMBER	CB/17/02417/RM
LOCATION	Land adjacent to St Marys (Stotfold) Lower School, Rook Tree Lane, Stotfold, Hitchin SG5 4DJ
PROPOSAL	Reserved Matters - Appearance, landscaping, layout and scale for 15 dwellings Application No CB/16/01148/OUT dated 08/09/2016
PARISH	Stotfold
WARD	Stotfold & Langford
WARD COUNCILLORS	Cllrs Dixon, Saunders & Saunders
CASE OFFICER	Donna Lavender
DATE REGISTERED	09 June 2017
EXPIRY DATE	08 September 2017
APPLICANT	Staske (London) Ltd
AGENT	Alistair McIntyre RIBA
REASON FOR COMMITTEE TO DETERMINE	Major application with a Town Council objection
RECOMMENDED DECISION	Reserved Matters - Approval

Recommendation:

That Reserve Matters be APPROVED subject to the following:

RECOMMENDED CONDITIONS

- 1 The first floor windows in the side elevation of Plots 1 & 2, Plots 2 & 3, Plots 6 & 7, Plots 7 & 8 and Plot 10 of the development hereby permitted shall be permanently fitted with obscured glass of a type to substantially restrict vision through it at all times and shall be non-opening, unless the parts of the window(s) which can be opened are more than 1.7m above the floor of the rooms in which the windows are installed. No further windows or other openings shall be formed in the first floor side elevations of Plots 1 & 2, Plots 2 & 3, Plots 6 & 7, Plots 7 & 8 and Plot 10.

Reason: To safeguard the privacy of occupiers of adjoining properties (Policy DM3 of the Core Strategy for the North and Section 7, NPPF)

- 2 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015, or any amendments thereto, any garage accommodation hereby approved on the site shall not be used for any purpose, other than as garage accommodation, unless permission has been granted by the Local Planning Authority on an application made for that purpose.

Reason: To retain off-street parking provision and thereby minimise the potential for on-street parking which could adversely affect the convenience of road users. (Policy DM3 of the Core Strategy for the North and Section 4

of the NPPF)

- 3 Notwithstanding the provisions of Part 1, Class A & Class B of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions to the buildings hereby permitted shall be carried out without the grant of further specific planning permission from the Local Planning Authority.

Reason: To control the external appearance of the building/s in the interests of the amenities of the area and in the interest of ensuring appropriate on plot parking provision. (Policy DM3 of the Core Strategy for the North and Sections 4 & 7, NPPF)

- 4 **No development shall take place until wheel-cleaning facilities which prevent the deposit of mud or other extraneous material on the highway during the construction period have been install at all vehicular site exists and made operational and the Site Developer(s) shall ensure that these are used by all vehicles exiting the site until the development has been substantially completed or until the roadworks necessary to provide adequate and clean access to and from the public highway have been completed (apart from final surfacing).**

Reason: This condition is pre-commencement, in the interests of the amenity and to prevent the deposit of mud or other extraneous material on the highway during the construction period. (Section 7, NPPF)

- 5 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 14385/2972/1555 (Site Location Plan), A0566-100 Rev F (Site Layout Plan), A0566-101 Rev A (Plot 1), A0566-102 Rev A (Plot 2), A0566-103 Rev A (Plot 3), A0566-104 Rev A (Plot 4), A0566-105 Rev A (Plot 5), A0566-106 Rev B (Plot 6), A0566-107 Rev A (Plot 7), A0566-108 Rev B (Plot 8), A0566-109 Rev A (Plot 9), A0566-110 Rev B (Plot 10), A0566-111 Rev B (Plot 11, 12 & 13), A0566-112 Rev B (Plot 14 & 15), A0566-113 Rev A (Garages), A0566-114 Rev C (Waste Audit), A0566-117 Rev B (External Materials), A0566-118 Rev C (Soft Landscaping), A0566-119 Rev B (Hard Landscaping), A0566-120 Rev B (Tree Protection), A0566-121 Rev D (Levels), A0566-122 Rev A (Block Plan) and A0566-123 Rev A (Green Infrastructure), A0566-124 (Storm Water Maintenance), Archaeological Project Design Rev A & Notification dated Oct 2017, School Noise Assessment (8th October 2017) and 17-045-DR1 Rev 4, 17-045-DR2 Rev 4 and associated soakaway design (Site Drainage Layout) & A0566-125 (CEMP).

Reason: To identify the approved plan/s 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 National

Planning Policy Framework (NPPF) and the Core Strategy for North Central Bedfordshire.

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. Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.
4. The applicant is advised to be mindful of the fact that the land is subject to a number of obligations by legal agreements. A Section 106 agreement for the outline planning permission under reference CB/16/01448/OUT.
5. The applicant is advised that in order to comply with highways matters of this permission it will be necessary for the developer of the site to enter into an agreement with Central Bedfordshire Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. Further details can be obtained from the Development Management Group, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.
6. The applicant is advised that the following conditions on the outline planning permission are pre commencement and still require discharge:
 6. Landscape Management Plan (which should include the SuDs management or any shared provisions such as open space, visitor areas etc)
 - 10.Sustainability Measures
 11. Remediation

Statement required by the Town and Country Planning (Development Management Procedure) (England) Order 2015 - Part 6, Article 35

The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

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Item No. 10

APPLICATION NUMBER	CB/17/01600/OUT
LOCATION	Land adjacent to 17, The Green, Beeston
PROPOSAL	Outline Application: Erection of six affordable dwellings including access and parking.
PARISH	Sandy
WARD	Sandy
WARD COUNCILLORS	Cllrs Maudlin, Smith & Stock
CASE OFFICER	Dee Walker
DATE REGISTERED	30 March 2017
EXPIRY DATE	25 May 2017
APPLICANT	Central Bedfordshire Council
AGENT	Barford+Co
REASON FOR COMMITTEE TO DETERMINE	The application is made by CBC and an objection has been received that cannot be resolved by the imposition of conditions
RECOMMENDED DECISION	Outline Application - Approval

Recommendation:

That Planning Permission to be GRANTED subject to the following:

RECOMMENDED CONDITIONS / REASONS

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

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

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

Reason: To comply with Part 3 Article 6 of the Town and Country Planning (General Development Procedure) Order 2015.

- 3 Any subsequent reserved matters application shall include the following:
 - an access no less than 5.0m wide with kerb radii of 6.0m and designed to geometric standard appropriate for adoption as public highway;

- vehicle parking and garaging in accordance with the Council's standards applicable at the time of submission;
- cycle parking and storage in accordance with the Council's standards applicable at the time of submission;
- a vehicular turning area within the curtilage of all premises taking access directly from the public highway;
- driver/driver intervisibility and pedestrian visibility from the access within the site;
- refuse collection points;
- a construction traffic management plan detailing access arrangements for construction vehicles, on site parking and loading/unloading areas;
- materials storage area; and
- means of access for the community orchard.

Reason: To ensure the development of the site is completed to provide adequate and appropriate highway arrangements at all times. (Section 4, NPPF)

- 4 **No development shall take place until a scheme for the provision of the affordable housing has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2 of the National Planning Policy Framework or any future national policy that replaces it. The scheme shall include:**

- the numbers, type, tenure and location on the site of the tenure split 4 x affordable rent and 2 x shared ownership
- the arrangements for the transfer of the affordable housing to an affordable housing provider or the management of the affordable housing if no registered social landlord is involved;
- the arrangements that ensure that the provision is affordable for both first and subsequent occupiers of the affordable housing; and
- the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

The 6 no. affordable housing units shall be retained in perpetuity thereafter.

Reason: This is a pre-commencement condition to secure the social and community infrastructure needs of the local community in perpetuity, in accordance with Section 6, NPPF and Policy CS7, CSDMP.

- 5 **No development shall take place on site until a detailed Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. The details must include the following:**
- **step by step methodology that will be employed on site throughout the entire development process;**

- plans showing the location of tree protection fencing;
- plan of areas of temporary ground protection required;
- any areas of hard standing within the designated root protection area(s);
- details of any service lines or soakaways.

Reason: This is a pre-commencement condition due to ensuring the details to protected trees are fully considered prior to the final layout details being decided in accordance with Section 8 of BS 5837 of 2012 or as may be subsequently amended. (Sections 7 & 11, NPPF)

- 6 No development shall take place on site until the following has been submitted to and approved in writing by the Local Planning Authority:

A further assessment of the area following demolition as recommended by the previously submitted EPS (March 2017) Phase I Geo-Environmental Assessment Report (Re: UK17.2599) along with a detailed Remediation Method Statement(s) for the mitigation of all risks identified. Works shall be undertaken by qualified professionals and follow the 'Model Procedures for the Management of Land Contamination, CLR 11'

Reason: This is a pre-commencement condition to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. (Section 11, NPPF)

- 7 No dwellings hereby permitted shall be occupied until the following has been submitted to and approved in writing by the Local Planning Authority:

A Validation Report that demonstrates the effectiveness of all remediation measures implemented by the Remediation Method Statement(s). Works shall be undertaken by qualified professionals and follow the 'Model Procedures for the Management of Land Contamination, CLR 11'

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. (Section 11, NPPF)

- 8 No development shall take place until details of the surface water drainage system have been submitted to and agreed in writing by the Local Planning Authority, including any land drainage system. Thereafter no part of the development shall be occupied or brought into use until the approved drainage scheme has been implemented.

Reason: This is a pre-commencement condition so that the drainage details can be finalised so that adequate surface water drainage is provided and that existing and future land drainage needs are protected. (Section 10, NPPF)

- 9 All ecological measures and works shall be carried out in accordance with the details contained in Part 6 of the Final Ecology Report (March 2017).

Reason: To enable proper consideration of the impact of the development on the contribution of nature conservation. (Section 11, NPPF)

- 10 Prior to the occupation of any dwelling full details of the access arrangements shown for indicative purposes on drawing no. C782P shall be submitted to and approved in writing by the Local Planning Authority. No dwelling approved under and subsequent application for reserved matters shall be occupied until such time as the agreed works, including provision of a 2.4m x 43.0m visibility splays, clear of all obstructions, have been implemented and retained thereafter.

Reason: To ensure that the road works are completed to a satisfactory and safe standard to provide safe access suitable for adoption as a public highway in the interests of highway safety. (Section 4, NPPF)

- 11 This consent relates only to the details shown on the submitted plans, numbers C-782P-Indicative Layout (Revised May 2017, C-782P-Tree Protection Measures (Revised May 2017), CBC/001, 200 PLAN, Planning & Heritage Statement (March 2017), Housing Needs Survey Report - Beeston (January 2015), Tree Survey with TIP 16 322 (December 2016), Archaeological Field Evaluation & Heritage Statement (23 February 2017), Extended Phase I Habitat Survey & Preliminary Ecological Assessment (December 2016), Phase I Geo-Environmental Desk Study (10 March 2017).

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. 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 Planning Application pages of the Council's website www.centralbedfordshire.gov.uk.
3. 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 National Planning Policy Framework (NPPF) and the Core Strategy for North Central Bedfordshire.

4. The development involves works within the public highway that requires written permission of the Highway Authority at Central Bedfordshire Council. The Applicants / Developers should note that it is the Applicants' / Developers' responsibility to ensure that in addition to planning permission, any necessary consents or approvals under the Highways Act 1980, the New Roads and Streetworks Act 1991 and other related legislation as amended are obtained from the Council. The Applicants / Developers, upon receipt of this Notice of Planning Approval, are advised to contact Central Bedfordshire Council's Highway Help Desk on 0300 300 8049, to write to Central Bedfordshire Highways, 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 s278 or other sections of the Highways Act, 1980 to be implemented.
5. The Applicant is encouraged to offer the internal road for adoption as highway maintainable at public expense under S38 of the Highways Act, 1980 for which further technical approval and agreement is required. The Applicant is advised to contact Central Bedfordshire Council as per note 2.
6. The applicant is advised that Central Bedfordshire Council as highway authority will not consider the proposed private drives and parking courts as areas for adoption as highway maintainable at public expense and a management company arrangement should be considered.
7. Any repositioning of street furniture will be at the permission of the Highway Authority and public utility apparatus under the agreement of the service provider, and will be at the Applicants' / Developers' expense.

For avoidance of doubt the internal layout is taken as illustrative.

8. Informative from Bedfordshire Fire and Rescue Service Emergency Response Planning Officer:

Although this should normally be dealt with at Building Regulations consultation stage, I would like to draw the developer's attention to the requirements of Building Regulations "Approved Document B (Fire Safety) Volume 1 - Dwellinghouses" or "Volume 2 – Buildings other than dwellinghouses" as appropriate, particularly 'B5 - Access and Facilities for the Fire Service', to ensure compliance is met and specifically as below with respect to dwelling houses:-

- a. Vehicle access for a pump appliance to within 45m of all points within a dwelling house;
- b. Turning facilities should be provided in any dead end access route that is more than 20m long. This can be by a hammerhead or turning circle, designed on the following table.

Vehicle Access Route Specification:-

Table 2 : Typical Vehicle Access Route Specification (**Based on Bedfordshire FRS vehicles)						
Appliance Type	Minimum Width of Road between Kerbs (m)	Minimum Width of Gateways (m)	Minimum Turning Circle between Kerbs (m)	Minimum Turning Circle between Walls (m)	Minimum Clearance height (m)	Minimum Carrying Capacity (tonne)**
Pump	3.7	3.1	16.8	19.2	3.7	18.0
High Reach	3.7	3.1	26.0	29.0	4.0	26.0

If the criteria for fire appliance access to within 45m as set out above cannot be reached for residential premises, the Building Control and Fire Authority should be consulted at an early stage, as alternative arrangements may be acceptable. Typically, this is either because the new site is landlocked or because the new access is too narrow to get an appliance close enough.

The following options are available if access is within:-

45 - <60 m - Domestic/residential sprinklers required;

60 - 90 m - Domestic/residential sprinklers and a fire hydrant installed immediately by the access driveway;

Over 90 m - Not acceptable

We would ask that fire hydrants are installed in number and location at the developer's cost as follows:-

On a residential site we will need one hydrant at least every 180m – with no property further than 90m from the nearest hydrant. The minimum flow should be as described in the National Guidance Document published by UK Water and the Local Government Association.

The relevant section is copied below from Appendix 5:-

1. Housing

"Housing developments with units of detached or semi-detached houses of not more than two floors, should have a water supply capable of delivering a minimum of eight litres per second through any single hydrant. Multi-occupied housing developments with units of more than two floors, should have a water supply capable of delivering a minimum of 20 to 35 litres per second through any single hydrant on the development."

In addition to the formal guidance or requirements, that where possible consideration is given to access for the hydrants, so they are positioned on pathways/pedestrian areas, close to but not within vehicle standing areas where they are likely to be obstructed by parked cars/lorries (e.g. in an area designated for parking or loading as part of the development).

9. Informatives from the Council's Pollution Officer:

Any unexpected contamination discovered during works should be brought to the Attention of the Planning Authority.

The British Standard for Topsoil, BS 3882:2007, specifies requirements for topsoils that are moved or traded and should be adhered to. The British Standard for Subsoil, BS 8601 Specification for subsoil and requirements for use, should also be adhered to.

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 HSE.

Applicants are reminded that, should groundwater or surface water courses be at risk of contamination before, during or after development, the Environment Agency should be approached for approval of measures to protect water resources separately, unless an Agency condition already forms part of this permission.

10. Informative from the Council's SuDS Officer:

The final design and maintenance arrangements for the surface water system that are to be agreed at the detailed design stage, should take the following into consideration:

- Where the use of permeable surfacing is proposed, this should be designed in accordance with the 'CIRIA RP992 The SuDS Manual Update: Paper RP992/28: Design Assessment Checklists for Permeable/Porous Pavement'.
- The final detailed design including proposed standards of operation, construction, structural integrity and ongoing maintenance must be compliant with the 'Non-statutory technical standards for sustainable drainage systems' (March 2015, Ref: PB14308), 'Central Bedfordshire Sustainable Drainage Guidance' (Adopted April 2014, Updated May 2015), and recognised best practise including the Ciria SuDS Manual (2016, C753).

To ensure future homeowners and subsequent homeowners will be aware of any maintenance requirements / responsibilities for surface water drainage; further measures should be proposed by the applicant and may include, for example, information provided to the first purchaser of the property and also designation/registration of the SuDS so that it appears as a Land Charge for the property and as such is identified to subsequent purchasers of the property. Any methods involving designation or registering a Land Charge are to be agreed with the LPA.

11. You are advised to note the comments of the Bedfordshire and River Ivel Internal Drainage Board as set out in the enclosed letter.

Statement required by the Town and Country Planning (Development Management Procedure) (England) Order 2015 - Part 6, Article 35

The Council acted pro-actively through early engagement with the applicant at the pre-application stage which led to improvements to the scheme. The Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the

Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Item No. 6

APPLICATION NUMBER	CB/17/02941/FULL
LOCATION	Land to the East of High Road, Shillington, SG5 3LL
PROPOSAL	Demolition of existing village hall; construction of 26 no. residential units, together with adequate off-road parking, private amenity garden space and landscaping; and erection of double garage for No. 37 High Road.
PARISH	Shillington
WARD	Silsoe & Shillington
WARD COUNCILLORS	Cllr Ms Graham
CASE OFFICER	Alex Harrison
DATE REGISTERED	30 June 2017
EXPIRY DATE	29 September 2017
APPLICANT	Shillington Village Hall
AGENT	Optimis Consulting
REASON FOR COMMITTEE TO DETERMINE	The scheme is contrary to Policy DM4 and is recommended for approval.
RECOMMENDED DECISION	Full Application - approval recommended.

Recommendation:

That Outline Planning Permission be granted subject to the following:

RECOMMENDED CONDITIONS / REASONS

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

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

- 2 No development relating to the construction of the dwellings hereby approved shall take place and notwithstanding the details submitted with the application, until details of the materials to be used for the external windows, doors, walls, roofs and rainwater goods of the proposed buildings shall be submitted to and approved in writing by the Local Planning Authority. The development/work shall be carried out only in accordance with the approved details.

Reason: To safeguard the special character and historic interest of the Shillington Conservation Area.
(Section 7, NPPF)

- 3 **No development shall take place until details of the existing and final ground and slab levels of the buildings hereby approved have been submitted to and approved in writing by the Local Planning Authority. Such details shall include sections through both the site and the adjoining properties. Thereafter the site shall be developed in full accordance with the approved details.**

**Reason: To ensure that an acceptable relationship results between the new development and adjacent buildings and public areas.
(DM3 CSDMP)**

- 4 Notwithstanding the details in the approved plans, prior to the occupation of the first dwelling hereby approved 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 scheme shall include the retention of the existing hedgerow planting on the boundaries of the site and shall propose additional planting to strengthen these boundaries. 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.

- 5 None of the dwellings hereby approved shall be occupied until a scheme has been submitted for approval in writing by the Local Planning Authority indicating the positions, design, materials and type of boundary treatment to be erected which shall include acoustic fencing on the western boundary of the site. The boundary treatment shall be completed in accordance with the approved scheme before the buildings are occupied and be thereafter retained.

Reason: To safeguard the amenities of the neighbouring occupants and the future occupiers of the buildings.
(DM3 CSDMP)

- 6 **No development shall take place until details have been submitted to and approved in writing by the Local Planning Authority of a Construction Traffic Management Plan which details access arrangements for construction vehicles, on-site parking and loading and unloading areas, materials storage areas and wheel cleaning facilities. The construction of the development hereby approved shall then be carried out in accordance with the approved details.**

**Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and the site.
(DM3 CSDMP)**

- 7 The development shall not be occupied or brought into use until the parking scheme shown on Drawing No. 12494 200 BB has been completed. The scheme shall thereafter be retained for this purpose.

Reason: To ensure provision for car parking clear of the highway.
(DM3 CSDMP)

- 8 **No development shall take place unless and until the following have been submitted to and approved in writing by the Local Planning Authority:**

a) A Phase 1 Desk Study incorporating a site walkover, site history, maps and all further features of industry best practice relating to potential contamination.

b) Where shown to be necessary by the Phase 1 Desk Study, a Phase 2 Site Investigation report further documenting the ground conditions of the site with regard to potential contamination, incorporating appropriate soils and gas sampling.

c) Where shown to be necessary by the Phase 2 Desk Study, a Phase 3 detailed scheme for remedial works and measures to be taken to mitigate any risks to human health, groundwater and the wider environment.

Any works which form part of the Phase 3 scheme approved by the local authority shall be completed in full before any permitted building is occupied. The effectiveness of any scheme shall be demonstrated to the Local Planning Authority by means of a validation report (to incorporate photographs, material transport tickets and validation sampling), unless an alternative period is approved in writing by the Authority. Any such validation should include responses to any unexpected contamination discovered during works.

Reason: The details are required prior to commencement to protect human health and the environment in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 9 None of the dwellings hereby approved shall be occupied until all access and junction arrangements serving the development have been completed in accordance with the approved plans and all other existing access points within the highway frontage of the site have been stopped-up by raising the existing dropped kerb and reinstating the footway to the same line, level and detail as the adjoining footway.

Reason: To secure a satisfactory access appropriate to the development, in the interest of public safety and convenience.
(DM3 CSDMP)

- 10 **No development shall take place until a written scheme of**

archaeological investigation; that includes post excavation analysis and publication, has been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall only be implemented in full accordance with the approved archaeological scheme.

Reason: In accordance with paragraph 141 of the *National Planning Policy Framework*; to record and advance the understanding of the significance of the heritage assets with archaeological interest which will be unavoidably affected as a consequence of the development and to make the record of this work publicly available. This condition is pre-commencement as a failure to secure appropriate archaeological investigation in advance of development would be contrary to paragraph 141 of the *National Planning Policy Framework* that requires the recording and advancement of understanding of the significance of any heritage assets to be lost (wholly or in part).

- 11 **Notwithstanding the details in the approved plans, no development shall take place until an Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. The statement shall detail the retention of the existing boundary hedgerow on the eastern and southern boundaries and details how these are to be protected during construction and shall also detail methodology for protection of existing trees adjacent to the site during construction. The works shall then be carried out in accordance with the approved details.**

Reason: To ensure the retention of existing landscape features in the interests of establishing a rural character to this edge of settlement location.
(DM3 CSDMP)

- 12 **No development on the dwellings hereby approved shall take place until details have been submitted to and approved in writing by the Local Planning Authority showing how renewable and low energy sources would generate 10% of the energy needs of the development and also showing water efficiency measures achieving 110 litres per person per day. The works shall then be carried out in accordance with the approved details.**

Reason: In the interests of sustainability.
(DM3 CSDMP)

- 13 **No development shall take place until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment and Surface Water Drainage Strategy Rev C of Ref Ex17.012.03(March 2017), has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include provision of attenuation for the 1 in 100 year event (+40% allowance for climate change) and a restriction in run-off rates to that outlined by the IDB. Any revisions to the agreed strategy shall be fully justified and approved before the development is completed and shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan. Details of how the system will be constructed**

including any phasing of the scheme, and how it will be managed and maintained after completion will also be included. The scheme shall be implemented in accordance with the approved final details before the development is completed, and shall be managed and maintained thereafter in accordance with an agreed management and maintenance plan.

Reason: To ensure the approved system will function to a satisfactory minimum standard of operation and maintenance and prevent the increased risk of flooding both on and off site, in accordance with para 103 NPPF.

(DM3 CSDMP)

- 14 No dwelling shall be occupied until the developer has formally submitted in writing to the Local Planning Authority a finalised 'Maintenance and Management Plan' for the entire surface water drainage system, inclusive of any adoption arrangements and/or private ownership or responsibilities, and that the approved surface water drainage scheme has been correctly and fully installed as per the final approved details.

Reason: To ensure that the implementation and long term operation of a sustainable drainage system (SuDS) is in line with what has been approved, in accordance with Written Statement HCWS161.

(DM3 CSDMP)

- 16 **Notwithstanding the details submitted in the approved plans, no development shall take place until details have been submitted to and approved in writing by the Local Planning Authority of a revised site layout showing an amended highway layout that includes the provision to of a formal turning head within the site and development shall be carried out in accordance with the approved details.**

Reason: To ensure adequate arrangements to accommodate for refuse collection in the interests of highway safety.

(DM3 CSDMP)

- 17 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015 or any amendments thereto, the garage accommodation on the site shall not be used for any purpose, other than as garage accommodation, unless permission has been granted by the Local Planning Authority on an application made for that purpose.

Reason: To retain off-street parking provision and thereby minimise the potential for on-street parking which could adversely affect the convenience of road users.

(DM3 CSDMP)

- 18 Before the new accesses are first brought into use, any existing access within the frontage of the land to be developed, not incorporated in the highway works approved under any reserved matters application shall be closed in a manner to the Local Planning Authority's written approval.

Reason: In the interest of road safety and to reduce the number of points at which traffic will enter and leave the public highway.
(DM3 CSDMP)

- 19 No development relating to the construction of the dwellings at Plots 1-4 inclusive hereby approved shall take place until details of all new doors and windows on the dwellings shall be timber and detailed drawings at a scale of 1:10 of all new doors and windows have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The works shall be carried out in strict accordance with the approved details.

Reason: To safeguard the special character and historic interest of the Shillington Conservation Area.
(Section 7, NPPF)

- 20 Notwithstanding the approved plans, all new rainwater goods for Plots 1 - 4 inclusive hereby approved shall be of black painted cast iron or aluminium and shall be retained thereafter.

Reason: To safeguard the special character and historic interest of the Shillington Conservation Area.
(Section 7, NPPF)

- 21 No dwellings shall be occupied until a "lighting design strategy for biodiversity" has been submitted to and approved in writing by the local planning authority. The strategy shall:
- identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used to access key areas of their territory, for example, for foraging; and
 - show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To ensure development is implemented without harming biodiversity.
(DM3 CSDMP)

- 22 Notwithstanding the provisions of Part 1, Class B or C of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without

modification), no extensions or alterations to the roofs of the bungalow units shown at Plots 20-25 inclusive and the dwelling at Plot 19 hereby permitted shall be carried out without the grant of further specific planning permission from the Local Planning Authority.

Reason: To control the enlargements of the buildings in the interests of the amenities of the area.
(DM3 CSDMP)

- 23 Prior to the first occupation of the dwellings hereby the first floor window in the side elevation serving the bathrooms to Plots 5 and 18 shall be fitted with obscured glass of a type to substantially restrict vision through it at all times, and shall be non-opening up to an internal height of 1.7m above floor level and these windows shall thereafter be retained as such.

Reason: To safeguard the amenities of occupiers of adjoining properties.
(CSDMP DM3)

- 24 **No development shall take place until a foul water strategy and wastewater strategy has been submitted and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the details approved.**

**Reason: To prevent environmental and amenity problems arising from flooding.
(DM3 CSDMP)**

- 25 Prior to the occupation of any dwelling on the site, a scheme for the provision of waste receptacles for each dwelling shall be submitted to and agreed in writing by the Local Planning Authority. The receptacles shall be provided before occupation takes place.

Reason: In the interest of residential amenity and to reduce waste generation in accordance with the Council's Minerals and Waste Local Plan 2014, Policy WSP5 and the adopted SPD "Managing Waste in New Developments" (2006).

- 26 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 12494 200 BB, 12494 222 B, 12494 105 C, 12494 218 D, 12494 219 E, 12494 220 F, 12494 221 C, 12494 223 D, 12494 224 B, 12494 225 B, 12494 226 B, 12494 227, 12494 228, 12494 229 B, 12494 206 F, 12494 202 A and 12494 201.

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

- 27 Visibility splay 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 line shall be 2.4m measured along the centre line of the proposed access from its junction with the channel of the public highway and 43m measured from the centre line of the proposed access along the line of the channel of the public highway to the northern

side of the access on Foundry Road. The required vision splays shall for the perpetuity of the development remain free of any obstruction to visibility.

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

- 28 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015, or any amendments thereto, the garage accommodation on the site shall not be used for any purpose, other than as garage accommodation, unless permission has been granted by the Local Planning Authority on an application made for that purpose.

Reason: To retain off-street parking provision and thereby minimise the potential for on-street parking which could adversely affect the convenience of road users.

- 29 Prior to any occupation of the dwellings, a scheme for the secure and covered parking of cycles on the site (including the internal dimensions of the cycle parking area, stands/brackets to be used and access thereto), calculated at one cycle parking space per bedroom and 2 short stay spaces per unit, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.

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

- 30 Notwithstanding the details in the approved plans, no development shall take place until details of revised layout plans to be submitted to illustrate a service vehicle turning area within the development. Works shall then be carried out in accordance with the approved details.

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

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. Applicant is advised to note that the requirements of surface water drainage proposals in condition 13 should include proposals that take account of the enlarged curtilage area of No 37 High Road and the approved garage to be

constructed.

3. The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Central Bedfordshire Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements at the junction onto Church Street. Further details can be obtained from the Development Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.
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. The applicant is advised to contact the Central Bedfordshire Council's Highway Help Desk on 03003008049 for further information.
5. The applicant is advised that if it is the intention to request the Central Bedfordshire Council as Local Highway Authority, to adopt the proposed highways as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways together with all the necessary highway and drainage arrangements, including run off calculations shall be submitted to the Highways Development Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford Bedfordshire SG17 5TQ. No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place.
6. The applicant is advised to note that the British Standard for Topsoil, BS 3882:2007, specifies requirements for topsoils that are moved or traded and should be adhered to. Applicants are also reminded that, should groundwater or surface water courses be at risk of contamination during or after development, the Environment Agency should be approached for approval of measures to protect water resources separately, unless an Agency condition already forms part of this permission
7. Applicant is advised to note that to discharge this condition the following points will need addressing;
 - Concern was raised on the grounds of drainage impacts from the new garage and increased curtilage of No 37. Currently the guttering from the adjacent cottages takes rainwater to this track to soakaway and this is potentially affected through the development of the proposed double garage. Details of current and proposed systems should be included in the detailed design of the surface water drainage system.
 - The final storage requirements have not been calculated, this should be completed to ensure capacity within proposed areas of permeable paving.
 - 2.0.7 Of the FRA & DS dated March 2017 revision B states that infiltration is not possible, however none of the permeable paved areas are connected to the surface water system this is not acceptable.
 - Discharge in to watercourses will require that those watercourses

- affected are modelled to ensure capacity.
- Evidence of consent for discharge (including agreed rate) will be required.

Statement required by the Town and Country Planning (Development Management Procedure) (England) Order 2015 - Part 6, Article 35

The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015

Item No. 11

APPLICATION NUMBER	CB/17/02681/FULL
LOCATION	Land at Chase Farm, East of High Street and Land to the East of the A507, Arlesey
PROPOSAL	Erection of new pedestrian and cycle bridge over the A507
PARISH	Arlesey
WARD	Arlesey
WARD COUNCILLORS	Cllrs Dalgarno, Shelvey & Wenham
CASE OFFICER	Michael Huntington
DATE REGISTERED	30 May 2017
EXPIRY DATE	29 August 2017
APPLICANT	Telereal Ventures Ltd
AGENT	Woods Hardwick Planning Ltd
REASON FOR COMMITTEE TO DETERMINE	Town Council objection to a major application recommendation for approval
RECOMMENDED DECISION	Approval

That planning permission be REFUSED for the following reasons:

The proposed development, by the nature of its design, would have an adverse visual impact on the character and appearance of the area: as such the proposal is contrary to policy DM3 of the Core Strategy and Development Management Policies Development Plan Document (2009) and the Arlesey Neighbourhood Plan Referendum Version (2017).

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Item No. 9

APPLICATION NUMBER	CB/17/02942/REG3
LOCATION	Puddlehill (Former All Saints Vicarage), Bedford Road, Houghton Regis, Dunstable, LU5 5DJ
PROPOSAL	Refurbishment and extension of existing detached property (the former Vicarage) to provide accommodation in the form of 5 nos individual bedrooms in the original house and 8 nos studios in the new extension, including ancillary spaces such as office, laundry, shower rooms, communal areas and parking in order to provide supported accommodation and service hub for the vulnerable members of our communities
PARISH	Houghton Regis
WARD	Houghton Hall
WARD COUNCILLORS	Cllrs Mrs Goodchild & Kane
CASE OFFICER	Nicola Darcy
DATE REGISTERED	31 May 2017
EXPIRY DATE	26 July 2017
APPLICANT	Central Bedfordshire Council – Housing Directorate
AGENT	Central Bedfordshire Council
REASON FOR COMMITTEE TO DETERMINE RECOMMENDED DECISION	Regulation 3 application with a neighbour objection
	Full Application recommended for approval

Recommendation:

That Planning Permission be GRANTED subject to the following:

RECOMMENDED CONDITIONS

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

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

- 2 The development shall take place in strict accordance with the material details shown in Section 9.7 of the Design and Access Statement, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To control the appearance of the development in the interests of the visual amenities of the locality.
(Policy BE8, SBLPR & Section 7, NPPF)

- 3 Prior to development, an Arboricultural Method Statement shall be submitted

to the Local Planning Authority for approval, which shall stipulate all the required working practices, and the procedure to implement all necessary tree protection requirements, both before and throughout the course of development works. The approved Arboricultural Method Statement shall then be fully implemented at the required sequence of operations, throughout all stages of development, under the supervision/guidance of an appointed Arboricultural Clerk of Works.

Reason: To ensure that retained trees are protected, both directly and indirectly, from all types of construction site activity, throughout the entire course of development.
(Sections 7 & 11, NPPF)

- 4 Prior to development, a finalised Tree Protection Plan shall be submitted to the Local Planning Authority for approval. The approved Tree Protection Plan shall then be implemented before the commencement of development, in strict accordance with the design specifications and the Arboricultural Method Statement. The Tree Protection Fencing and Ground Protection shall then remain securely in position throughout the entire course of development.

Reason: To ensure that the designated Root Protection Areas of retained trees are fully protected, in order to prevent their rooting systems, and rooting medium, from incurring excavation and compaction damage. Sections 7 & 11, NPPF)

- 5 The development hereby permitted shall not be occupied or brought into use until the 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, have been submitted to and approved in writing by the Local Planning Authority. The external lighting and any means of light shielding required shall be installed in accordance with the approved details and thereafter maintained in accordance with the approved details.

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

- 6 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers PH5000/2.1/001 Rev C, PH5000/2.1/101, PH5000/2.1/100, PH5000/1.1/100, PH5000/1.1/002 and PH5000/1.1/001.

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

- 7 Development shall not begin until details 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: In order to minimise danger, obstruction and inconvenience to users of the highway and the premises.
(Section 4, NPPF)

- 8 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)

- 9 Any gates provided shall open away from the highway and be set back a distance of at least 10.0 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)

- 10 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)

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

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

INFORATIVE 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 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)
Central Bedfordshire Access Group (www.centralbedsaccessgroup.co.uk)

4. 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 follow this link on the Council website <http://www.centralbedfordshire.gov.uk/transport/request/dropped-kerb.aspx>
Or contact Central Bedfordshire Council's Highway Help Desk, Tel: 0300 300 8049 quoting the Planning Application number. This will enable the necessary consent and procedures under Section 184 of the Highways Act to be implemented. The applicant is also advised that if any of the works associated with the construction of the 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.
To fully discharge condition 1 the applicant should provide evidence to the Local Planning Authority that the Highway Authority have undertaken the construction in accordance with the approved plan, before the development is brought into use.
5. 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.
6. The applicant is advised that 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 further details can be obtained from The Street Works Co-ordinator, Central Bedfordshire Highways, by contacting the Highways Helpdesk 0300 300 8049.

Statement required by the Town and Country Planning (Development Management Procedure) (England) Order 2015 - Part 6, Article 35

The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

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LATE SHEET

DEVELOPMENT MANAGEMENT COMMITTEE – 08.11.2017

Item 6 (Pages 13-34) – CB/17/02941/FULL – Land East of Hitchin Road, Shillington

Additional Consultations

Highways

Raised no objections subject to conditions

Housing Development Officer

Having reviewed the submitted viability for application CB/17/02941/FULL, it would not be appropriate to seek any affordable housing onsite or financial contribution towards offsite provision of affordable housing. The substantial costs towards the overall community project with the provision of a new village hall and other community infrastructure would result in any affordable housing provision rendering the scheme as unviable. On the basis of the submitted viability, I would not expect to see the application provide for affordable housing provision.

Additional Comments

The recommendation states that this is an outline application which is an error as the proposal is for full planning permission as stated in the rest of the report.

Additional/Amended conditions:

Condition 13 amended to detail the correct Assessment reference number.

Condition 26 typo corrected.

Additional highways conditions

Visibility splay 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 line shall be 2.4m measured along the centre line of the proposed access from its junction with the channel of the public highway and 43m measured from the centre line of the proposed access along the line of the channel of the public highway to the northern side of the access on Foundry Road. The required vision splays shall for the perpetuity of the development remain free of any obstruction to visibility.

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

Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015, or any amendments thereto, the garage accommodation

on the site shall not be used for any purpose, other than as garage accommodation, unless permission has been granted by the Local Planning Authority on an application made for that purpose.

Reason: To retain off-street parking provision and thereby minimise the potential for on-street parking which could adversely affect the convenience of road users.

Prior to any occupation of the dwellings, a scheme for the secure and covered parking of cycles on the site (including the internal dimensions of the cycle parking area, stands/brackets to be used and access thereto), calculated at one cycle parking space per bedroom and 2 short stay spaces per unit, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.

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

Notwithstanding the details in the approved plans, no development shall take place until details of revised layout plans to be submitted to illustrate a service vehicle turning area within the development. Works shall then be carried out in accordance with the approved details.

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

Item 7 (Pages 33-54) – CB/17/02417/RM – Land adj to St Marys (Stotfold) Lower School, Rook Tree Lane, Stotfold, Hitchin, SG5 4DJ

Additional Comments

Update to Site Description following missing words and the details of the recent planning application which approved the school play area expansion. Description should read as follows:

“The application site consists of a site area of 0.67 hectares of paddock land located on the eastern edge of the town of Stotfold. The site is currently being used as pasture for horses. The site is flanked to the north by 22 & 24 Rook Tree Lane, to the south by St Marys Lower School and Caretakers House and to the east by part agricultural land and part land which is proposed to be used in conjunction with the schools future plans for play area/wildlife conservation activities in mitigation to the schools recent expansion approved under planning permission reference CB/14/03601/FULL. This play area extension was approved under a recent planning application under reference CB/17/01494/FULL. “

Amended conditions:

Removal of condition 4 in relation to the requirement for a Construction Management Plan, as a plan has been received and approved by the Councils Highways Officer.

Drawing no condition (condition 6), has been updated according: to include the approved CEMP drawing:

- 6 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 14385/2972/1555 (Site Location Plan), A0566-100 Rev F (Site Layout Plan), A0566-101 Rev A (Plot 1), A0566-102 Rev A (Plot 2), A0566-103 Rev A (Plot 3), A0566-104 Rev A (Plot 4), A0566-105 Rev A (Plot 5), A0566-106 Rev B (Plot 6), A0566-107 Rev A (Plot 7), A0566-108 Rev B (Plot 8), A0566-109 Rev A (Plot 9), A0566-110 Rev B (Plot 10), A0566-111 Rev B (Plot 11, 12 & 13), A0566-112 Rev B (Plot 14 & 15), A0566-113 Rev A (Garages), A0566-114 Rev C (Waste Audit), A0566-117 Rev B (External Materials), A0566-118 Rev C (Soft Landscaping), A0566-119 Rev B (Hard Landscaping), A0566-120 Rev B (Tree Protection), A0566-121 Rev D (Levels), A0566-122 Rev A (Block Plan) and A0566-123 Rev A (Green Infrastructure), A0566-124 (Storm Water Maintenance), Archaeological Project Design Rev A & Notification dated Oct 2017, School Noise Assessment (8th October 2017) and 17-045-DR1 Rev 4, 17-045-DR2 Rev 4 and associated soakaway design (Site Drainage Layout) & A0566-125 (CEMP).

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

Item 8 (Pages 55 - 74) – CB/17/03228/OUT – Land west of Jacques Lane, Clophill, Bedford, MK45 4BS

Additional Consultation/Publicity Responses

Additional representations have been received from surrounding addresses. Concern has been raised with regards to flooding and the photographs below have been provided.



Additional Comments

It is noted that the Parish Council has made reference to Policy DM3 in concerns regarding the impacts on the character of the area. For completeness, Policies CS17, DM3 and DM4 all seek to ensure proposals integrate with local character and appropriately preserve the countryside.

Additional Conditions

14. The development shall not be occupied 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.
(Sections 7 & 11, NPPF)

15. Prior to the first occupation of the dwellinghouses hereby approved, a signage scheme for a no through road sign (TSRGD 816) and Quiet Lanes sign shall be submitted to and approved by the Local Planning Authority. The scheme shall be fully implemented prior to the first occupation of the development.

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

16. Prior to first occupation of the dwellinghouses hereby approved, a turning space for a 11.5m long refuse collection vehicle shall be constructed within the curtilage of the site in a manner to be approved in writing by the Local Planning Authority.

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

Item 9 (Pages 75 -88) – CB/17/02942/FULL – Puddlehill (Former All Saints Vicarage) Bedford Road, Houghton Regis

Additional Consultation/Publicity Responses

Highways Officer Response

Thank you for your consultation in relation to drawing number PH5000/2.1/001 Rev.C to which I make the following comments:-

This revision relates mainly to the point of access which still only measures 4.0m between the gate posts and the gates are only 8.0m back from the carriageway of Bedford Road. Further, the two gates are split to a width of 3.0m and 1.0m and I am

to understand that one is to be used as a pedestrian access. In vehicle access terms this will not be acceptable and if the applicant insists that they need a 1m width gate for use by pedestrians then there is room beside this access to provide one. Finally and for the avoidance of doubt I reiterate the following:-

The access should be 4.1m wide with lateral clearance of 150mm on both sides of the gates and open fully and inward. These gates should be 8m from the back of the footway. There would appear to be ample space to provide this and as a result this can be conditioned.

Additional/Amended Conditions/Reasons

1. Development shall not begin until details 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: In order to minimise danger, obstruction and inconvenience to users of the highway and the premises.
(Section 4, NPPF)

2. 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)

3. Any gates provided shall open away from the highway and be set back a distance of at least 10.0 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)

4. 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)

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

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

Informatives

- i. 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 follow this link on the Council website
<http://www.centralbedfordshire.gov.uk/transport/request/dropped-kerb.aspx>
Or contact Central Bedfordshire Council's Highway Help Desk, Tel: 0300 300 8049 quoting the Planning Application number. This will enable the necessary consent and procedures under Section 184 of the Highways Act to be implemented. The applicant is also advised that if any of the works associated with the construction of the 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. To fully discharge condition 1 the applicant should provide evidence to the Local Planning Authority that the Highway Authority have undertaken the construction in accordance with the approved plan, before the development is brought into use.
- ii. 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.
- iii. The applicant is advised that 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 further details can be obtained from The Street Works Co-ordinator, Central Bedfordshire Highways, by contacting the Highways Helpdesk 0300 300 8049.

Item 10 (Pages 89 -104) – CB/17/01600/OUT – Location

Additional Consultation/Publicity Responses

None

Additional Comments

None

Additional/Amended Conditions/Reasons

None

Item 11 (Pages 105 -120) – CB/17/02681/FULL – Land at Chase Farm, East of High Street and Land to the East of the A507, Arlesey

Additional Consultation/Publicity Responses/Additional Comments

Amended plans were received and are referred to in the Officer Report. Additional consultation responses to the amended plans are below:

CBC Countryside Services:-

Appreciate the change of bridge alignment and landing position within Etonbury Wood. This is more in keeping and will blend in with the natural landscape of the site.

There is still concern regarding the lack of a bridleway provision to link into the Etonbury Wood network, and therefore concern regarding passing places and parapet height. Concern is also expressed regarding the potential for people to throw fallen wood from the bridge onto the A507 below.

Any hedging that will be removed to facilitate the proposal will need to be replaced.

Any lighting proposals will need to ensure that the lights do not intrude further into the woodland.

CBC Landscaping:-

In terms of landscape and visual impact, still considers the design to be incongruous and should be a green bridge to enhance ecology, and the opportunity should be taken to secure a bespoke design.

CBC Public Art:-

Additional public art condition to address concerns regarding the design of the bridge.

If the application were to be approved, the following condition is recommended:-

No development above base course level shall commence until details of a scheme for the provision of public art associated with the bridge, including a timetable for its provision and which will involve Arlesey Town Council, has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To control the appearance of the development in the interests of the visual amenities of the locality in accordance with Policy DM3 of the Core Strategy and Development Management Policies Document (2009)

Additional Comments

Some plan numbers are incorrect. The correct plan numbers should read as below:-

114P2 – Bridge elevations sheet 1
116P1 - Bridge elevations sheet 2

Item 12 (Pages 121-128) – CB/17/04232/FULL – St Nicholas Church, Church Road, Barton-Le-Clay, Bedford, MK45 4LA.

Amended Recommendation

Due to further information becoming available the application is recommended for Deferral to allow for a full assessment by the Conservation Officer.

Additional Consultation/Publicity Responses

Additional 7 letters of objection received from neighbours which raise the following issues:

Concern over the amount of wall to be demolished.
Should be able to restore more of the wall.
Concerned about the physical appearance of the new proposal.
Current wall's curving / leaning characteristics and brick buttresses are significant part of the historic character.
New, straight wall is inappropriate.
Wall is unique and it's siting is of great historic value.

Application could start precedent for future planning applications in the conservation area.
Existing bricks would crumble and could not be reused.
Applicant's representatives withheld the structural engineers report.
Application is in conflict with the structural engineers report.
PCC cannot afford to pay for the works, other works should be given priority.
Works would destroy the history beauty of the area.
Lack of buttresses is inappropriate.
Doing something cheaply is not an alternative solution to doing it right.
Should be restored and not torn down.

Additional comments from Conservation Officer

"Recommendation: deferral of decision in order to re-consult and engage with Historic England as part of the exploration of alternative options for wall repair seeking to address local concerns".

Additional Comments

The term "collapsed" as mentioned throughout the officers report refers to the section of wall to the east which is currently being supported by timber struts. As this section is not structurally sound it has been referred to as "collapsed".

Additional/Amended Conditions/Reasons

Item 13 (Pages 129-138) – CB/17/01775/LB – St Nicholas Church, Church Road, Barton-Le-Clay, Bedford, MK45 4LA.

Amended Recommendation

Due to further information becoming available the application is recommended for Deferral to allow for a full assessment by the Conservation Officer.

Additional Response from Conservation Officer

“(Impact of proposals upon the historic character and integrity of a listed wall, including an extended section of walling associated with the neighbouring property, The Rectory, a grade II Listed Building)

“Revised Recommendation: deferral of decision in order to re-consult and engage with Historic England as part of the exploration of alternative options for wall repair seeking to address local concerns”.

Additional Comments

The term “collapsed” as mentioned throughout the officers report refers to the section of wall to the east which is currently being supported by timber struts. As this section is not structurally sound it has been referred to as “collapsed”.