

Item No. 11**SCHEDULE B**

APPLICATION NUMBER	CB/09/06388/RM
LOCATION	The Gables, Mill Lane, Potton, Sandy, SG19 2PG
PROPOSAL	Reserved Matters: Residential development following demolition of existing dwelling and outbuildings comprising the erection of 13 no. 3 bedroom dwellings and 1 no. 1 bedroom dwelling (pursuant to outline planning permission 06/00833/OUT). Matters to be considered are access, appearance, layout and scale.
PARISH	Potton
WARD	Potton
WARD COUNCILLORS	Cllr D Gurney and Cllr A Lewis
CASE OFFICER	Godwin Eweka
DATE REGISTERED	18 November 2009
EXPIRY DATE	17 February 2010
APPLICANT	Vigor Homes
AGENT	Woods Hardwick Ltd
REASON FOR COMMITTEE TO DETERMINE RECOMMENDED DECISION	Cllr Lewis – On grounds of privacy and bats nesting in the barns Full Application - Granted

Site Location:

This site has an area of 0.35 hectares and is located to the north side of Mill Lane towards the north western edge of Potton near the junction of Mill Lane with Everton Road. This is an L -shaped site with its frontage at Mill Lane. The site presently, comprises a bungalow known as 'Fairway' adjacent to the electric sub-station and a range of outbuildings to the rear and north of the site which are due to be demolished to make way for the proposed residential development.

To the north, the application site abuts a paddock and open countryside, to the south it abuts a footpath by Mill Lane frontage where there are two schools (i.e. Burgoyne Middle School and Potton Lower School, whilst the east and west boundaries adjoin the rear gardens of the adjacent residential properties. The surrounding area comprises residential development, paddock and open countryside.

This proposal has been advertised in the local press.

The Application:

Residential development following demolition of existing dwelling and outbuildings comprising, the erection of 13no. 3-bedroom dwellings and 1no. 1-bedroom dwelling (pursuant to outline planning permission 06/00833/OUT). Matters to be considered are access, appearance, layout and scale.

RELEVANT POLICIES:

National Policies (PPG & PPS)

Delivering Sustainable Development (PPS1)
Housing (PPS3)
Biodiversity and Geological Conservation (PPS9)

Regional Spatial Strategy

East of England Plan (May 2008)

Policy SS1 (Achieving Sustainable Development)
Policy WM6 (Waste Management in Development)

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

Bedfordshire Structure Plan 2011

Central Bedfordshire Core Strategy and Development Management Policies (November 2009)

DM2; DM3; DM15; DM10; CS1;

Supplementary Planning Document

Design Guide For Central Bedfordshire (January 2010)-Design Supplement (DS1).

South Bedfordshire Local Plan Review Policies

N/A

Supplementary Planning Guidance

N/A

Planning History

MB/81/00583/OUT	Residential development. (Refused 27/10/1981)
MB/06/00833/OUT	Residential development following demolition of existing dwelling and outbuildings (All Matters Reserved). Refused 12/07/06. Subsequent appeal was allowed on 10th January 2008 (Ref: APP/J0215/A/07/2036015/NWF).
MB/08/01979/RM	Residential development following demolition of existing dwelling and outbuildings, comprising of the erection of 12no. 3-bedroom dwellings, 1no. 2-bedroom dwellings and 1no. 4-bedroom dwelling (pursuant to outline planning permission ref: 06/00833/OUT. Matters to be considered are access, appearance, layout and scale. Withdrawn 08/01/2009.

Representations: (Parish & Neighbours)

Potton Town Council The Council still has concerns, despite these having been overturned by the Planning Inspectorate, that there will continue to be severe problems with the increased traffic in Mill Lane. Residents have also complained to the Town Council of the close proximity of some house to their homes. The Town Council has been informed that there are bats living in a barn in this area and this matter needs investigation.

Neighbours Four letters of objection have been received. The grounds of objection are as follow:

- **Loss of Visual Amenity:** Our property and garden are overlooked as this will lead to loss of privacy. Plot 6 has a window looking directly into two of our bedrooms, our kitchen and dining room. Please note plot 8 which overlooks countryside does not have a side window.
- **Overbearing Impact:** The construction of plot 6 as viewed from our kitchen or dining room is overbearing and will significantly and measurably reduce the light into these two rooms.
- **Proximity of Development:** The houses proposed for plots 3 and 4 would be so close to us that not only would their upstairs windows overlook every window at the rear of our house, with plot 3 being only 18 metres from our bedroom. The upstairs windows of the houses on plots 1 and 2 would also overlook almost our entire back garden, the distance ranging from 9 metres to about 25 metres.
- **Density:** The density of the development as submitted in the withdrawn application (08/01979/RM), resulting in 14 dwellings and a higher density of 40 dwellings. This new proposal will again result in 14 dwellings and the same density.

Consultations/Publicity responses

Highways Section No objections subject to conditions.
Waste Management No objections, subject to condition. It is Council's policy that collection crews will not enter onto non-adopted roads. Therefore, the applicant needs to be aware that if the proposed access road is not to be adopted, a new collection point will need to be proposed by the highway boundary.

Ecology No objection, subject to the imposition of condition prior to development.

Determining Issues

The main considerations of the application are:

1. Principle of Development
2. Impact of Development on Character and Appearance of the Area
3. Impact of Development on Neighbouring Properties
4. Highway Safety Implications
5. Biodiversity Issues
6. Planning Obligations

Considerations

1. Principle of Development

This development is assessed against Policies CS1; DM2; DM3; DM4; DM10 and DM15 of the Central Bedfordshire Core Strategy and Development Management Policies (November 2009).

Potton is considered a 'Minor Service Centre' in the above document, where new housing development will help to deliver new community infrastructure and facilities that benefit the sustainability of the town.

Policy DM2 states that all proposals for new development should contribute towards sustainable building principles...Future new housing will be expected to comply with mandatory standards in relation to the Code for Sustainable Homes.

Policy DM3 requires all proposals to be appropriate in scale and design to their setting, contributing positively to creating a sense of place, respecting local distinctiveness through design and use of materials, efficient use of land, respecting amenity of surrounding properties, enhancing community safety and complying with current guidance on waste management, provision of hard and soft landscaping etc.

Policy DM4 states that within settlement envelopes and in 'Minor Service Centre' like Potton, the Council encourages small-scale housing development.

Policy DM10 requires development such as this to have a mix of housing types, tenures and sizes in order to meet the needs of all sections of the local community by promoting sustainable communities and social cohesion. This includes the provision of 'lifetime' homes. One of the main considerations would be the existing housing mix of the locally, the location and particular physical characteristics of the site, including its accessibility to local services as well as the current housing market conditions.

Policy DM15 states that the Council will ensure that where planning applications are considered to have an impact on wildlife, whether habitats or species or where applications are close to locally designated sites or important species, advice will be sought from relevant local organisations and applications considered to be harmful to wildlife will be refused.

The proposed site lies within the settlement envelope of Potton where it is already predominantly residential in character. The site currently has a vacant bungalow and outbuildings on it.

An outline permission had been granted for residential development on this site, following an appeal against the Council's decision to refuse permission (ref:

APP/J0215/A/07/2036015) on 8th January 2008. The principle of a residential development therefore, has already been established.

2. Impact of Development on Character and Appearance of the Area

The surrounding development comprise a mix of architectural styles of dwellings and sizes. The submitted proposal and house types and designs demonstrate a traditional two-storey dwellinghouses with complementary front entrance canopies and rear gables, together with one and a half brick gauged heads to windows. The flat over garage and dark stained weather-boarding designed dwelling, provides a variation in design style and appearance to the site and this complements the character and appearance of the area. For example, some useful design ideas as illustrated by the Council's Design Supplement 1 (DS1) have been incorporated into the scheme for example, by applying appropriate scale, appearance, height and density. It is considered the proposed residential scheme would create and complement local distinctiveness, thus enhancing its setting.

The proposed new access into the site from Mill Lane frontage in the southern end, has dictated the layout and building line of the dwellings. The four prominent dwellings on Mill Lane frontage (i.e. plots 1 and 2) and (plots 13 and 14), provide attractive facade, including front canopies to the dwellings, complemented and defined by picket fencing to the frontages. The garages to plots 2 and 3 and 13 and 14 have been designed with hipped roofs in order to enhance the overall design of the site, particularly light and visual aspect.

The access to the site is terminated by the corner hayloft property to the north-east of the site, the turning areas and hardstanding provide the parking for plots 6, 7 and 8 to the north-west of the site, including visitors parking. Plot 5 which is the flat over garage, provides parking for plot 5 and additional parking for plots 6, 7 and 8 respectively. The scheme does boasts two parking space per dwelling. Where garages are located, in all cases they are recessed behind the front elevation of the house in order to ensure a more subservient form of development and design and to avoid parked cars dominating the streetscene.

It is considered the L-shaped form of the land and layout does provide a sense of enclosure and security to the site. The associated planting, including the existing trees, would provide good screening to the site, particularly to the northern part where it adjoins the open countryside. The eastern part of the site along the boundary of plots 9, 10, 11 and 12 and the rear of properties at Everton Road would be adequately screened, together with other associated soft landscaping to the frontages of the proposed properties.

The site currently benefits from some trees with little significance. However, there are a number of hedges that should be maintained and retained at least during construction to act as a suitable screen from adjoining properties. The trees identified as H10 and G11 in the submitted topographical survey would appear to be on the grounds of the neighbouring property. It is considered protection would be required during construction of development.

It is anticipated that the materials for the development would follow the established pattern of traditional buildings constructed from local sourced materials. The proposed development therefore, is not likely to result in any

adverse impact on the character and appearance of the area.

3. Impact of Development on Neighbouring Properties

The proposed development has been sited to respect and safeguard the amenities of surrounding properties. The layout of the dwellings demonstrates adequate spacing around them in terms of achieving adequate amenity space to individual property. The proposed properties to the east of the site shares a boundary with the residential properties at Everton Road and are at least 29 metres from the new development as their rear gardens back onto the proposed site. As such, there would be no loss of light/privacy or overbearing impact on these dwellings. Plots 1 and 2 are 6 metres from the property at Number 4 and this is an adequate space to ensure that there would be no overbearing impact. However, in terms of overlooking from the first floor Bedroom 1 and ensuite bathroom of plot 1, the distance is between 10 metres and 11 metres and this is not considered detrimental to the owner-occupiers of Number 4 Mill Lane, given the orientation of the view. Similarly, it is not considered there is likely to be any adverse impact from the future occupants of plots 3 and 4.

The aspect from plots 3 and 4 is unlikely to cause any adverse visual impact to the owner-occupiers of Number 4 Mill Lane due to the angle from the upper floors of plots 3 and 4. The property at Number 4 Mill Lane has an extensive rear garden which extends beyond the garages of plots 1, 2 and 3 as well as the entire plots 3 and 4 properties. Whilst it is acknowledged there would be some overlooking from plots 3 and 4 to the rear garden of Number 4, it is not considered any detriment would be caused as a result, given the siting of the new dwellings. Any direct overlooking from the upper floor accommodation of plots 3 and 4 would be to the bottom end of the rear garden of Number 4 Mill Lane, which stands at a distance of 11.2 metres away and this is not viewed as being unreasonable. Moreover, plots 3 and 4 are adequately removed from the adjoining neighbour to ensure that they are not overbearing or give rise to a material loss of light.

Numbers 6, 8, 10, 12 and 14 Mill Lane would not suffer an unreasonable impact in terms of loss of light, privacy, overlooking or overbearing impact. These properties have a varying rear garden sizes of between 18 metres and 23 metres adjoining the site. Plots 5 and 6 will have a visual impact on the dwellings in Everton Road, but given the length of the adjacent gardens it is not considered that the resulting relationship would give an overbearing impact or material loss of light. It is considered therefore, that this development is not likely to result in any detriment to these adjoining residents at Mill Lane.

4. Highway Safety Implications

The Highway Section has considered this proposal and has advised accordingly. It is considered that the rear access door to the garage for plot 2 is not feasible as it would have to be accessed from plot 1 and the same for plot 13 where access would be in plot 14 garden. The Highway Section has advised that the proposed new access shall be 2.4m x 43.0m with visibility splay requirement. Plot 13: A 1.8m x 1.8m pedestrian visibility splay should be provided at the east side of the access of the development and Mill Lane.

The verge in front of the plot should be a footpath for pedestrian use to plots 5 to

8, as there is a lot of vehicular movement within this area. Also for adoption purposes, the Council would require a footpath here as this would be the only grass within the site which would need maintaining. Overall, the development is considered acceptable on highway grounds, subject to conditions.

5. Biodiversity Issues

Under the Natural Environment and Rural Communities Act 2006 and PPS9, the Council must have regard to the impact of the proposal on biodiversity in its determination of the application.

This development has attracted the submission of 'Bat Inspection Report' which was prepared by ACD Ecology on behalf of the developer. It was concluded that the buildings comprise mainly of materials that are considered unsuitable for typical bat roosts. They conclude that the open nature of the internal layout of the buildings with all areas being visible makes it unlikely to support bat populations. Therefore, the buildings were determined to possess limited features which could be exploited by Bats and have accordingly, assigned ratings to the existing outbuildings on site. For example, buildings with low to negligible Bat roost potential are Buildings B1 and B5 and buildings with negligible Bat roost potential are Buildings B2, B3, B4 and B6.

The report concludes that in view of the buildings having negligible or low bat roost potential, it is not envisaged that further survey would be required, but a 'soft-approach' be adopted for demolition of the buildings with low-to-negligible potential (B1 and B5). Furthermore, that a 'soft approach' to demolition would require a full briefing of all personnel involved. Clear instruction should be given to cease work immediately, if a bat is encountered and to allow a licensed bat worker to attend to the bat(s). The 'soft approach' to the roof demolition for buildings would comprise:

- Removal of roof panels by hand;
- Careful removal by hand (using a crowbar, if necessary) of any soft boxes;
- Careful removal by hand of under-felting and removal by hand of lead flashing.

The report also noted that there are bird nesting sites in the barn of B5 and it must be noted that these are protected during the bird nesting season from March-August. The report recommends that if demolition is proposed within this period, a further inspection should be carried out.

The Council's Ecology has advised that there does not seem to be sufficient evidence to refuse the demolition on the possibility of the bats roosting in the open barn. Documentation from 2006 supports the case that the properties are not an established roost. However, it would have been far better to have had the recent Bat Survey undertaken during the summer months, which as a first site visit was undertaken in May would have been feasible.

There is no dispute about whether bats are present in the area and are feeding as the Survey suggests over the rough grassland, hedges and trees locally. Bats are mobile creatures and will colonise suitable buildings and trees, depending on the needs of the species.

The November study should have been able to determine whether bats were hibernating at the site. There appears to be no evidence of this.

Planning Obligations

This development does not attract any financial contribution towards local infrastructure or affordable housing because the outline decision was made on 8th January 2008, following an appeal decision and before the adoption of the Council's Planning Obligations Strategy (2008).

Reasons for Granting

That a residential development is considered acceptable by virtue of its location within the settlement envelope of Potton and as a previously developed site. It is considered the development satisfies Policies CS1; DM2; DM3; DM10 and DM15 of the Central Bedfordshire Core Strategy and Development Management Policies (November 2009).

Recommendation

That Planning Permission be granted subject to the following:

- 1 The permission shall extend only to the application as amended by 16374/100C; 1005C; 104A; 107A; 108B and 109A received 25th January 2010.

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

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

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

- 3 **Prior to the first occupation of the building the first floor windows in the side elevation of plots 6 and 8 of the development shall be fitted with obscured glass of a type to substantially restrict vision through it at all times, and restriction on its opening, details of which shall have been previously submitted to and agreed in writing by the Local Planning Authority.**

Reason: To safeguard the amenities of occupiers of adjoining properties.

- 4 Notwithstanding any provision of the Town and Country Planning (General Permitted Development Order) 1995 (or any Order revoking or re-enacting that Order with or without modification), no works shall be commenced for the extension of the buildings, any material alteration of its external appearance (including additional openings) or the erection of any building or structure within its curtilage until detailed plans and elevations have been submitted to and approved in writing by the Local Planning Authority.

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

- 5 No building shall be occupied until the junction of the proposed vehicular access with the highway 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.

- 6 Before the access is first brought into use a triangular vision splay shall be provided on each side of the new accesses and shall measure 1.8m along the fence, wall, hedge or other means of definition of the front boundary of the site, and 1.8m measured into the site at right angles to the same line along the side of the new access drive. The vision splays so described and on land under the applicant's control shall be maintained free of any obstruction to visibility exceeding a height of 600mm above the adjoining footway level.

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

- 7 Visibility splays shall be provided at the junction of the accesses with Mill Lane before the development is brought into use. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed access from its junction with the channel of the public highway and 43.0m measured from the centre line of the proposed access along the line of the channel of the public highway. The required vision splays shall, on land in the applicant's control, be kept free of any obstruction.

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

- 8 Before the premises are occupied the on site vehicular areas shall be constructed and surfaced in a stable and durable manner in accordance with details to be approved in writing by the Local Planning Authority. Arrangements shall be made for surface water drainage from the site to soak away within the site so that it does not discharge into the highway or into the main drainage system.

Reason: To avoid the carriage of mud or other extraneous material or surface water from the site so as to safeguard the interest of highway safety and reduce the risk of flooding and to minimise inconvenience to users of the premises and ensure satisfactory parking of vehicles outside highway limits .

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

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

- 10 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995, 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.

- 11 The turning space for vehicles illustrated on the approved drawing No 16374/1005C shall be constructed before the development is first brought into use. (HC 27)

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

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

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

- 13 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.

- 14 The proposed development shall be carried out and completed in all respects in accordance with the access siting and layout and bin collection points illustrated on the approved drawing No. 16374/1005C and defined by this permission and, notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995, (or any Order revoking or re-enacting that Order) there shall be no variation without the prior approval in writing of the Local Planning Authority.

Reason: To ensure that the development of the site is completed insofar as its various parts are interrelated and dependent one upon another and to provide adequate and appropriate access arrangements at all times.

- 15 The 2.0m wide service strip frontage of plot 4 shall be footpath and not

verge.

Reason: To provide a continued pedestrian footpath.

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

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

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

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

- 23 **Details of precautionary measures to be implemented during demolition works, including the removal of roof panels, soft boxes under-felting and lead flashing by hand shall be undertaken as outlined in the submitted Bat Inspection Survey to avoid impacts on protected species, shall be submitted to and approved by the Local Planning Authority prior to development commencing. The development shall be implemented in accordance with the details approved.**

Reason: In the interests of the environment and protected species and in accordance with Policy DM15 of the Central Bedfordshire Core Strategy and Development Management Policies (2009) and PPS9 (Biodiversity and Geological Conservation).

Notes to Applicant

1. The applicant is advised that no works associated with the construction of the vehicular access should be carried out within the confines of the public highway without prior consent, in writing, of the Central Bedfordshire Council. Upon receipt of this Notice of Planning Approval, the applicant is advised to write to Central Bedfordshire Council's Highway Help Desk, P.O.Box 1395, Bedford, MK42 5AN quoting the Planning Application number and supplying a copy of the Decision Notice and a copy of the approved plan.

This will enable the necessary consent and procedures under Section 184 of the Highways Act to be implemented. The applicant is also advised that if any of the works associated with the construction of the vehicular access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) then the applicant will be required to bear the cost of such removal or alteration.

2. The applicant is advised that, under the provisions of the Highways Act 1980, no part of the structure, including foundations and surface water hardware shall be erected or installed in, under or overhanging the public highway and no window, door or gate shall be fixed so as to open outwards into the highway.
3. The Highway Authority has the power under Section 143 of the Highways Act 1980, to remove any structure erected on a highway.
4. The applicant is advised that in order to comply with Condition 5 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 Planning and Control Group, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.
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 Traffic Management Group Highways and Transport Division, Central Bedfordshire Council, P.O. Box 1395, Bedford, MK42 5AN.
6. The applicant is advised that photographs of the existing highway that is to be used for access and delivery of materials will be required by the Local Highway Authority. Any subsequent damage to the public highway resulting from the works as shown by the photographs, including damage caused by delivery vehicles to the works, will be made good to the satisfaction of the Local Highway Authority and at the expense of the applicant. Attention is drawn to Section 59 of the Highways Act 1980 in this respect.
7. The applicant is advised that if it is the intention to request Central Bedfordshire Council as Local Highway Authority, to adopt the proposed highways as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways together with all the necessary highway and drainage arrangements, including run off calculations shall be submitted to the Development Planning and Control Group, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ . No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place.

8. The applicant is advised that the closure of existing access shall include the reinstatement of the highway to include any footway, verge and kerbing in a manner to be agreed in writing with Central Bedfordshire Council's Customer Contact Centre on 0300 300 8049. No work shall be carried out within the confines of the public highway without prior consent. The applicant will also be expected to bear all costs involved in closing the access.
9. The applicant is advised that all cycle parking to be provided within the site shall be designed in accordance with the Bedfordshire County Council's 'Cycle Parking Guidance - August 2006'.

DECISION

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