

Item No. 12**SCHEDULE B**

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| APPLICATION NUMBER | CB/10/04536/FULL |
| LOCATION | 39 Kings Road, Flitwick, Bedford, MK45 1EJ |
| PROPOSAL | Full: Extension and alteration to existing bungalow and new detached three bedroom dwelling. |
| PARISH | Flitwick |
| WARD | Flitwick East |
| WARD COUNCILLORS | Cllrs James Jamieson & Andrew Turner |
| CASE OFFICER | Clare Golden |
| DATE REGISTERED | 21 December 2010 |
| EXPIRY DATE | 15 February 2011 |
| APPLICANT | Mrs J Sherman |
| AGENT | Bradbury Design Ltd |
| REASON FOR COMMITTEE TO DETERMINE | Councillor Andrew Turner has called the application to Committee on the grounds of inadequate parking, turning, detrimental impact on neighbours and overdevelopment. |
| RECOMMENDED DECISION | Full Application - Granted |

Site Location:

The application site is located within the town of Flitwick. The site is known as 39 Kings Road and comprises a regular shaped plot set behind Nos. 41 and 43 and which fronts onto a narrow access drive which also serves no. 39a. The access drive is a private drive just to the north of Kings Road. The site is occupied by a detached bungalow and single garage. There is a pedestrian footpath which runs parallel to the access road leading to garaging on Kingsmoor Close to the north. The surrounding area is residential in character and comprises a mixture of residential development, varying in dwelling types, ages and styles. No.s 39 and 39a represent infill residential development, and Princess Close, directly to the west is a recent example of infill development, comprising a close of recently constructed dwellings of varying sizes to the rear of properties along Kings Road.

The site is located within the settlement envelope for Flitwick.

The Application:

This application seeks permission to demolish part of the existing bungalow, (No. 39), which includes the existing dining room and bedroom on the ground floor and a second bedroom on the first floor. This space would then be added to the south end of the dwelling in the form of a new extension to the building. This would effectively shift the footprint of the dwelling further to the southern boundary of the plot. The height of the roof would be raised and dormer windows added to the front and rear elevation.

It is also proposed to erect a single dwelling on the existing garden area to the north side of No. 39a. The proposed dwelling would be one and-a-half storeys in height with three bedrooms.

RELEVANT POLICIES:

National Policies (PPG & PPS)

PPS1: Delivering Sustainable Development
PPS3: Housing, Revised 10th June 2010

Core Strategy/Development Management Policies that supersede the Saved Local Plan Policies

CS1: Location of New Residential Development
CS2: Developer Contributions
CS14: High quality development in the natural and built environment
CS4: Accessibility and transport
CS5: Location of New Residential Development
DM3: Protection of Amenity
DM4: Development within and beyond settlement envelopes

Supplementary Planning Guidance

Planning Obligations Strategy Adopted 2008
'Design in Central Bedfordshire', Adopted Design Guide, 2010
'Manual for Streets', 2007

Planning History

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| CB/10/03780/FULL | Full: Proposed redevelopment comprising the extension and alteration of the existing bungalow and a new detached three bedroom dwelling. Withdrawn. |
| CB/10/00643/FULL | Full: Extension and alteration of existing bungalow. Erection of new dwelling. Withdrawn. |
| MB/08/00300/FULL | Demolition of existing bungalow and erection of two no three bedroom chalet bungalows. Granted. |
| MB/07/01392/FULL | Full: Erection of 2 no. 3 bed chalet bungalows following demolition of existing bungalow. Granted. |
| MB/07/00761/FULL | Full: Erection of five terraced three bedroom town houses following demolition of existing bungalow. Withdrawn. |

Representations: (Parish & Neighbours)

Flitwick TC

Object to the proposal on the following grounds:

- Overdevelopment
- Access and egress
- Adjacent to pedestrian footpath

Adj Occupiers

Five letters of objection have been received from occupiers of neighbouring properties on the following grounds:

37 Kings Road:

- Roof height - not in keeping with character of surrounding area
- Risk of setting a precedent
- Increase in vehicles next to a pathway used by pupils of Kingsmoor School - Highway safety

39A Kings Road:

- Proximity of, and height of the proposed dwelling in relation to the kitchen window of No. 39A - impact on visual amenity, right to a quiet enjoyment of their property, right to light
- Higher than surrounding buildings
- Not in-keeping with the character of surrounding buildings and streetscene which includes spaces around the building
- Party wall concerns
- Loss of light to kitchen and garden
- Reduction of privacy, overlooking of rear garden
- No. 39a and the new dwelling would result in small garden areas without front gardens
- Overdevelopment
- Increase in vehicular traffic and parking, restricted access, potential conflict with pedestrians
- Increase in vehicular traffic and parking will prevent emergency vehicular access
- damage to the access road
- Lack of turning space resulting in vehicles encroaching onto No. 39A's driveway
- Increase in parking, restricting access to neighbouring properties
- Potential damage to Leylandii trees and loss of ecology within them
- The private access drive is within the ownership of No. 39A
- Electricity, gas or water is not allowed to connect or run in the access road
- Legal access to the proposed development is not possible
- Public liability insurance would be required during and after the building works
- Storage of refuse bins left at the end of the access drive causing problems with visibility and highway safety
- Increased pressure on the sewerage pipe work and drains
- Concerned with the potential amount of mess, dust and dirt generated by the proposed development and impact on the health of the occupier of 39A.
- Damage to the access drive

43 Kings Road:

- Lack of detail about proposed hard and soft landscaping
 - The removal of the hedges along the boundary.
- Concerned about the security, visual and acoustic protection for the boundaries of 43 and 41 Kings Road. A 1.8metre close boarded fence to the boundary with No. 43 and 41 is considered to be inappropriate

17 Princess Close:

- Overlooking from the dormer windows of the bungalow

Consultations/Publicity responses

Highways

No objection subject to conditions relating to parking bay dimensions, surfacing, turning space, cycle parking storage, and construction workers parking.

**Site notice posted on
17.01.11**

Determining Issues

The main considerations of the application are;

- 1. Planning background and the principle of the development**
- 2. Impact on the visual amenity of the surrounding area**
- 3. Impact upon the amenities of adjoining, nearby and future occupiers**
- 4. Highway Matters**
- 5. Any other matters relevant to the application**

Considerations

1. Planning background and the principle of the development

The application site lies within the settlement envelope for Flitwick wherein the principle of residential development is generally acceptable subject to certain detailed considerations. Flitwick is classified as a Major Service Centre in the Core Strategy and Development Management Policies Development Plan Document (DPD) where policies CS1 and CS5 are applicable.

There are no objections to the principle of infill development within Flitwick as proposed in this application as long as various other criteria are satisfied, in particular the size of the site needs to be adequate, there must be sufficient on-site parking, the design of the proposed house must be inkeeping with its surroundings and there must not be an unduly adverse impact on the amenities of neighbours. The site is not designated as important open space.

This application is a revised re-submission of earlier applications (CB/10/03780/FULL and CB/10/00643/FULL) both withdrawn to allow for revisions and in the latter case, for the proper 21 day consultation of the owner of part of the site, in accordance with Article 12 of The Town and Country Planning (Development Management Procedure) Order 2010. An earlier application in 2008 (MB/08/00300/FULL), for the demolition of the existing bungalow and erection of two three bedroom chalet bungalows was approved.

The conditions attached to this permission have been discharged and should the applicant shortly commence work on site, the permission remains in perpetuity. This planning permission is still a material consideration in the present application.

Revised PPS3: Housing

Since the last application in 2008, PPS3: Housing, has been revised, on 10th June 2010. The amended policy document sets out the Secretary of State's policy on previously developed land and housing density. Local Planning Authorities and the Planning Inspectorate are expected to, where relevant, take it into account as a material consideration when determining planning applications. Clearly then, the main planning policy change relevant to this proposal is the removal of private residential gardens from the definition of previously developed land in Annex B of PPS3.

In terms of PPS3, this gives Local Planning Authorities the power to decide for themselves the best locations and types of development in their areas. The policies in the Adopted Core Strategy will help inform these decisions. The Council's adopted Core Strategy (for the North Area) places a presumption in favour of development within the Settlement Envelope regardless of the classification of the land. Therefore, although a material consideration, the change of classification of garden land has little impact on the determination of such applications.

Whilst the revisions to PPS3 remove the presumption in favour of development on garden land, the Local Planning Authority may still grant planning permission on these sites if the proposal complies with policies in the Council's Adopted Core Strategy.

2. Impact on the visual amenity of the surrounding area

The character of the surrounding area has altered over time with dwellings originally principally fronting onto Kings Road, with later infill development including the application site and No. 39a, and more recent infill residential development now known as Princess Close which is located directly to the west of the application site. The character and appearance of the surrounding development now therefore, is varied with a mixture of houses of different styles and ages, and on different plot sizes.

The application site is located on a private drive to the north of Kings Road. No.s 39 and 39A have a minimal impact on the overall character of the main streetscene along Kings Road, therefore. A footpath does however run northwards, adjacent to the private road where views of the site can be obtained.

The application site comprises No. 39 which is a bungalow with one flat roof dormer to the rear. The bungalow is set back from the private drive by 6metres and is surrounded by garden land to the front, sides and rear. The depth of the rear garden is 16metres and has a width of 19metres.

The proposal involves the partial demolition of the northern end of the dwelling, an area of approximately 26.6square metres. The lost floor space will be replaced at the southern end of the bungalow in the form of an extension of

4metres. Overall, there would be a very small increase in the footprint of the existing dwelling as extended (0.4m). Three new dormer windows would be added to the front elevation. The overall height of the existing bungalow would be increased by 1metre.

The proposed dwelling:

The proposed new dwelling would be erected two metres to the north of the bungalow. This would be a one and-a-half storey dwelling, with a single window on the first floor level on the front elevation. The highest point of the dwelling would be 0.3metres higher than the altered bungalow and thus, 1.3metres higher than the original bungalow. The new dwelling would be set 2metres in from the bungalow which would help reduce its visual prominence within the streetscene. Both dwellings would retain a 1metre distance to each side boundary to ensure a degree of separation between each dwelling and to provide external access to the rear from the front. Both dwellings would also exceed the average rear garden size of 100m² and achieve garden depths in excess of 10metres, a standard recommended in the Council's Adopted Design Guide, 2010.

The proposed new dwelling is considered to be modest which will not appear unduly prominent within the streetscene. In terms of the positioning of the dwellings within each plot, it is considered that there is sufficient space around the building, reflecting the character of the surrounding urban grain and adequate amenity space for the occupiers of both dwellings. In terms of the design, the new dwelling would have fairly simple detailing with window proportions reflective of the surrounding properties. The dwellings would be finished with facing brickwork and plain roof tiles, precise details of which could be agreed by condition.

Alterations to the existing bungalow:

The alterations to the existing bungalow which will have the greatest impact on the surrounding visual amenity, are the three dormer windows on the front elevation, and increase in height of the roof. Two of the windows will serve bedrooms, with the central window serving an ensuite with obscured glazing. The size of the windows are considered to be in proportion with the existing windows on the dwelling and the increase in roof height is not considered to have a significant impact on the overall character of the dwelling within the streetscene. Although the alterations deviate from the simple character and height of the original bungalows in this area, it is noted that the surrounding roofscape is varied with a mixture of two storey, two and-a-half and one and-a-half storey dwellings. Subject to the use of matching materials, the proposed alterations are considered to preserve the visual amenity of the surrounding area.

Overall, it is judged that the design, siting and scale of the new dwelling and the alterations to the existing bungalow are acceptable in terms of the impact on the street scene and wider character of the area, and will adequately reflect the diverse mix of dwelling types and sizes in the locality.

Landscaping:

Concern has been raised in respect of the impact of the development on the existing landscaping on, and around the application site. The existing site is not considered to contain any natural features of significant importance within the streetscene, with the garden mainly enclosed by a hedge of Lleylandi trees and a privet hedge between No. 39 and 39A. These do provide a good level of screening and help soften the boundaries with neighbouring properties however, and thus these will remain as part of the landscaping for the new development. Should permission be granted, it is recommended that a condition requesting details of a landscaping scheme be imposed to help preserve the visual amenity of the development and surrounding area in accordance with Policy DM3 of the Adopted Core Strategy.

The proposal is therefore considered to preserve the character and appearance of the surrounding area in compliance with Policy DM3 of the Development Management Policies of the Core Strategy, and guidance in 'Design in Central Bedfordshire', in particular, 'New Residential Development' and 'Town Centre and Infill Development' in the Council's Adopted Design Guide, and PPS3: Housing, revised 2010.

3. Impact upon the amenities of adjoining, nearby and future occupiers

Concern has been raised in respect of the impact of the new dwelling on the amount of privacy, outlook and light afforded to neighbouring properties. It should be noted that the application has been revised during the course of the present application, in response to the concerns raised by occupiers of neighbouring properties. The main alterations comprise of siting the new dwelling further forward by 0.6metres and reducing the overall depth of the dwelling from 9.5metres to 9.3metres, the removal of the rear dormer window, removal of windows on the ground floor and first floor of the side elevation.

The proposed dwelling:

The new dwelling would have windows on the south side elevation serving a study and lounge on the ground floor. The lounge window would have the potential to overlook the rear garden of No. 39, however, a 1.8metre close boarded fence or boundary planting would screen the boundary to prevent any overlooking. There would be one first floor bedroom window facing onto the north side elevation of No. 39, however, there are no openings proposed on this elevation of No. 39.

There would be one first floor window serving a bedroom on the rear elevation of the dwelling, however this would be 10metres away from the rear boundary shared with No. 45 which has a 40metre deep rear garden. This window would be 5.5metres away from the side boundary with No. 39A and direct views of No. 39A would not be afforded. Two small roof lights are proposed on the rear roofslope of the dwelling, however these could be conditioned to be high level rooflights so that they also, will not create overlooking to the rear or towards No. 39A. There are no first floor windows proposed on the front elevation of the new dwelling, only rooflights.

In terms of outlook afforded to surrounding properties, the outlook from No. 39A will be altered where part of the new dwelling would project 6metres at ground floor level and 5metres at first floor level beyond the rear building line of No. 39A. The new dwelling would be located 1metre from the side boundary with this property, and thus a large part of the dwelling would be visible from the rear garden of No. 39A. However, the highest point of the dwelling would be close to the rear building line of No. 39A so that, the slope of the roof would reduce the

bulk of the dwelling when view from this aspect. Furthermore, the main one and-a-half portion of the dwelling would be located approximately 3.5metres away from the side boundary with 39A, helping to mitigate the amount of development in this outlook.

In terms of the impact on the amount of light afforded to neighbouring properties, the property potentially most affected by the proposal is No. 39A which is located to the north of the application site. It is thus important to consider how any development to the south of this property may impact on the amount of sunlight afforded to this neighbour. The 45 degree test is undertaken therefore to assess the impact of the proposal on the amount of light afforded to neighbouring properties. The proposal meets the 45 degree test in horizontal terms, but just fails in vertical terms where some overshadowing would occur to the small kitchen window. This is however a secondary window to the main, larger window and door into the kitchen, and thus whilst there would be a loss of light to this room, there are other openings to supply light into it. It should also be noted that presently, a single storey garage is located adjacent to the side boundary and has a depth of approximately 6metres and a height of 2.4metres. This existing relationship already restricts the amount of light afforded to the windows on the rear elevation of No. 39A.

The proposed new dwelling would be located 4.4metres to the south of No. 39A. The footprint of the dwelling would be set back from the front elevation of this property by 4.4metres but would project 4.4metres at first floor level and 6metres at ground floor level beyond the rear building line of No. 39A. There are three windows on the south facing side elevation of No. 39A serving the dining room and kitchen. The light afforded to these windows is presently restricted by the existing 1.8metre close boarded fence and hedge along the side boundary with No. 39 and given the slight set back of the dwelling, it is not considered that the proposed new dwelling would further exacerbate this situation.

In order to accommodate the new dwelling the private garden area would be reduced significantly. Nevertheless, it is considered that the remaining garden size would still be appropriate for a dwelling of this size. This is in line with the guidance set out in the Council's Technical Guidance, 'Design Supplement 1: New Residential Development' which recommends that rear gardens for family houses should be on average about 100 square metres and generally no less than 50 square metres (the garden would still be over 120 square metres).

Alterations to the existing dwelling:

Concern has also been raised in respect of the potential for overlooking created by the three new dormer windows on the existing dwelling. No.s 17, 18 and 19 Kings Road lie directly to the west of No. 39. No. 16 and 17 are two storey detached dwellings and No.s 18 and 19 are FOG units with car ports below. The dormer windows of No. 39 would be located 20metres away from the rear elevations of these dwellings.

A 21metre distance between facing habitable rooms is generally used as a conventional measure, however the Council's Adopted Design Guide advises that this should be taken as general guidance and it is still equally important to consider the relationship of the buildings with each other and the design and location of windows. In this case, the only first floor windows on No.s 16 and 17 serve stairways which are not habitable rooms, and they are obscurely glazed. There is the potential for some overlooking of the rear garden of No. 17, however this would not be direct overlooking and would be from a distance of

12metres. There are no windows on the rear elevations of No.s 18 and 19.

The existing dwelling would be coming closer to the rear boundaries of No.s 41 and 43, however, the gardens of these properties are relatively deep and there are no windows proposed on the south side elevation of the property.

The proposal would therefore preserve the residential amenities of occupiers of neighbouring properties in compliance with Policy DM3 of the Development Management Policies of the Core Strategy, and guidance in 'Design in Central Bedfordshire', in particular, 'New Residential Development' and 'Town Centre and Infill Development' in the Council's Adopted Design Guide.

4. Highway Matters

Concern has been raised with respect to inadequate parking provision, access and turning space, increased traffic movements, damage to the private drive and highway safety.

Both the proposed three bedroom dwelling and No. 39 require two parking spaces each and one shared visitor parking space. Five parking spaces have been provided which accord with the Council's parking standards and dimensions in Supplement 7: 'Movement, Streets and Places' of the Adopted Design Guide. Adequate turning space for vehicles can also be provided within the site.

There is a footpath which runs adjacent to the private lane, however this is separated from the drive by a wire mesh fence.

Bin Collection & Storage:

Concern has been raised in respect of the storage of bins on the footpath at the corner of the entrance into the private drive and adjacent to Kings Road, and the implications this may have on visibility. The private drive exceeds the 15metre reversing distance of a refuse collective, and thus the present arrangement is for a member of the refuse collection team to walk up to the existing two dwellings and wheel the bins to the bottom of the drive. Although the proposed dwelling would increase the number of bins to collect by two, the present arrangement is not proposed to be changed.

The Highways Officer has no objection to the proposal subject to conditions relating to the dimensions of the parking spaces, surfacing, turning space, cycle parking, and details of the parking provision for construction workers during the construction period.

5. Any other matters relevant to the application

Concern has been raised with respect to the legal status of the private drive in respect of access and repairs/maintenance, impact on utility systems, the party wall and public liability insurance. These are private, civil matters which cannot be considered as part of this planning application.

Planning Obligations Strategy

Following the adoption in 2008 of the Planning Obligations Strategy

Supplementary Planning Document, the Council requires a financial contribution for developments of one or more dwellings and therefore a unilateral agreement is required for this proposal prior to the granting of planning permission. This contribution would go towards local infrastructure such as educational facilities, sustainable transport, health facilities and recreational open space in the Flitwick area. The applicant has chosen to submit a Section 106 Agreement with this application which has been drafted by the Council's legal team.

Recommendation

That Planning Permission be **Granted** subject to the following:

- 1 The development hereby approved shall be commenced within three years of the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 which is designed to ensure that a planning permission does not continue in existence indefinitely if the development to which it relates is not carried out.

- 2 **Details of materials to be used for the external finishes of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance therewith.**

Reason: To safeguard the appearance of the completed development by ensuring that the development hereby permitted is finished externally with materials to match/complement the existing building(s) and the visual amenities of the locality in accordance with Policy DM3 of the Development Management policies of the Adopted Core Strategy, 2009.

- 3 **No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. These details shall include:-**

- means of enclosure;
- materials to be used for any hard surfacing;
- planting plans, which includes at least one replacement tree to the front of the site along with a schedule of size, species, positions, density and times of planting;
- cultivation details including operations required to establish new planting;
- details of existing trees and hedgerows on the site, indicating those to be retained and the method of their protection during development works.

The landscaping works shall be undertaken in accordance with the approved plans no later than the end of the full planting season following the first occupation of the development.

Reason: In order to ensure that the landscaping is carried out within a

reasonable period in the interest of the visual amenities of the area, in accordance with Policy DM3 of the Development Management policies of the Adopted Core Strategy, 2009.

- 4 Before the development commences on site, details of the existing and proposed ground levels of the development in relation to any adjacent house and/or road shall have been submitted to and approved in writing by the Local Planning Authority. Such details must be sufficient to clearly identify the completed height of the development in relation to the adjacent development.

Reason: To ensure that a satisfactory relationship results between the new development and adjacent buildings and public areas in accordance with Policy DM3 of the Development Management policies of the Adopted Core Strategy, 2009.

- 5 The four parking bays and visitor parking bay shall measure 2.4m x 4.8m each.

Reason: For the avoidance of doubt, and to provide adequate on site parking provision in accordance with Policy DM3 of the Development Management policies of the Adopted Core Strategy, 2009.

- 6 Before the premises are occupied all on site vehicular areas shall be surfaced in a stable and durable manner in accordance with details to be approved in writing by the Local Planning Authority and the parking bays shall be demarcated. 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 in accordance with Policy DM3 of the Development Management policies of the Adopted Core Strategy, 2009.

- 7 The development shall not be brought into use until a turning space for vehicles has been constructed within the curtilage of the site in a manner to be approved in writing by the Local Planning Authority and thereafter kept clear of obstruction.

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 in accordance with Policy DM3 of the Development Management policies of the Adopted Core Strategy, 2009.

- 8 Before development begins, 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, 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 in accordance with Policy DM3 of the Development Management policies of the Adopted Core Strategy, 2009.

- 9 **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. (HC 38)**

Reason: To ensure adequate off street parking during construction in the interests of road safety in accordance with Policy DM3 of the Development Management policies of the Adopted Core Strategy, 2009.

- 10 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 extensions or alterations, including new windows, and structures within the residential curtilage of the approved new dwelling until detailed plans and elevations which form a valid planning application have been submitted to and approved in writing by the Local Planning Authority.

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

- 11 All rooflights proposed within the northern and southern elevations of the roofs of both dwellings hereby approved shall have a cill height no less than 1.7 metres above the finished floor level, and the circular brick features on the front elevation of the new dwelling shall at all times be retained with a brick infill (i.e. not utilised as windows).

Reason: In order to prevent any direct outlook from rooflights or side facing windows to protect the privacy of neighbouring occupiers in accordance with Policy DM3 of the Development Management policies of the Adopted Core Strategy, 2009.

- 12 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 2083-01A; 2082-01D;

Reason: For the avoidance of doubt.

Reasons for Granting

The proposal for the erection of a dwelling, and alterations to the existing dwelling would not impact detrimentally upon the character and appearance of the surrounding area or upon the residential amenity of any existing neighbouring properties or future occupiers of the new dwelling. Highway safety would not be affected and the impact on nearby trees is considered to be acceptable. The scheme

therefore, by reason of its site, design and location, is in conformity with Planning Policy Statement 1 (2005), Planning Policy Statement 3 (2010), and Policies CS1, CS2, CS4, CS5, CS14, DM3 and DM4 of the Central Bedfordshire Council's Core Strategy and Development Management Policies Development Plan Document (2009). It is further in conformity with the Central Bedfordshire Council's Technical Guidance – A Guide for development (2010) and the Central Bedfordshire Council's Technical Guidance - Design Supplement 1: New Residential Development (2010).

Notes to Applicant

1. 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.
2. The applicant is advised that all cycle parking to be provided within the site shall be designed in accordance with the Central Bedfordshire Council's "Cycle Parking Annexes – July 2010".