

**Item No. 19****SCHEDULE B**

<b>APPLICATION NUMBER</b>	<b>CB/11/01833/FULL</b>
<b>LOCATION</b>	<b>Tempsford Hall, Station Road, Tempsford, Sandy</b>
<b>PROPOSAL</b>	<b>New office building including part demolition and internal refurbishment of existing offices, extension to existing workshop for energy centre, construction of new fitness centre, multi use games area &amp; trim trail and extension to associated car park</b>
<b>PARISH</b>	<b>Tempsford</b>
<b>WARD</b>	<b>Potton</b>
<b>WARD COUNCILLORS</b>	<b>Cllr D Gurney &amp; Cllr A Zerney</b>
<b>CASE OFFICER</b>	<b>Clare Golden</b>
<b>DATE REGISTERED</b>	<b>11 May 2011</b>
<b>EXPIRY DATE</b>	<b>06 July 2011</b>
<b>APPLICANT</b>	<b>Kier Limited</b>
<b>AGENT</b>	<b>R H Partnership Architects</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>Cllr Gurney has called the application to Committee on the grounds of the proposal having a detrimental impact on visual amenity, neighbour amenity and over development</b>
<b>RECOMMENDED DECISION</b>	<b>Full Application - Granted</b>

**Site Location:**

The application site is Tempsford Hall which is the headquarters address for Kier Group which was established here in 1965. The site has a parkland setting to the south of Station Road and the village of Tempsford (Langford End). The site is bounded to the west by the Little Barford Road, with the A1 trunk road and village of Tempsford (Church End) beyond. To the south is Everton Road and to the east, a stream and area of woodland. The site is accessed from Station Road with a one-way system leading to an exit onto Everton Road.

The site covers an area of approximately 38 Hectares and comprises the main building of Tempsford Hall, an Elizabethan style brick constructed in the early 1900s, which is the main focal point of the site. Subsequent additions to this building include the 1965 north wing extension, the 1980s east wing extension and Lysander House, the most recently constructed free standing building constructed in 2007. There are a number of other outbuildings and ancillary support facilities such as workshops, temporary portacabins, swimming pool, tennis courts and football and cricket pitches.

The site lies outside of the village settlement envelope and adjacent to the Tempsford (Langford End) Conservation Area. None of the buildings on the site or the Parkland are statutorily Listed. There is however, a Tree Preservation Order covering the site.

## **The Application:**

This application seeks permission to demolish the existing 1960s, four storey north wing extension and replace this with a new three storey office building linked to the original Tempsford Hall. The existing 1980s extension and main Hall would be refurbished internally and an extension would be added to the existing workshop to the rear of the existing 1960s building, to create a new energy centre. It is also proposed to erect a new fitness centre to the north east of the new office extension with a Multi-Use Games Area adjacent and a trim trail routed around the site. The existing northern car park is also proposed to be expanded to provide an additional 104 car parking spaces.

## **RELEVANT POLICIES:**

### **National Policies (PPG & PPS)**

PPS1: Delivering Sustainable Development  
PPS4: Planning for Sustainable Economic Growth  
PPS7: Sustainable Development in Rural Areas  
PPS9: Biodiversity and Geological Conservation  
PPG13: Transport  
PPS5: Planning for the Historic Environment

### **Regional Spatial Strategy**

East of England Plan (May 2008)

ENV7: Quality in the Built Environment

### **Central Bedfordshire Council (North) Core Strategy and Development Management Policies**

CS4 Linking communities - Accessibility and Transport  
CS9 Providing Jobs  
CS10 Location of Employment Sites  
CS11 Rural Economy and Tourism  
CS13 Climate Change  
CS14 High Quality Development  
CS15 Heritage  
CS16 Landscape and woodland  
CS18: Biodiversity  
DM1 Renewable Energy  
DM2 Sustainable Construction of New Buildings  
DM3 Criteria for Extensions  
DM4 Development Within and Beyond Settlement Envelopes  
DM14 Landscape and Woodland

### **Supplementary Planning Guidance**

Design in Central Bedfordshire: A Guide for Development, 2010

DS2 Larger Footprint Buildings  
DS5 The Historic Environment

## Planning History

MB/07/01361/FULL	Construction of a rainwater swale. <b>Approved.</b>
MB/07/00015/FULL	Erection of plant room. <b>Approved.</b>
MB/06/02113/FULL	Erection of office building and storage/workshop building and formation of additional parking area and upgrading of southern access (Tempsford Road) to provide an exit from the site. <b>Approved.</b>

## Representations: (Parish & Neighbours)

Tempsford Parish Council	<p>Object and comment on the proposals on the following grounds:</p> <ul style="list-style-type: none"><li>- Request that the access into the site be reviewed to assess the possibility of all building and staff traffic entering and exiting through the Everton Road entrance during the two year construction period. Recognise the benefit to the aesthetics of the arrival experience but it is to the detriment of the village due to the unsuitability of the residential nature of Stuart Court and Station Road and the added pressure it puts on the junction of Station Road and the link road.</li><li>- Asserts that the sewage system in Tempsford is overloaded and can overflow and flood local residents houses. The development is going to add the equivalent of over 30 houses to the infrastructure and place an even greater burden on a system that cannot cope. Would expect to see alternative proposals from Kier on how they intend to manage their sewage to avoid further flooding.</li><li>- Request that the siting of the car park be reviewed to assess the possibility of moving it further from the residential properties of Home Farm Close, any lighting is low level and switched off between 10:00pm and 6:00am overnight and during weekends and bank holidays, and that native evergreen trees and shrubs such as Yew and Holly are used to screen the car parking and lighting from residential properties.</li><li>- Request that silent, non-percussive piling is used on this site.</li><li>- Concerned that this development may be a precursor to proposals for large-scale development of this historic parkland.</li></ul>
Adjacent Neighbours	<p>Nine letters of objection (+ another 4 from the one property) have been received from occupiers of adjacent dwellings on the following grounds:</p>

## **Residential Amenity**

- Loss of privacy and overlooking of gardens in Home Farm Close from the Trim Trail and car park
- Loss of outlook with views over the car park

## **Highways and Parking**

- The impact on noise, safety, and pollution as a result of the proposed exit onto Station Road and additional volume of traffic leaving the site
- The impact on the safety afforded to children playing/close to the Station Road junction
- Light pollution from the extended car park lighting

## **Other Issues:**

- Concerns about the opening hours of the fitness suite and MUGA
- The impact on the archaeology within the area of the proposed fitness suite and MUGA
- Impact on wildlife
- Question whether the development could not be constructed to the east side of Kier House
- Question why all traffic to the site cant enter and exit from the Everton Road access

## **Consultations/Publicity responses**

<b>Archaeology</b>	No objection subject to a condition relating to the submission of a Written Scheme of Archaeological Resource Management to the Local Planning Authority prior to the commencement of development.
<b>Ecology</b>	No objection.
<b>Highways</b>	No objection. Recommended conditions will be reported at committee.
<b>Public Protection North</b>	No comments received.
<b>Trees &amp; Landscape</b>	No objection subject to conditions relating to tree protection methods and the location of service routes and details of the replacement trees which need to be of a high quality to enhance the Parkland setting for the future.

## **Determining Issues**

The main considerations of the application are;

- 1. Principle of Development**
- 2. Impact on the Character and Appearance of the Area**
- 3. Impact on the Amenities of Surrounding Residents**
- 4. Highways and Parking**

## **5. Other Issues**

### **Considerations**

#### **1. Principle of Development**

Tempsford Hall and the 38 Hectare landscaped grounds are used by Kier Limited as their main headquarters, having occupied the site for approximately 50 years. Kier are an important regional employer, employing approximately 540 staff on the site and contributing to the local economy.

The site is located near to the A1 at Tempsford, outside the Settlement Envelope. The use of the Tempsford Hall site is confirmed as a Safeguarded Key Employment Site in Policy E1 of the Site Allocations DPD and Policy CS11 of the Adopted Core Strategy seeks to safeguard rural employment sites in the district. Kier Group wish to remain on the site and retain their existing staff, although much of the present office accommodation requires significant upgrading and expansion to accommodate the proposed increase in the number of staff. The resulting increase in office space proposed in this application would provide for the opportunity to employ 50 or 60 more people, and it is considered that this would be in accordance with the Core Strategy's positive stance to safeguard key employment and rural employment sites in Policies CS9, CS10 and CS11.

Tempsford Hall and the Parkland have an attractive character and appearance and in accordance with Policy DM3, all new extensions and free standing buildings must also meet the criteria for high quality development, and the following are relevant in this case:

- Be appropriate in scale and design to their setting
- Use land efficiently
- Use energy efficiently
- Respect the amenity of surrounding properties
- Incorporate appropriate access and linkages, including provision for pedestrians, cyclists and public transport
- Provide adequate areas for parking and servicing
- provide hard and soft landscaping appropriate in scale and design to the development and its setting
- respect and complement the context and setting of all historically sensitive sites, particularly those that are designated

Having regard to the content of policy DM3, it is considered that the principle of the proposed development is acceptable. The criteria outlined in the policy for assessing such scheme is discussed in detail below;

#### **2. Impact on the Character and Appearance of the Area**

The Tempsford Hall site has a high value in terms of its attractive character and appearance, mainly due to the mature parkland setting and the main building, Tempsford Hall which is of historic and architectural interest. The existing buildings within the site are predominantly clustered around the main Hall with a clear central core which comprises of the later buildings and car parking areas. The site is well enclosed from the surrounding development by boundary walls,

fencing and mature vegetation which restricts views into the site from the surrounding landscape. Despite subsequent additions and buildings, this well defined enclosure and mature landscaping has helped retain the historic character of the site.

Neither the Parkland or main Hall are statutorily Listed, but they are considered to be Heritage Assets in accordance with PPS5: Planning for the Historic Environment and thus, all new development on the site must preserve their significance as Heritage Assets and their setting.

#### *Layout:*

Presently, all visitors enter the site from Station Road and leave by Everton Road. This application seeks to reverse this to the original approach from the south west to enhance the arrival experience for visitors who would obtain the main view of the Hall as they arrive into the site from the south. The removal of the existing 5-A-Side football pitch, swimming pool and informal parking which occurs along the grass adjacent to the access track towards Everton Road, seeks to enhance the setting of the main Hall by reinstating the Parkland with high quality tree replanting, and reducing the visual dominance of the car parking which would then be screened behind the main buildings.

The demolition of the existing 1960s north wing extension would allow for the siting of the new building to reduce the overall massing of the buildings viewed together. This would allow the main Hall to appear visually distinctive from the later additions because the western frontage will be significantly reduced, with the bulk of the extensions contained to the rear, east. The proposal involves the demolition of many existing structures surrounding the main Hall such as the swimming pool, tennis courts, portacabins along with the 1960s extension, and with this floorspace in mind, the proposal does not represent a significant increase in floor area.

The proposed extension to the existing car park is required to remove the present informal car parking around the site which has a detrimental impact on the character and appearance of the site, and is causing damage to the parkland. The layout of the extended car park has been designed so that it is also clustered around the existing car park and buildings so that the visual prominence is reduced with the benefit of the existing screening, rather than appearing as a stand-alone new car park. The layout of the car park has been revised since the application has been submitted and this is to improve the relationship with dwellings adjoining the site to the north and to help it integrate better with the existing parkland. The new layout retains a greater number of the existing trees on the site and proposes a larger area of landscaping. The clustering of development and space between the areas of parking is considered to create an altogether more sensitive solution to the parking arrangements.

#### *Appearance:*

The proposed replacement building to be linked to the main Hall has also been designed to enhance the setting of the main Hall. The new extension has a contemporary appearance which purposely doesn't attempt to replicate the styling of the original Hall, to ensure that the Hall remains the most distinctive building. The extension has been designed however, to be sensitive to the site

context and setting of the main Hall and seeks to achieve this by means of scale and siting. The overall mass of the building is reduced by the reduced footprint, creating the appearance of a smaller scale against the original Hall. The proposed link which uses visually light-weight materials, creates a distinctive, visual break between the two buildings, clearly showing the old against the new.

The existing 1960s building has a poor energy standard, and doesn't meet current standards of lighting, ventilation or IT provision. In accordance with Policy CS13, the new buildings have been designed to be Zero Carbon buildings using enhanced energy standards for the building fabric and services and renewable energy technology in accordance with Policies DM3, DM1 and DM2.

The development is very much modern in style, although its simple and uncomplicated design, has been justified within the design statement as being an appropriate response to the existing buildings on the site and it clearly presents the contemporary identity of the new extension whilst preserving the setting of the historic building and the parkland that it lies within.

Subject to conditions requesting samples of the proposed materials for the new extensions and buildings, and details of additional landscaping, the proposal is therefore considered to preserve the setting of these Heritage Assets, and the general visual amenity of the site in accordance with Policies CS14, CS15, DM3 and DM13 of the Adopted Core Strategy, and PPS5: Planning for the Historic Environment.

### **3. Impact on the Amenities of Surrounding Residents**

As the proposed new office block, extension to the Energy Centre, MUGA and fitness suite building would be more than 170metres away from the nearest residential property, it is not considered that these buildings would have any physical impact on any nearby dwelling.

#### *Extension to the Car Park:*

The nearest residential properties potentially affected by the proposed extension to the existing car park would be in Home Farm Close, to the north of the existing car park. The number of parking spaces has been reduced since the application was first submitted from 136 to 104 spaces. This has provided the opportunity to shift the new parking further away from the dwellings in Home Farm Close from 29metres previously to 41metres at the closest point now. At this distance, and with the benefit of further screen planting between the car park and dwellings in Home Farm Close, it is not considered that the use of this area for car parking would detrimentally impact on the privacy afforded to these dwellings, or cause overlooking of the rear gardens.

The reduction in parking spaces has also allowed for a greater amount of landscaping with a 22metre wide zone between the existing and proposed parking, and the retention of more of the existing trees, which will help break up and screen much of the parking. The area of car parking now also doesn't extend as far west into the existing parkland as previously proposed. The revision to the design of the layout of the new parking therefore also improves the outlook from No.s 3, 4 and 5 Home Farm Close.

The location of the proposed trim trail has also been sited further to the south of the dwellings in Home Farm Close and will benefit from a greater amount of screening. However, it should be noted that this proposal would not normally require planning permission, and thus members of staff or visitors could currently use this space to walk or run around the site.

Concern has been raised in respect of the proposed lighting of the new car park. The applicants have confirmed that lighting to the car park will be on time controls to be switched off between 10pm and 6am. The design of the proposed lighting will incorporate column lighting as well as bollard lighting, although it is recommended that details of the new lighting are requested by a condition.

Concern has also been raised in respect of the use and opening hours of the fitness suite and MUGA. These facilities are proposed for the sole use of Kier staff before and after work from 7am to 8pm at the latest, and at lunchtime. It is considered that this will have no impact in terms of additional trip generation but may beneficially spread arrival and departure times for staff who use the facility.

The proposed development is therefore considered to preserve the residential amenity of occupiers of surrounding residential properties in accordance with Policy DM3 of the Adopted Core Strategy, Development Management Policies.

#### **4. Highways and Parking**

##### *Extension to the Car Park:*

Currently, there are 320 formal car parking spaces on the site although this number is inadequate in relation to the number of staff that drive to the site. As a consequence, informal parking of approximately 90-100 cars at peak times occurs on the grassed areas to the south of the buildings. The proposed new building will provide for an additional 50 members of staff on the site which will result in a total of 590 staff. It is proposed to create an additional 120 car parking spaces resulting in a total of 440 parking spaces. This is an overall reduction of 20 from the 460 spaces originally proposed when the application was submitted.

The present arrangement of accommodating the overflow parking through informal parking around the site is not a satisfactory arrangement in terms of safety or on the appearance of the site. The proposal to rationalise the parking arrangements to avoid the need for this informal parking is considered to be an enhancement in both safety and visual terms.

PPG13 promotes sustainability principles when considering the number of car parking spaces in new developments. The proposed number of parking spaces would exceed the advice in PPG13, but the very isolated location of the site, and the reliance on the car for travel needs to be taken into consideration when assessing the amount of parking spaces required.

By virtue of the location of the site in a rural area, the surrounding area is not suitable for facilitating and encouraging walking, or indeed cycling to the site. Most of Kier's staff live in the main urban areas of Bedford, Biggleswade, Sandy and St Neots which surround this rural area, but which are not close enough to allow for cycling or walking. Bus services are also very limited because there is not a daily service from the village. Although the car is the only viable option to

travel to the site for the vast majority, Kier do have a Travel Plan in place which seeks to facilitate and promote better use of the car through car sharing incentives to reduce single occupancy vehicle dependence.

Policy CS4 requires new development to make appropriate parking provision, in terms of both the number of spaces and their location, given the need to both encourage sustainable travel patterns and avoid creating congestion caused by excessive, informal parking. The Highways Officer therefore considers that there is justification for this proposed level of car parking based on the number of staff on the site and raises no objection to the proposal, but advises that in accordance with Policy CS4, the Travel Plan will also be key to the success of some reductions on car journeys.

#### *Access:*

The present access arrangement into the site is via Station Road, with the exit by Everton Road with a one way system through the site. The proposal seeks to reverse this.

Concern has been raised in respect of all traffic using the Station Road exit in the evening and the impact this may have on highway safety, noise and pollution to the area around this junction. It is noted that there will be an increase in the volume of traffic leaving the site because of the potential 50 additional staff. However, this is still considered to be a preferable arrangement in highway safety terms because this allows for a left turn in and left turn out of the site which would be an improvement in highway safety from the present right turn in and right turn out, which requires all traffic to go across the existing flow of traffic. It will also separate the arriving staff traffic from school traffic and the generally busy morning period. Furthermore, it is likely that the flow of traffic leaving the site onto Station Road in the evening will be more staggered than the flow arriving in the morning, because staff are likely to leave at varying times and may stay later to use the sports facilities after work. The Highways Officer raises no objection to this reversal on the grounds that it is not considered to detrimentally impact on highway safety, but is likely to enhance this.

In terms of noise and pollution caused by traffic leaving the site at this point and the increase in volume of traffic, this is considered to be a minimal increase from the present arrangement and previous arrangement where vehicles both entered and left the site via Station Road. It should be noted that the use of this access as both an entrance and exit has already been permitted and Kier could already implement this.

It is noted that there will be some temporary light pollution from the headlights of vehicles leaving the site where these will shine towards the windows of properties opposite the junction with the site. This will be more common in winter however, and the impact will be similar to that already occurring during the two way flow of traffic into the site.

The applicants have confirmed that during the two year construction period, all construction traffic will use Everton Road for entry and exit and staff and visitors will remain using Station Road for entry and Everton Road for exit. The Highways Officer has requested a management plan for the internal traffic arrangements and construction traffic.

Subject to the receipt of an acceptable traffic management plan and appropriate highway conditions to be reported, the proposal is considered to be acceptable in accordance with Policy DM3 and PPG13: Transport.

## **5. Other Issues**

### *Archaeology:*

The site contains areas of archaeological interest, most notably in the west, adjacent to the A1, to the west of the proposed car park extension. An Archaeological desk-based heritage assessment has been submitted with the application and has been found to be acceptable by the Council's Archaeologists. Subject to a condition relating to the submission of a Written Scheme of Archaeological Resource Management to the Local Planning Authority prior to the commencement of development, there are no objections in archaeological terms. The proposal would have no adverse impact on any listed building or on Tempsford Conservation Area in accordance with Policies CS15 and DM13 and PPS5: Planning for the Historic Environment.

### *Trees:*

It will be necessary to fell some of the existing trees on the site. The majority of these are either dying or have no significant amenity value. There are however two protected Yew trees which are proposed to be removed as a result of the proposed siting of the new extension. These trees do have an amenity value and their loss will have an impact on the overall tree coverage in this area. It is not possible to amend the scheme to incorporate these trees and thus there is a balance between enhancing the setting of the main hall by siting the building here, to the cost of these two trees. It is considered that their removal can only be supported subject to a condition requiring a high standard of replacement tree planting of a similar quality species in accordance with Policies CS16 and DM14.

### *Biodiversity:*

Concern has been raised with respect to the impact of the developments on local wildlife. The application has been supported by an Ecological Assessment and the Council's Ecologist is satisfied that the proposal will not have a detrimental impact on Great Crested Newts or badgers. The proposal does incorporate reinstatement of much of the parkland and opportunities to enhance the biodiversity around the site, particularly around the new car park area and thus it is considered that the proposal will not detract from the existing level of biodiversity and wildlife but will promote it.

Concerns relating to the foul drainage discharge would be dealt with at the Building Control stage of the development.

## **Recommendation:**

The neighbour consultation period for some properties expires on 18.08.11 which is the day after this meeting. Should the Committee be minded to approve the application, it is recommended that delegated powers be granted to the Head of Development Management to approve the application subject to no new issues being raised after the end of the consultation period.

It is recommended 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 **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, in accordance with Policies CS16, DM3 and DM14 of the Adopted Core Strategy, Development Management Policies, 2009.**

- 3 **A scheme for replacement tree planting including number, location, size, species and a planting and maintenance schedule shall be submitted to and approved in writing by the Local Planning Authority before any felling takes place. Planting shall be carried out in accordance with the approved scheme.**

**Reason: In the interests of the visual amenities of the site and the area**

**generally, in accordance with Policies CS16, DM3 and DM14 of the Adopted Core Strategy, Development Management Policies, 2009.**

- 4 Replacement planting in accordance with approved details shall take place as soon as practicable and in any event within six months of the felling being carried out. The replacement planting shall be maintained for a period of three years beginning with the date of the felling operation and during this period any trees that die or become diseased shall be replaced with trees of the same size and species.

Reason: In order to ensure that the planting is carried out within a reasonable period in the interest of the visual amenities of the area, in accordance with Policies CS16, DM3 and DM14 of the Adopted Core Strategy, Development Management Policies, 2009.

- 5 **Full details of both hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. These details shall include:-**

- **proposed finished levels or contours;**
- **materials to be used for any hard surfacing;**
- **proposed and existing functional services above and below ground level;**
- **planting plans, including 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 development shall be carried out in accordance with the approved details.**

**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 Policies CS16, DM3 and DM14 of the Adopted Core Strategy, Development Management Policies, 2009.**

- 6 **No development shall take place until the applicant or developer has secured the implementation of a Written Scheme of Archaeological Resource Management which has been submitted to and approved by the Local Planning Authority. The said development shall only be implemented in accordance with the scheme thereby approved.**

**Reason: To record and advance understanding of the significance of the archaeological heritage asset(s) in accordance with Policy HE12 of PPS5: Planning for the Historic Environment; this will include, where appropriate, the protection of archaeological remains in situ.**

- 7 **The development permitted by this planning permission shall only be carried out in accordance with the recommendations and mitigation**

**measures proposed in the approved Ecology report by Kepwick Ecological Services, Phase I & II Ecological Assessment, July 2011.**

**Reason: To ensure the development proposals have a minimal impact to site ecology in accordance with Policies CS18, DM3 and DM15.**

**8 Prior to the commencement of development, a scheme showing the proposed external lighting for the MUGA and car parking shall be submitted to and approved in writing by the Local Planning Authority. The external car park lighting shall not be used except between the hours of 6am and 10pm, without the prior agreement in writing of the Local Planning Authority. The development shall be carried out in accordance with the approved details.**

**Reason: To preserve the residential amenities of occupiers of nearby residential dwellings, in accordance with Policy DM3 of the Adopted Core Strategy, Development Management Policies, 2009.**

**9 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 015; 020 2; 1.02A; 307; 308; 400; 401; 402; 403; 404; 405; 410; 411; 415; 420; 421; 450; 451; 452; 460; 461; 462; 463; 464; 465; 466; TLL/B/0114040/EXT/RB/030511; SOR001843-04; SOR001843-05; SOR001843-06; SOR001843-07; DWJ/KP/0040/2011; Enabling Works Aerial Photograph - 17.07.11.**

**Reason: For the avoidance of doubt.**

**Reasons for Granting**

The proposal to demolish the existing 1960s, four storey north wing extension and replace this with a new three storey office building, the extension of the existing workshop and erection of a new fitness centre with a Multi-Use Games Area and extension to the existing car park to provide an additional 104 car parking spaces, would not impact detrimentally upon either the character and appearance of the existing buildings or the Parkland, or surrounding area, or upon the residential amenity of any nearby residential properties, or highway safety. 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), PPS4: Planning for Sustainable Economic Growth, PPS5: Planning for the Historic Environment, PPS7: Sustainable Development in Rural Areas, PPS9: Biodiversity and Geological Conservation, PPG13: Transport and Policies CS4, CS9, CS10, CS11, CS13, CS14, CS15, CS16, CS18, DM1, DM2, DM3, DM4, DM14 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 - Design in Central Bedfordshire (2010).

**DECISION**

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