

Item No. 11**SCHEDULE B**

APPLICATION NUMBER	CB/11/03169/OUT
LOCATION	Former Meller Beauty Premises, Sunderland Road, Sandy, SG19 1QY
PROPOSAL	Outline: Residential development with access road and open space (all matters reserved except access)
PARISH	Sandy
WARD	Sandy
WARD COUNCILLORS	Cllrs Aldis, Maudlin & Sheppard
CASE OFFICER	Lisa Newlands
DATE REGISTERED	02 September 2011
EXPIRY DATE	02 December 2011
APPLICANT	Castletown (General Partners III)
AGENT	D H Barford
REASON FOR COMMITTEE TO DETERMINE	Called in to Committee at the request of Councillor Aldis on the grounds of concerns over noise and highway safety
RECOMMENDED DECISION	Resolve to grant planning permission subject to an acceptable S106 agreement.

Site Location:

The application site is within Sunderland Road in the settlement envelope of Sandy. Sandy is identified as a major service centre within Policy CS1 of the Core Strategy and Development Management Policies of Central Bedfordshire (North).

The site has a regular shape with a frontage onto Sunderland Road of approximately 160 metres, with an overall site area of 2.037 hectares. The site is generally flat with no noticeable change in levels.

The site was previously a safeguarded employment site and was developed to meet the specific needs of the previous owner. This resulted in a bespoke industrial unit that was largely vacated in 2008. Due to the nature of the building, there was little interest in the site for industrial purposes and it was considered by the current owner that the site was no longer 'fit for purpose'. Demolition has subsequently commenced on site and is near completion.

The site has been allocated within the adopted Site Allocations DPD for residential development under Policy HA3

The site currently has vehicular access points from Sunderland Road and Gateshead Close.

The site fronts onto Sunderland Road to the east, and Gateshead Close to the south. To the west a chain link fencing defines the boundary with Sandy Upper School playing fields, with a number of trees at the northern end. To the north of the

site there is some mature planting, with a range of trees and vegetation, this provides a green edge where the site abuts the public footpath/ bridleway. Further north is a small residential estate, comprising largely 2 storey terraced, semi-detached and detached properties.

The site is in close proximity to a number of industrial units with the main Sunderland Road Industrial estate being located to the east and is characterised by large commercial sheds surrounded by extensive areas of hard standing used for storage and parking. To the east directly opposite the site is Mono Marshalls Brickworks and to the south of the site served off Gateshead Close is a smaller commercial area comprising predominantly B1 business premises.

The Application:

Outline planning permission is sought for a residential development with all matters reserved except access

RELEVANT POLICIES:

National Policies (PPG & PPS)

PPS1: Delivering sustainable development
PPS3: Housing
PPS4: Planning for Sustainable Economic Growth
PPS5: Planning for the Historic Environment
PPS9: Biodiversity and Geological Conservation
PPG13: Transport
PPG17: Planning for Open Space, Sport and Recreation
PPG24: Planning and Noise

Bedfordshire Structure Plan 2011

N/a

Core Strategy and Development Management Policies for Central Bedfordshire (North)

CS1: Development Strategy
CS2: Developer Contributions
CS3: Healthy and Sustainable Communities
CS4: Linking communities - Accessibility and transport
CS5: Providing Homes
CS7: Affordable Housing
CS10: Location of Employment Sites
CS14: High Quality Development
CS15: Heritage
CS18: Biodiversity and Geological conservation
DM3: High Quality Development
DM4: Development Within and Beyond Settlement Envelopes
DM9: Providing a range of transport
DM10: Housing Mix

Emerging Site Allocations DPD - Public Examination held October 2010

Policy HA3 - Former Mellor Beauty Site, Sunderland Road, Sandy

Supplementary Planning Guidance

Design in Central Bedfordshire: A guide for development

Planning History

MB/81/0262A/OA	Outline: Warehouse/distribution depot, offices, workshop for repairs of own vehicles	Granted. 24/11/1983
MB/81/0262C/FA	Full: Temporary offices and toilets in connection with food distribution	Granted. 17/04/1984
MB/81/0262D/OA	Outline: Approval of roads and plot layout for development of small industrial units	Granted. 19/02/1985
MB/86/00039/FA	Full: New factory premises for industrial manufacturing purposes	Granted. 18/03/1986
MB/88/00339/FA	Full: Factory including warehouse and packing offices	Granted. 10/05/1988
MB/88/1757/FA	Single storey building provision for mixing packing and storing alcohol	Granted. 13/12/1988
MB/89/00083/FA	Full: Extension to warehouse	Granted. 15/05/1989
MB/92/00760/FA	Full: Remedial drainage works and additional drainage and trade effluent treatment works	Granted. 08/07/1992
MB/94/01067/FA	Full: Siting of masts for closed circuit television cameras and laying of fibre optic cables	Granted. 19/01/1995
MB/94/01226/FA	Full: Erection of first floor extension to provide research and development unit	Granted. 20/10/1994
MB/95/00212/FA	Full: Two storey office extension	Granted. 03/04/1995
MB/97/01644/FA	Full: Erection of warehouse	Granted. 17/02/1998
MB/04/01361/FULL	Full: Siting of sprinkler pumphouse and water storage tank	Withdrawn. 20/09/2004
MB/07/01905/FULL	Full: Provision of partially enclosed storage tank area	Granted. 04/01/2008
CB/10/03815/OUT	Outline: Residential Development of up to 75 dwellings (all matters reserved except access)	Refused. 04/01/2011

Representations: (Parish & Neighbours)

Parish/Town Council Town Council supports this application subject to satisfactory and safe road access to the development.

Neighbours No comments received.

Consultations/Publicity responses

Public Protection No objection subject to conditions in relation to noise and land contamination.

Highways No objection subject to conditions and requested financial contributions towards local infrastructure.

Play and Open Space In agreement with Sandy Town Council, due to the proximity of the site to Sunderland Road Recreation ground it has been agreed that childrens play will be provided via an off-site contribution. Informal Amenity open space will be provided on site. Concerns over the layout of the informal amenity space - which could be addressed at reserved matters stage.

Waste Requested further information in relation to details of rear access and bin collection points which could be dealt with at the reserved matters stage.

IDB No objection.

Environment Agency No objection.

Anglian Water No comments received.

Archaeology No objection.

Determining Issues

The main considerations of the application are:

1. The principle of development
2. Design, Layout and Affordable Housing
3. Residential Amenity
4. Impact of noise from neighbouring industrial sources
5. Highway Implications
6. S106 legal agreement

Considerations

1. The principle of development

The application site is within the settlement envelope of Sandy, which is identified in Policy CS1 of the Core Strategy and Development Management Policies for Central Bedfordshire (North) as Major Service Centre. This policy emphasises that small-scale housing development located as close to the town centre as possible will be appropriate. Policy DM4 of the same document also states that '*within settlement envelopes of both major and minor service centres,*

the council will approve housing, employment and other settlement related development commensurate with the scale of the settlement, taking account of its role as a local service centre'.

The application site was previously a safeguarded employment site, however, due to nature of the site, being purpose built and largely vacant since 2008, it has been accepted during the site allocations process that the existing safeguarded employment site is not fit for purpose and as such removed from the designated employment sites within the DPD. The site has now been allocated within the adopted Site Allocations DPD for housing.

The adopted site allocations document allocates the application site in Policy HA3 for residential development with a minimum of 60 dwellings.

The site is within the settlement envelope of Sandy where there is a presumption that the principle of residential development set out in Policies CS1 and DM4 is acceptable.

Given its location and allocation within the Site Allocations DPD it is therefore considered that the principle of residential development is acceptable.

2. Design, Layout and Affordable Housing

Character and Appearance of the Surrounding Area

The site is in close proximity to a number of industrial units with the main Sunderland Road Industrial estate being located to the east. Directly opposite the site is Mono Marshalls Brickworks and to the south of the site served off Gateshead Close is a smaller commercial area, comprising predominantly B1 business premises.

Adjacent to the site is a small residential cul-de-sac of largely 2 storey detached dwellings, these are screened behind a bund and mature planting along Sunderland Road.

The indicative layout has provided some indicative elevations of the dwellings fronting onto Sunderland Road and wrapping round on to Gateshead Close due to the need to overcome noise issues across the site this area has to form a barrier block. The form of the indicative elevations show that a varied street scene can be achieved with the concept of the barrier block.

It is considered that subject to detailed approval of the design and layout an acceptable street scene can be achieved and the development would not have a detrimental impact on the character and appearance of the area.

Design and Layout

The proposed application is for outline planning permission with all matters reserved except access. An indicative layout has been provided therefore it is considered necessary to comment on the layout as shown.

The layout proposes the use of the existing access from Sunderland Road and the closure of the access from Gateshead Close. The design and access statement indicates the parameters of the proposed development with a mix of 2, and 2.5 storey dwellings. In terms of the mix of properties within the scheme, the design and access statement envisages the scheme comprising 33 x 2 bedroom units, 33 x 3 bedroom units and 9 x 4 bed units. The form and mix of dwellings is considered appropriate in this instance.

In terms of the layout proposed, the submitted layout (drawing no. 10/699L/20), whilst it is indicative only is not considered appropriate. The scheme proposed is considered to be very parking dominant with a large majority of parking shown on street. There is also a deficiency in the number of parking spaces provided. Given the mix of dwellings, in accordance with Design in Central Bedfordshire: A guide for development there would be a requirement of 159 spaces. The current scheme provides 150 spaces and there is no provision for visitor parking.

The concerns regarding the parking and the layout have been raised with the applicant. However, as this is an outline application, with all matters reserved except access, it is considered that this can be addressed at the reserved matters stage and whilst the indicative layout is considered unacceptable it would not warrant refusal of outline consent.

Affordable housing

Policy CS7 of the Core Strategy and Development Management Policies for Central Bedfordshire (North) sets out the Council's position in terms of affordable housing. It states that on qualifying sites 35% or more of the units should be affordable. This has been noted by the applicant and referred to in the Affordable Housing Statement within Appendix B of the Design and Access Statement and secured within the submitted Unilateral Undertaking.

3. Residential Amenity

The previous use of the site was an employment use, predominantly light industrial. The site has been vacant for a number of years and the current buildings are in the process of being demolished. To the north of the site there is a small residential development, with a number of properties backing on to the edge of the bridleway separating the two sites. Whilst the layout is indicative, it is considered that the proposal can be designed to minimise any impact on the privacy of these existing residential properties. As mentioned previously, this is an outline planning application, with little detail in terms of layout and design. It is at the detailed reserved matters stage that proper assessment of the impact in terms of residential amenity can be undertaken.

It is considered that the layout of the development is capable of being designed to ensure that it would not have an unacceptable impact on the neighbouring dwellings by way of overbearing impact, loss of light or privacy.

4. Impact of noise from neighbouring industrial sources

Planning Policy Guidance 24 outlines the considerations to be taken into account in determining planning applications both for noise-sensitive

developments and for those activities which will generate noise. It also introduces the concept of noise exposure categories for residential development, encourages their use and recommends appropriate levels for exposure to different sources of noise.

Paragraph 2 of the above document states that the impact of noise can be a material consideration in determining planning applications and that the planning system has the task of guiding development to the most appropriate locations. Paragraph 12 also states that when determining planning applications for development which will be exposed to an existing noise source, local planning authorities should consider both the likely level of noise exposure at the time of the application and any increase that may reasonably be expected in the foreseeable future.

The application site is located to the west of Sunderland Road, to the east of the site is Mono Marshalls Brickworks facility. This facility is the most dominant industrial noise source within the vicinity of the application site and operates 24 hours a day, 7 days a week. Supporting evidence was submitted with the application in the form of an Environmental Noise and Vibration Assessment in accordance with BS4142:1997.

Public Protection previously raised concerns regarding the impact of noise across the site, particularly from the adjacent industrial noise source (Mono Marshalls). They have raised no objection to this application on the basis that it has been designed to take account of any noise impact from the adjacent source. However, they have recommended a condition, to ensure that acceptable levels of noise are achieved across the site.

The design has been influenced by noise in that there is a building 'block' surrounding the south-eastern corner of the site, with an acoustic fence and landscaping in front. This has meant that an acceptable level of noise can be achieved across the remainder of the site. The 'block' around the front of the site has been designed so as non-habitable rooms front Sunderland Road, with all habitable rooms facing inward into the development.

Given the concern over how this 'block' may appear within the street scene, the applicant was asked to submit indicative designs with the application. The indicative designs submitted of this area are considered to be acceptable and will ensure a varied design within the street scene. Although design is not currently for consideration at the outline application stage. It is considered that an acceptable level of design could be achieved.

The proposal is therefore in conformity with Policy DM3 of the Core Strategy and Development Management Policies for Central Bedfordshire (North) and PPG24.

5. Highway Implications

The proposed development is to be accessed off Sunderland Road using an existing access, with the secondary access from Gateshead Close being closed off.

The Highways section have assessed the application and have no objection in principle subject to a number of conditions and financial contributions towards the provision of pedestrian and cycling link improvements.

Sustainable transport

A travel plan was submitted with the application, it is considered that this falls short of the required information and does not fully account for the local policy context; fully assess Central Bedfordshire design guidelines for the provision of public transport infrastructure; consider measures to improve the frequency of the limited bus service within the vicinity of the site; confirm whether cycle routes will be provided to/from the new development site and whether these will connect to existing cycle routes; propose sufficient measures for the promotion and management of the Travel Plan, including the appointment of a Travel Plan Co-ordinator; propose financial incentives for the new residents to use sustainable modes of transport; propose cycling provision; propose outline targets for the travel plan and an implementation timetable for the measures.

Public transport

In terms of public transport the Highways section do not agree with the comments and conclusion made within the assessment. The M3 route is approximately 700m from the site using the bridleway/ footpath adjacent to the site and using Waverley Avenue, then Engayne Avenue, and the existing bus stop in Engayne Avenue need to be upgraded to include a new shelter and ensure they are DDA compliant. Funding for this will be secured through the S106 agreement.

Given that there are no bus services to Sandy Town Centre or the Railway Station, it is considered important to improve/ provide additional pedestrian and cycle links from the site to the existing schools and facilities at the town centre. This is discussed in further detail below.

Pedestrian and cycling links

No pedestrian and cycling assessment was made of how the site will link with the existing schools and facilities at the town centre. In its absence the Council's Pedestrian and Cycling Officer has made an assessment and made recommendations in relation to improving links with the existing network. There are a number of aspects of this which can be conditioned, alternatively a number require additional funding and therefore contributions will be secured in a S106.

In terms of pedestrian and cycling links to the town centre, the most direct route to the town centre is via Sunderland Road and the High Street. It is therefore considered appropriate and necessary to provide a 3m wide footway/ cycleway on the western side of Sunderland Road from the intersection with the footpath running along the northern boundary of Stock Park recreation ground to the intersection with the bridleway running along the northern boundary of the site; funding towards the provision of repeated carriageway cycle symbols and for cycle lane marking across the various junctions on Sunderland Road; funding for cycle route signage.

In terms of pedestrian and cycling links to Sandy Upper School, Maple Tree Lower School and connections with National Cycle Route 51 it is considered necessary and appropriate to fund the improvement of the surface of the bridleway running along the northern boundary of the site between Sunderland Road and its intersection with the National cycle route. A contribution towards this resurfacing shall be secured through the S106 agreement.

With regard to the pedestrian and cycling links to Sandy Middle School, it is considered necessary and appropriate to provide a dropped kerb on Swansholme Gardens, this shall be secured by condition.

Given the improvements noted above and the contributions sought, it is considered that the proposed development would be a sustainable development in conformity with Policies CS2, CS4 and DM3 of the Core Strategy and Development Management Policies for Central Bedfordshire (North).

6. S106 legal agreement

In accordance with the Policy CS2 of the Core Strategy and Development Management Policies for Central Bedfordshire (North) and the Adopted Planning Obligations Strategy a legal agreement securing the following contributions will be required:

- 35% Affordable housing
- Education (Early years provision)
- Sustainable Transport
- Health Care - Primary and Secondary Care Land and Buildings, and mental care improvements
- Indoor Sports and Leisure Centres
- Outdoor Sports
- Childrens Play Space
- Green Infrastructure and Recreational Space
- Marston Vale Community Forest
- Village/ Community Halls
- Libraries
- Cemeteries
- Community Cohesion
- Waste Management
- Emergency Services
- Bus Stop Improvements
- Bridleway resurfacing

The legal agreement is in the process of being drafted and finalised. An update on this will be provided to the committee by the late sheet.

Recommendation

That Planning Permission be granted subject to the completion of a Section 106 agreement as outlined above and the following conditions:

- 1 The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To comply with the provisions of Sections 92 (2) (b) and (4) of the Town and Country Planning Act 1990.

- 2 Approval of the details of:-

- (a) the layout of the building(s);
- (b) the scale of the building(s);
- (c) the appearance of the building(s);
- (d) the landscaping of the site;

(hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced. Plans and particulars of all of the reserved matters referred to above shall be submitted in writing to the Local Planning Authority and the development shall be implemented as approved.

Reason: To enable the Local Planning Authority to exercise control over the said matters which are not particularised in the application for planning permission in accordance with Section 92 of the Town and Country Planning Act 1990 and Town and Country Planning (General Development Procedure) Order 1995.

- 3 Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 92 (2) (a) and (4) of the Town and Country Planning Act 1990.

- 4 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.

- 5 The indicative layout shown on plan number 10/699L/20 is not approved as part of this application.

Reason: For the avoidance of doubt.

- 6 The height of the buildings on the site shall be restricted to 2 and 2.5 storey buildings.

Reason: To ensure an acceptable development and respect the character and appearance of the surrounding area.

- 7 Development shall not begin until details of the junction between the proposed estate road and the highway have been approved by the Local Planning Authority and no building shall be occupied until that junction has been constructed in accordance with the approved details.

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

- 8 Visibility splays as shown on drawing No 10019/3 shall be provided at the junction of the access with the public highway before the development is brought into use. The shown vision splays shall, for the duration of the development be kept free of any obstruction.

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

- 9 Visibility splays shall be provided at all road junctions and shared accesses within the site. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the side road from its junction with the channel to the through road and 25.0m measured from the centre line of the side road along the channel of the through road. The vision splays required shall be provided and defined on the site by or on behalf of the developers and be entirely free of any obstruction.

Reason: To provide adequate visibility at road junction in the interest of road safety.

- 10 The detailed plans to be submitted for approval of reserved matters shall illustrate the provision of:
- A 3m-wide footway/cycleway on the western side of Sunderland from the intersection with footpath running along the north boundary of Stock Park recreation Ground to the intersection with the bridleway running along the north boundary of the site. The submitted details shall include the tie-in with Sunderland Road and directional signs.
 - A dropped kerb on Swansholme Gardens to facilitate cycle access to Sandy Place Middle School.

The approved details shall be implemented in full before any of the units is occupied.

Reason: In the interests of the safety of pedestrian and cyclist movement.

- 11 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.

- 12 The details to be submitted for approval of reserved matters shall include a scheme for the parking of cycles on the site.

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.

- 13 This permission shall not extend to the layout and associated engineering details submitted in support of the application.

Reason: For the avoidance of doubt.

- 14 Development shall not be occupied until a residential travel plan has been submitted to and approved in writing by the Local Planning Authority, such a travel plan to include:

- Local policy context relating to travel planning;
- Assessment public transport infrastructure; propose sufficient measures for the promotion and management of the Travel Plan, including the appointment of a Travel Plan Coordinator;
- Financial incentives for the new residents to use sustainable modes of transport;
- Commitment to ensuring welcome packs are provided to each household, prior to occupation and including sufficient incentives to promote sustainable travel;
- Targets, a timetable for the implementation of the TP measures or mechanisms for monitoring the TP.

Reason: For the avoidance of doubt and to reduce reliance on the private car.

- 15 **Development shall not begin until a scheme for protecting the proposed dwellings from noise from the industrial units adjacent to the proposed development has been submitted and approved by the Local Planning Authority. None of the dwellings shall be occupied until such time as the scheme has been implemented in accordance of the approved details, and shown to be effective, and it shall be retained in accordance with those details thereafter. Any works which form part of the scheme approved by the local authority shall be completed and the effectiveness of the scheme shall be demonstrated through validation noise monitoring, with the results reported to the Local Planning Authority in writing, before any permitted dwelling is occupied, unless an alternative period is approved in writing by the Authority.**

Reason: To protect the amenities of future occupiers of the dwellings.

- 16 **Prior to the occupation of the any development approved by this planning permission the developer shall submit to the Planning Authority and have approved, in electronic form where possible:**

- a) The results of the recommendations of the Environ Phase 1 Environmental Report previously submitted (UK 11 15832/02 - Dated August 2010) pertaining to "localised soil investigations" beyond the footprint of the ethanol tanks along with any recommendations and remedial schemes which these further works may result in.
- b) A written confirmation that any and all remedial works identified by the above as necessary have been completed in the form of a validation report to include photographs, material transport tickets and testing of any imported material. The British Standard for Topsoil, BS 3882:2007, specifies requirements for topsoils that are moved or traded and should be adhered to.

All variations to any remediation scheme shall be agreed in writing with the Local Planning Authority.

Any groundwater issues shall be pursued independently through approval via the Environment Agency.

Reason: To protect human health and the environment.

- 17 Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall be based upon the principles contained within the Flood Risk Assessment dated August 2010 (additional information attached thereto August 2011), reference UK11-15832, compiled by Environ, and shall include the following details:

1. Confirmation of post-development surface water runoff rates for events up to and including the 100-year storm of critical season and duration, commensurate with a fixed and agreed site layout and therefore fixed and known impermeable areas;
2. Calculations demonstrating necessary attenuation volume;
3. Full details of the proposed surface water drainage system including location, position, gradients, dimensions, cover and invert levels, attenuation facilities, flow controls and discharge point;
4. Demonstration of ground investigations and results confirming that infiltration drainage is not achievable at the site;
5. Details of all proposed feasible methods of utilising SuDs;
6. Overland flood flow information in the event of system exceedance or failure, ensuring that flood risk from surface water does not increase from this site to sites adjacent to and downstream of it;
7. Demonstration of a suitable allowance to account for future climate change;
8. Full details of the proposed maintenance regime for all elements of the proposed drainage system.

Reason: To prevent the increased risk of flooding, and ensure future maintenance of the system for the lifetime of the development.

- 18 Details of bin storage/collection points shall be submitted to and approved by the Local Planning Authority prior to the occupation of any dwelling.

Reason: In the interest of amenity.

- 19 **No development shall commence until a Site Waste Management Plan has been submitted to and approved by the Local Planning Authority. Development shall be completed in accordance with the approved details.**

Reason: To ensure a satisfactory form of development.

- 20 **Prior to the development hereby approved commencing on site details of the final ground and slab levels of the dwellings hereby approved shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include sections through both the site and the adjoining properties, the location of which shall first be agreed in writing with the Local Planning Authority. Thereafter the site shall be developed in full accordance with the approved details.**

Reason: To ensure that a satisfactory relationship results between the new development and adjacent buildings and public areas.

Reasons for Granting

The proposed development is acceptable in principle and would not have a detrimental impact on the character and appearance of the surrounding area, the residential amenities of neighbouring properties or the local highway network; as such it is considered to be in conformity with national planning guidance PPS1, PPS3, PPS5, PPS9, PPS10, PPG13, PPS22, PPS23, PPG24, PPS25 and Policies CS1, CS2, CS4, CS5, CS6, CS7, CS13, CS14, CS18, DM3, DM4, DM10, DM13, DM15, DM16, and DM17 of the Core Strategy and Development Management Policies for Central Bedfordshire (North). Furthermore, the proposal is in conformity with supplementary planning guidance Design in Central Bedfordshire - A guide for development and Planning Obligations Strategy (2008).

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, Technology House, 239 Ampthill Road, Bedford MK42 9BA 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 in order to comply with Condition 10 of this permission it will be necessary for the developer of the site to enter into an agreement with Central Bedfordshire Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. Further details can be obtained from the Development Management Group, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.
3. The applicant is advised that the closure of existing accesses 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 8308. 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 accesses.
4. 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 Guidance".

DECISION

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