

Item No. 11

APPLICATION NUMBER	CB/13/00492/FULL
LOCATION	The Boot, 110 High Street, Langford, Biggleswade, SG18 9RY
PROPOSAL	New Gospel Hall (D1 use) and Change of Use of the Boot Public House to single Residential dwelling with new double garage
PARISH	Langford
WARD	Stotfold & Langford
WARD COUNCILLORS	Cllrs Clarke, Saunders & Saunders
CASE OFFICER	Samantha Boyd
DATE REGISTERED	12 February 2013
EXPIRY DATE	09 April 2013
APPLICANT	Norseman Construction Ltd
AGENT	Blueprint Architectural Design
REASON FOR COMMITTEE TO DETERMINE	Cllr call in - Cllr Clarke, concerns from residents and Langford Parish Council.
RECOMMENDED DECISION	Full Application - Approval

Recommended Reasons for Granting

The proposed change of use of the former public house to a residential dwelling would not have a negative impact on the character of the area or an adverse impact on the residential amenity of neighbouring properties and is acceptable in terms of highway safety. The proposed Gospel Hall would also not have a adverse impact upon the character and appearance of the area, the amenities of neighbouring properties and is acceptable in terms of parking, access and highway safety. Therefore by reason of its size, design and location, the proposal is in conformity with Policies CS1, CS3, DM3, DM4, DM8 and DM14 of the Core Strategy and Management Policies, November 2009; and The National Planning Policy Framework, March 2012. It is further in conformity with the Supplementary Planning Document: Design in Central Bedfordshire: A Guide for Development, 2010.

Site Location:

The Boot is a detached building located to the South of Langford on the outer edge of the village and was formerly a public house. It is positioned on the corner of the junction of High Street and Common Road with the former garden area to the west of the building predominantly fronting the High Street. Access to the site is off Common Road.

Common Road and the High Street comprise residential properties of mixed character and age. The western boundary of the application site is adjacent to open countryside.

The Application:

The application consists of two elements, the change of use of the public house into a residential dwelling along with the construction of a detached garage and the construction of a Gospel Hall with parking and a new access off Common Road.

The change of use includes the demolition of a flat roofed addition and partial demolition of a single storey addition. The existing flat roof side extension (the High Street elevation) is to be upgraded with a new pitched roof and this elevation would also include a new entrance door. Internal alterations to the layout would result in a large four bedroom property. The garden of the proposed dwelling would be screened with 1.8m timber fencing and a double garage provided to the south of the dwelling with additional hardstanding for parking and access via the existing access to the former public house.

The Gospel Hall is proposed on the remainder of the site with a new access created off Common Road located to the south of The Boot and the existing access. Parking spaces for fifty vehicles is to be provided including two disabled bays. The building itself is single storey with a hipped roof and overhanging eaves sited close to the boundary fronting the High Street. The main entrance doors front the High Street however there are also entrance doors opening onto the car park. The western elevation, which faces the open countryside is to be clad with timber boarding while the rest of the building is to be brick.

RELEVANT POLICIES:

Core Strategy and Development Management Policies - North 2009

CS1 Development Strategy
CS3 Healthy and Sustainable Communities
DM3 High Quality Development
DM4 Development Within and Beyond Settlement Envelopes
DM8 Village Shops and Pubs
DM14 Landscape and Woodland

National Planning Policy Framework (March 2012)

Supplementary Planning Guidance

Design in Central Bedfordshire: A Guide for Development 2010

Local Transport Plan: Parking Strategy: Appendix F

Planning History

None relevant to this proposal

Representations: (Parish & Neighbours)

Langford Parish Council No objections to change of use of public house to residential dwelling however conditions should be imposed concerning any flood risk of flooding to neighbouring land and properties.

Objects to Gospel Hall on the following grounds:

1. Car parking totally inadequate for a hall of this size and nature of its use. Users will arrive by motor car. Public transport does not exist on the days and times the hall would be used NB. the documentation accompanying the application stresses the village is served by public transport but the hours of operation are at times when there is none. There would be severe congestion in the area with parked cars.
2. The building itself is large and far from aesthetically pleasing in appearance - resembles an industrial unit. Unacceptable in residential area.
3. Noise aspect for neighbours.
4. Re: Policy 28: communication between Central Beds Council and the applicant does not establish a need.
5. Re: Policy 70: Langford is already well served with 'social, recreational and cultural facilities'
6. Re: Policy 99: Flood risk. Neighbouring pasture land is constantly covered with water. Excess water could well run off causing flooding.

Neighbours

Three letters received in support of the application. We wish to commend this application for approval. We are extremely pleased to see that the Boot is being retained as it is a historic landmark and the proposed gospel hall is located in an ideal position on the edge of the village boundary and with the garden centre behind it, it is very well situated. We are sure that the gospel hall will be well presented and landscaped, judging by the presentation of the Biggleswade Saxon Drive gospel hall. The currently derelict site appears to be used by local youths for anti-social behaviour and we would be relieved to see this area cleared up and developed as soon as possible.

Two other supporting letters are from residents in Biggleswade who live near the current chapel in Rose Lane.

Site notice displayed

20/02/13

Consultations/Publicity responses

Environment Agency

We are satisfied that the development is acceptable in principle. However the proposed development will only meet the requirements of the NPPF if the following measures as detailed in the Flood Risk Assessment submitted with the application are implemented and secured by way of conditions on any permission.

Conditions recommended:

The provision of a flood warning system and emergency evacuation plan,

Finished floor levels of the Hall to be 32.0m above Ordnance Datum,

Flood resilient /resistant construction methods,

Provision of flood storage as outlined in Appendix E of the submitted FRA.

Highways

The length of the garage for the residential dwelling is minimal at 4.8m internally and could cause issued with the garage door contacting a vehicle within, it is also below the current required length for a garage as per the current and previous guidance. Also cycle parking provision is below the current standards. However the hardstanding at the front of the garage is adequate for more than two vehicles and cycle parking can be dealt with as a condition.

It was agreed previously that the parking bays could measure 2.4m x 4.8m. The applicant has provided fifty parking spaces for the proposed hall (254m²) which under the current parking strategy of 1 space per 5m² is one space below the current guidance, however I do not believe this shortfall of one space would be detrimental to the highway as there is adequate on site cycle parking provision and probable car sharing between participants of the hall, and therefore I feel the parking provision is acceptable.

The main entrance to the gospel hall indicates gates opening onto the highway which is not acceptable, again this can be dealt with by a condition along with the construction of a footway from the existing public footway to the halls main entrance.

It was agreed in a previous meeting that the visibility splay to the north from the proposed access could be taken to the centre of Common Road at the junction with Cambridge Road. This will allow for adequate visibility and was accepted due to the nature of Common Road, being lightly trafficked and not very wide, so any vehicle

entering Common Road at the junction (and exiting) would do so over the central line. This direction is also not the critical side for visibility.

It was also agreed that kerbing should be provided along the frontage of the pub along Common Road to form a buffer between the carriageway and the building. This can be dealt with by a condition.

Public Protection

A Noise Assessment has been submitted with the application. Public Protection have asked for additional information to be able to thoroughly assess the proposal. At the time of writing this report the additional information has not been received but will be reported to Committee at the meeting.

Beds and River Level Internal Drainage Board

The Board note that the proposed development will not result in a change of vulnerability classification and that it will be sited within flood zone 2 and not flood zone 3. The Board therefore have no objection to the proposed development. The Board further note that the proposed method of storm water disposal is by means of a sustainable drainage system.

Any soakaways should be constructed in accordance with BRED 365.

Ecology

This application is not supported by an ecological appraisal or a tree survey, as the plan layout identifies a number of trees, some of which will be removed I would require an assessment of these for their value to bats. The site is located with open countryside and waterways close by, habitat features which are desirable to bats and it is possible that they are using the trees for roosting. Should bats be found to be roosting in the trees then a European Protected Species licence would be required from Natural England together with appropriate mitigation. As development is proposed on existing rough grassland it is possible that reptiles may be using the site and the potential impact of the development should also be assessed. The Council will seek to ensure a net gain for biodiversity is achieved through development and as the proposal stands such a gain is not apparent.

Tree and Landscape Officer

There are a number of trees on the site that are identified for removal including four mature Ash trees of limited quality and an early mature Yew tree. The intention is to retain the mature line of Ash trees along the boundary of the site with the High Street. This we would definitely require.

It would appear that the proposed new build is going to be on land that is somewhat lower than both the High Street and the land that the existing building is on which appears to put the footprint well within zone 2 and 3 of the flood zones on GIS Mapping.

The land slopes down considerably towards the river and the proposed plans for this new building appear to be on one level although to put the building in this position is going to require either excavating down to the lowest point or elevating the west end of the building upwards. It is not indicated what is proposed.

If the proposal was to go ahead we would require full landscaping details to enhance this focal point on the High Street including tree planting to the front and rear of the site, detailing species, sizes and densities of planting.

Details of the boundary treatment to the west and south boundaries should include native hedge planting and post and rail fencing.

The trees to be retained along the north boundary with the High Street are likely to be in conflict with the proposed new build particularly with regards to root protection areas, therefore we should ask for additional information regarding these trees to include root protection area details and distances in accordance with BS 5837. Trees in relation to design, demolition and construction. Recommendations 2012, and possible foundation details and method statement regarding these issues.

All new services and soakaways are to avoid root protection areas of trees to be retained on site.

Building Control

Based on the current layout plans the applicant should reconsider the size of the accessible WC where the minimum standard guidance is 2.2x1.5m. The plans appear to show a stepped threshold at the main entrance whereas a level threshold is required, the external rear egress doors require a landing, steps and ramps (steps shown at present), the disabled parking bays should be demarked and a firm level access route provided from drop off to entrance, the hall seating arrangements should include spaces for wheelchair users and those assisting such users, the hall should incorporate communication aids (induction loop etc) and the internal arrangements should include floors, walls, etc of surface finish such that they are distinguished from one another. We would urge the applicant to assess the number of

wc's, escape routes and widths against the numbers that the whole building is likely to contain.

Determining Issues

The main considerations of the application are;

1. The principle of the development
2. The effect on the character and appearance of the area
3. The impact on neighbouring amenity
4. Highway safety
5. Flood risk

Considerations

1. The principle of the development

Under Policy CS1 of the Core Strategy and Development Management Policies Document (CS), Langford is classed as a Large Village where a small amount of new development will be allowed in principle.

The application site falls just inside the Settlement Envelope for Langford, however in order to provide the required amount of parking spaces, some are partly located just outside the envelope boundary, but within land the applicant owns. Policy DM4 of the CS states that within Settlement Envelopes for Large Villages, small scale housing and employment uses together with retail and service facilities to serve the village and its catchment will be permitted.

Policy CS3 seeks to promote healthier lifestyles through the provision of sports, recreation, leisure and community facilities which enable people to participate in physical and cultural pastimes.

With regard to the loss of the public house, Policy DM8 does not allow for the change of use or redevelopment of pubs in villages unless there are other facilities performing the same function within walking distance of the village community. The Boot has been vacant for some time and also began trading briefly as an Indian Restaurant. Within Langford there are two other public houses, The Wrestlers and The Plough both of which are still trading. the change of use of the former public house is therefore considered acceptable.

There is no requirement to demonstrate a 'need' for the gospel hall where it is to be located within a settlement envelope boundary.

Given that the development is located within the settlement envelope the proposal is considered to comply with Policies contained within the Core Strategy and therefore acceptable in principle.

While some of the parking spaces fall partly outside the settlement envelope, as there would only be a minimal overlap, it is not considered that the impact would be detrimental. The requirement to provide a sufficient amount of parking bays is considered to outweigh the minor encroachment into the open countryside.

2. The effect on the character and appearance of the area

The change of use

There are to be no major alterations to the external appearance of The Boot. The introduction of the pitched roof over the existing flat roof side extension is considered to be an improvement to the visual appearance of the building, particularly along this elevation which fronts the High Street. The proposed garage is to be sited along the Common Road side of the application site and set back from the frontage by approximately 3m. The garage is modest in height with its gable end facing the street scene and access to the property is as existing. Given the above, the change of use of the public house is not considered to have a detrimental impact on the character and appearance of the area.

The Gospel Hall

The Gospel Hall is a single storey building with a hipped roof of varying heights. It fronts the High Street but would be set back behind the existing trees that line the boundary. The building would form the edge of the village and would be most visible when travelling eastwards into the village from Henlow as it would become the first building on this side of the road. However the elevation facing this direction is to be clad with timber boarding reducing the urbanised look of the building. The existing landscaping to the far west of the site is to be retained screening the building from the countryside beyond.

While the proposed building is on the edge of the village, it is noted that on the opposite side of the High Street, residential properties extend the settlement boundary eastwards for some distance.

The proposed building is within the settlement envelope and close to the existing built up area. It is in a semi-rural location and not isolated within the open countryside therefore its presence would not result in an adverse impact upon the appearance of this part of the village. In terms of design, the proposal is functional and given the mixed character of the surroundings it is not considered to be out of place.

Overall the proposal is considered acceptable in terms of the impact on the character and appearance of the area.

3. The impact on neighbouring amenity

The nearest neighbouring properties are located in Common Road, to the east and south of the application site. There are also residential properties opposite in High Street and Riverside Gardens.

The change of use

The Boot is situated on the corner of the junction and has no immediate neighbours. As such the change of use element of the proposal would not have

a material impact on any neighbouring properties.

The Gospel Hall

The building is to be sited fronting the High Street boundary. It is positioned away from neighbouring properties and sufficiently separated from The Boot so as not result in any loss of light, overbearing or loss of privacy to neighbouring properties.

The main impact on amenity is considered to be the noise generated from the use of the building and the additional comings and goings to the car park and also noise from the air conditioning units.

The application states that the proposed use is as a place of worship and the associated activity would be for approximately 2-3 hours per week. The length of each service is generally 45- 60 minutes and no amplified music is involved. It is estimated that the Sunday 6am service would attract 35 persons, the Sunday 3pm service 75 persons, Monday 6.30pm service 35 persons and Friday 7pm service 150 persons. It is anticipated that the busiest service would only attract around 40 vehicles due to car sharing and local families having the ability to use other modes of transport.

Further details have been requested by Public Protection Officers regarding the hours of use and proposed noise mitigation measures. However comments on the information are not yet available and as such will be reported to Members at Committee.

The former use of the premises as a public house would in itself generate a level of noise and comings and goings to the premises, it is therefore considered that the proposed Gospel Hall would be have a similar, or potentially less impact that the existing use of the site.

Providing no adverse comments are raised by Public Protection with regard to noise and any recommended conditions, the proposal is unlikely to result in a detrimental impact upon the amenities of the adjacent neighbouring properties.

4. Highway safety

The length of the garage is minimal at 4.8m internally and could cause issues with the garage door contacting a vehicle within, it is also below the required length for a garage, as per the current and previous guidance and the cycle parking provision is also below the current standards. However the hardstanding area at the garage frontage can comfortably fit three vehicles, which space for a fourth if necessary and the cycle parking issue can be dealt with by a condition.

The previous application was withdrawn due to not enough parking provision as issues with access and visibility. The applicant has now provided fifty parking spaces for the proposed hall (254m²) which under the current parking strategy of 1 space per 5m² is one space below the current guidance, however I do not believe this shortfall of one space would be detrimental to the highway as there

is adequate on site cycle parking provision and probable car sharing between participants of the hall, and therefore I feel the parking provision is acceptable. It was also agreed at pre-application meetings that the parking bays could measure 2.4m x 4.8m which was based on the requirements of the Design Guide. The shortfall in size is not considered to have a detrimental impact on highway safety given the amount of spaces that have been provided.

The main entrance to the gospel hall indicates gates opening onto the highway which is not acceptable, again this can be dealt with by a condition along with the construction of a footway from the existing public footway to the halls main entrance.

It was agreed in a previous meeting that the visibility splay to the north from the proposed access could be taken to the centre of Common Road at the junction with Cambridge Road. This will allow for adequate visibility and was accepted due to the nature of Common Road, being lightly trafficked and not very wide, so any vehicle entering Common Road at the junction (and exiting) would do so over the central line. This direction is also not the critical side for visibility.

It was also agreed that kerbing should be provided along the frontage of Common Road boundary to form a buffer between the carriageway and the grass verge. Again this can be secured via a condition.

The proposal is considered to be acceptable in terms of highway safety.

5. Flood risk

The application site falls within Flood zone 2 therefore a Flood Risk Assessment has been submitted with the application. The site topography slopes gently down towards the River Ivel (to the west) with a height difference in ground levels of approximately 1m. Surface water currently drains into the river. The proposal will introduce new roofs and hardstandings which will increase the amount of surface water being discharged into the river therefore flood mitigation measures are required.

The Environment Agency have raised no objections to the proposal however conditions are required on any approval issues in order to ensure that the mitigation measures identified in the FRA are implemented.

6. Other issues

Some trees within the site will be lost to make way for the proposed development including four mature Ash trees of limited quality and an early mature Yew tree. The intention is to retain the mature line of Ash trees along the boundary of the site with the High Street which is supported.

The trees to be retained along the north boundary with the High Street are likely to be in conflict with the proposed new build particularly with regards to root protection areas, therefore we should ask for additional information regarding these trees to include root protection area details and distances in accordance with BS 5837. Trees in relation to design, demolition and construction.

Recommendations 2012, and possible foundation details and method statement regarding these issues.

Further landscaping of the site can be secured with a condition is permission is granted.

Human Rights

The development has been assessed in the context of the Human Rights and would have no relevant implications.

Equalities Act 2010

The development has been assessed in the context of the Human Rights and would have no relevant implications.

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 **No development shall commence until a scheme has been submitted to the Local Planning Authority for written approval setting out the details of the materials to be used for the external walls and roof of the Gospel Hall building. The development shall be carried out in accordance with the approved scheme.**

Reason: To protect the visual amenities of the building and of the area generally in accordance with Policy DM3 of the Core Strategy and Development Management Policies Document 2009.

- 3 **No development shall commence until a scheme has been submitted to the Local Planning Authority for written approval setting out the details of the materials to be used for the external walls and roof of the garage. The development shall be carried out in accordance with the approved scheme. All materials used in the external alterations to the former public house building shall match those of the existing building as closely as possible.**

Reason: To protect the visual amenities of the building and of the area generally in accordance with Policy DM3 of the Core Strategy and Development Management Policies Document 2009.

- 4 **No development shall commence until full details of both hard and soft**

landscaping has been 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;**
- **minor structures (e.g. furniture, play equipment, signs, etc);**
- **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 Policy DM3 of the Core Strategy and Development Management Policies Document 2009.

- 5 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development whichever is the sooner; and any trees or plants which within a period of 5 years of completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority give written consent to any variation.

Reason: In the interests of the visual amenities of the site and the area generally.

- 6 The development shall be carried out in accordance with the approved Flood Risk Assessment (FRA) (Scott White and Hookins, January 2013 - JD/ljh/S00957) and the following mitigation measures:
1. The provision of a flood warning system and emergency evacuation plan;
 2. The raising of finished floor levels of the new Gospel Hall to a level of at least 32.0m above Ordnance Datum (AOD);
 3. The provision and implementation of flood resilient/resistant construction methods;
 4. The provision of compensatory flood storage as outline within Appendix E of the submitted FRA.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme or within any other period as may be subsequently agreed, in writing, by the Local Planning Authority.

Reasons:

1. To ensure adequate provision of flood warning mechanism/evacuation in order to protect life and property on and in the vicinity of the application site.
2. To reduce the risk of flooding to the proposed development and future occupants.
3. To prevent the increased risk of flooding from the proposed development to third parties.
4. To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.

In accordance with Policy DM3 of the Core Strategy and Development Management Policies Document 2009 and the NPPF.

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

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

- 8 **Notwithstanding the details shown, development shall not begin until details of the footway for the main entrance of the hall and the kerbing along the Common Road frontage of the proposed dwelling shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be brought into use until the footway and the kerbing have been constructed in accordance with the approved details.**

Reason: In order to minimise danger, and inconvenience to users of the highway and the premises.

- 9 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995, or any amendments thereto, the garage accommodation on the site shall not be used for any purpose, other than as garage accommodation, unless permission has been granted by the Local Planning Authority on an application made for that purpose.

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

- 10 Before the development is brought into use the on site vehicular areas shall be constructed and surfaced in a stable and durable material in accordance with details to be approved in writing by the Local Planning Authority. Arrangements shall be made for surface water drainage from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

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 .

- 11 Any vehicular gates provided shall open away from the highway and be set back a distance of at least 5.0m from the nearside edge of the carriageway of the adjoining highway.

Reason: To enable vehicles to draw off the highway before the gates are opened.

- 12 Before the new access is first brought into use, any surplus lengths of the 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.

- 13 Visibility splays shall be provided at the junction of the proposed access with the public highway before the development is brought into use. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed access from its junction with the channel of the public highway and 43.0m measured from the centre line of the proposed access along the line of the channel of the public highway in a southerly direction and 43.0m to the centre line at the junction of Common Road/Cambridge Road in a northerly direction. The required vision splays shall for the duration of the development remain free of any obstruction to visibility.

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

- 14 The Gospel Hall premises hereby approved shall only be used as a place of

worship falling within Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The Gospel Hall premises shall not be used for any other purpose falling within Class D1.

Reason: To control the development in the interests of amenity.

- 15 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 11-061-11H, 11-061-14, 11-061-01, 11-061-02, 11-061-03, 11-061-04, 11-061-12G, 11-061-13H, Lighting Design dated 10.12.12, Flood Risk Assessment (ScottWhiteandHookins, dated January 2013 - D/ljh/S00957).

Reason: For the avoidance of doubt.

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.

- The applicant is advised that, under the provisions of the Highways Act 1980, no part of the structure, including foundations, surface water hardware and boundary treatments shall be erected or installed in, under or overhanging the public highway and no window, door or gate shall be fixed so as to open outwards into the highway.

The Highway Authority has the power under Section 143 of the Highways Act 1980, to remove any structure erected on a highway.

- The applicant is advised that in order to comply with Condition 14 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 Control Group, Development Management Division,

Central Bedfordshire Council, Priory House, Monks Walk,
Chicksands, Shefford SG17 5TQ.

- The applicant is advised that the requirements of the New Roads and Street Works Act 1991 will apply to any works undertaken within the limits of the existing public highway. Further details can be obtained from the Traffic Management Group Highways and Transport Division, Central Bedfordshire Council, Technology House, 239 Ampthill Road, Bedford MK42 9BD
- 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.

The applicant is advised that the closure of the surplus lengths the existing access shall include the reinstatement of the highway to include any footway, verge and kerbing in a manner to be agreed in writing with Central Bedfordshire Council's Customer Contact Centre on 0300 300 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 access.

Statement required by the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 - Article 31

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012.

DECISION

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