

## Item No. 15

<b>APPLICATION NUMBER</b>	<b>CB/13/01292/FULL</b>
<b>LOCATION</b>	<b>Oak Tree Farm, Potton Road, Biggleswade, SG18 0EP</b>
<b>PROPOSAL</b>	<b>Change of use of site and buildings from Light industrial / retail / store / showroom / workshop / restaurant to School. External alterations including revised parking layout / landscaping / play areas and new fencing. Subdivision of land to separate existing house. New windows and doors.</b>
<b>PARISH</b>	<b>Sutton</b>
<b>WARD</b>	<b>Potton</b>
<b>WARD COUNCILLORS</b>	<b>Cllrs Mrs Gurney &amp; Zerny</b>
<b>CASE OFFICER</b>	<b>Mark Spragg</b>
<b>DATE REGISTERED</b>	<b>16 April 2013</b>
<b>EXPIRY DATE</b>	<b>11 June 2013</b>
<b>APPLICANT</b>	<b>Ermine Education Trust</b>
<b>AGENT</b>	<b>CSJ Planning</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>Called in by Cllr Gurney due to concerns as to whether this is an appropriate location for a school use.</b>

**RECOMMENDED DECISION**                      **Full Application - Approval**

### **Recommended reasons for Granting**

The proposed change of use would provide a sustainable use of vacant retail/light industrial buildings, whilst ensuring the provision of employment at the site. The submitted draft Travel Plan and travel characteristics of the applicant would ensure a reduced level of traffic generation to the site utilising sustainable modes of travel. The use would not result in any significant harm to the character and appearance of the area, or the residential amenity of any neighbouring properties and is acceptable in terms of parking and highway safety. The proposal therefore complies with the objectives of the National Planning Policy Framework (2012) and Policies CS1, CS11, DM3, DM4 and DM9 of Central Bedfordshire Core Strategy and Development Management Policies Document (2009).

### **Site Location:**

The application site is located on Potton Road, between the settlements of Biggleswade and Sutton, occupying a level area of approximately 1.3 hectares.

The site is currently made up of two separate areas, under the same ownership. The main (west) part of the site, is occupied by a large modern two storey glazed and rendered retail building, with associated restaurant and ancillary offices, totalling a floorspace of approximately 1300sqm. The development was the subject of planning permission in 2005 (MB/05/00606/FULL). The building is set back towards the rear of the site behind a landscaped pond and grassed area, whilst a

1m high post and rail fence extends along the highway boundary. In front of and to the side of the retail building is a parking area, together with a turning area for service vehicles.

A 2.4m high brick wall extends along the eastern boundary of the main part of the site, beyond which is a one and a half storey L shaped workshop/storage building, comprising a floorspace of approximately 580sqm. In addition, a two storey triple garage with games room over is also situated within the eastern part of the site, used ancillary to the use of the adjacent house which, whilst under the same ownership, does not fall within the application site.

There are currently two accesses serving the site, the main access in the north west corner serving the retail use, and a smaller access in the north east corner serving the residential property and the workshop/storage area.

On the opposite side of the road are a number of large buildings associated with Bedfordshire Growers, a large local horticultural business.

### **The Application:**

This application proposes a change of use of the retail showroom, workshop building and triple garage to use as an independent faith school.

The applicant is the Ermine Education Trust, who are registered with the Department for Education and affiliated to the Focus Learning Trust. They are currently responsible for 28 schools in the UK.

The Trust operates Wellgrove Senior School in Barnet and Cheshunt Primary School and advise that they have been looking to relocate both schools to a single campus within Bedfordshire for the last six years, as many of the families have relocated to Bedfordshire. The proposed school would cater for a total of approximately 160 children (60 aged between 7-11 and 100 between 12-18), with the children coming from a wide catchment area covering Bedford, Biggleswade, Barnet and Hertford. It is anticipated that staff levels would comprise 12 full time teachers, 13 part time teachers and 3 full time administration staff.

It is proposed to convert the existing retail building to provide teaching accommodation comprising 12 main classrooms, a library, IT suite, and a special needs room. The adjacent and ancillary workshop building is intended to be converted to provide a sports hall, with associated changing facilities and a cookery area. The existing garage building would be utilised as a maintenance/general store, cycle store and games room for use in connection with the school activities.

Three outdoor hard play areas, each of 594sqm and enclosed by 3m high chain link fencing would be on land including that currently used for parking and turning.

A new 2.5m high acoustic fence is proposed to be provided between the house and the school. In addition, 2m high green chain link fencing is indicated around the perimeter of the site and a lockable gate at the main access to provide security and safety.

The access to the school would be solely from the existing main access, with the

current second access being retained only for use in connection with the adjacent house.

Parking is shown for a total of 45 vehicles, including 19 staff car parking spaces and 12 spaces for minibuses. The extent of the internal road would be reduced from the existing arrangement and would include a turning circle area and drop off points outside the main building.

Further landscaping is also shown to be provided within the site, including additional trees and grassed areas, replacing some of the existing hardstanding.

This application follows the refusal of planning application CB/12/04248/FULL at the Development Management Committee on 15 February 2013. Whilst the recommendation was to approve Members considered the proposal unacceptable for the following reasons:

*"The site is located within the countryside, and the proposed school with the associated vehicular traffic generated would result in an unsustainable use of buildings and land. As such the proposal is contrary to the National Planning Policy Framework, policies CS4, CS11, DM3 and DM9 of the adopted Central Bedfordshire Core Strategy and Development Management Policies (November 2009) policies 9 and 10 of the emerging Development Strategy for Central Bedfordshire (Pre-Submission Version January 2013)".*

The description of the proposal is identical to that previously submitted however this application includes additional supporting information. A supporting letter refers to the "negative reference" to non planning issues made about the school in the committee discussions "in relation to its philosophy and ethos".

The additional submitted information also includes a map showing the current and proposed school catchment areas for the group. Appendix 2 of the document shows the locations of existing schools in Dunstable, Stoke Poges, Ipswich/Colchester, Cambridge and Swatham and how the proposed school would infill a catchment area between the Dunstable and Cambridge sites.

A further additional document providing information about the proposed sports facilities has also been included. This highlights the proposed on site sports facilities, including netball, volleyball and five a side football, together with the other local sporting facilities which could be utilised by the school, including Saxon Swimming Pool and Biggleswade Recreation Centre.

A Transport Statement has been submitted which includes a Travel Plan Statement and a Traffic Impact and Sustainability Assessment. The Travel Plan includes an objective for 85% of children to arrive at school by minibus, whilst the Transport Statement concludes that there would be a significant reduction in vehicle movements to the site during weekdays and the weekend compared to the previous use.

The applicants have recently lodged an appeal against the previous reason for refusal, however this has been held in abeyance pending the determination of this current application.

## **RELEVANT POLICIES:**

### **National Planning Policy Framework**

#### **Core Strategy and Development Management Policies**

CS1: Development Strategy

CS11: Rural economy and tourism

DM3: High Quality Development

DM4: Development within and beyond Settlement Envelopes

DM9: Providing a range of Transport

**Development Strategy for Central Bedfordshire (Pre-Submission Version January 2013)**

Policies 9 and 10

#### **Supplementary Planning Guidance**

Design in Central Bedfordshire: A Guide for Development

Parking Strategy, Appendix F, Central Bedfordshire Local Transport Plan, endorsed for Development Management purposes by Executive October 2012

#### **Planning History**

CB/12/02428 - Change of use of site and buildings from light industrial/retail/store/showroom/workshop/restaurant to school. (Refused)

CB/10//04579 – Change of use of first floor (garage) from games room to separate residential unit (Refused).

CB/10/02501 – Change of use of first floor (garage) from games room to separate residential unit (Refused).

MB/08/01952 – Change of use of commercial building (workshop) into 2 no. residential dwellings (Refused)

MB/08/00431 – Erection of two storey garage/workshop (Approved)

MB/0700617 – First floor balcony to south east elevation of showroom/restaurant (Approved)

MB/05/00606 – Erection of new showroom, restaurant, workshop, boundary wall and formation of new access and car park. (Approved)

#### **Representations: (Parish & Neighbours)**

Sutton Parish Council      No comments received.

Potton Town Council

No comments received.

Third party  
representations

Ten letters of support have been received of which the comments are summarised as follows:

- Would make a good use of this neglected site
- This unoccupied site could attract unwanted visitors.
- The new school would save time for children currently travelling from Biggleswade, Clifton and Sutton to the current closest Focus Learning Trust School in Dunstable.
- The Plymouth Brethren have been part of the Biggleswade Community for many years and it is natural for them to want to establish a faith school in Biggleswade along the lines of their successful Dunstable school.

### **Consultations/Publicity responses**

Highways:

No objection subject to conditions.

**Traffic Generation:** This application is supported by a Transport Statement providing an assessment of traffic generation from both the school proposal and the previous use of the premises based on analysis of the TRICS database. The TRICS database is an industry recognised tool to predict traffic flow data from various land uses and developments based on actual surveys and takes into consideration issues that include location, access to public transport, population, etc. I am content that the figures proposed provide a realistic and balanced assessment and comparison of traffic movements and that overall there would be fewer traffic movements with the school than the previous or comparable commercial use of the buildings.

**Access and Parking:** The development proposes no changes to the existing vehicle access arrangements which are of a suitable configuration to accommodate the vehicles and level of traffic generation associated with the proposed use. The submitted plan provides a level of on-site parking to comply with standards laid out in the adopted parking strategy. The submission makes reference to the provision of cycle parking and whilst not shown on the plan this issue could be dealt with by condition.

**Sustainable Transport:** It is acknowledged that the site is not in a location suited to access by walking or cycling. However, as with the previous proposal my colleagues in the Sustainable Transport Team are content that the

particular circumstances associated with the use as a private school and with the measures for transporting pupils outlined within the submission and subject to conditions securing the provision of a formal Travel Plan and restricted the use from becoming an all purpose regular school there are no grounds to justify and sustain a highways objection.

It is noted that there is a bus service running past the site that may be appropriate for use by staff, but not pupils given the timing of the service. However I note from my site visit that there are no formal bus stops or waiting facilities or indeed a footway leading from the site. Given that the TA suggests that the staff could make use of the bus service I consider it reasonable that the development provide appropriate facilities and footway to encourage and enable use as suggested. In this respect I recommend that a Grampian condition be included to secure its provision.

Sustainable Transport  
Officer:

I have reviewed the additional information provided in the Transport Statement by the Simply Oak site applicants. This document provides a much more comprehensive outline of how travel and transport to and from the site will operate and be managed.

Should this proposal be approved I would like a full travel plan to be conditioned. I have provided a suggested condition below.

The only other concern regarding this site is for the future use of the site. If the site was to change usage and the current applicant were to vacate this may then open the doors to a free school to operate from this site with no obligations to ensuring safe and sustainable travel for a catchment that may be inclined to travel to the site by car. This would clearly be unsuitable. If possible I would suggest that the site is and usage is restricted for the purposes of the current applicant only owing to the transport measures they have in place to facilitate safe and sustainable travel.

Additionally, I would also like to see the appropriate amount of cycle parking be installed for the development as per the CBC Cycle Parking Guidance.

Public Protection

No objection subject to a condition to secure the erection of a 2.5m high acoustic fence to mitigate noise from the sports hall building.

Environment Agency

No objection subject to conditions, provided that the Internal Drainage Board are satisfied with the submitted FRA.

Internal Drainage Board  
No objection subject to condition.

Tree Officer  
The site at present has little mature tree planting with the exception of trees close to the existing house, the most important of which are two mature Oaks which may be influenced by the hard play area now proposed. The proximity of the hard surface should be kept 10 metres or (12 times trunk diameter at 1.5 metres above ground level) away from the two Oaks to prevent damage to roots during construction. Fencing in line with BS 5837 Trees in relation to design demolition and construction. Recommendations 2012 should be erected around these trees to prevent damage during construction. Fencing to be erected prior to any works beginning on site.

The boundary with the Potton road which at present is fenced should be enhanced with either a native hedge mix or a more formal single species hedge eg Hornbeam to enhance this boundary.

Assuming the landscaped pond area is to be retained which we would like to see then enhancement of this area would be beneficial, possibly keeping an open view of the pond area from the road by ensuring the new hedging is not planted in the area directly viewed from the road.

Details of landscaping planting proposals will be required to include species, sizes and densities of planting.

## **Determining Issues**

The main considerations of the application are;

1. Principle of development
2. Impact on character and appearance of the surrounding area
3. Impact on amenities of neighbouring residents and future occupiers
4. Access, parking and sustainability
5. Other matters

## **Considerations**

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

The site lies within the open countryside, outside any settlement envelope. Policy CS11 of the Core Strategy seeks to support the rural economy and the diversification of redundant properties to other commercial, industrial, tourism and recreational uses in the first instance.

The NPPF (para 15) advises that Local Plans should follow the approach of the presumption in favour of sustainable development. Paragraph 17 encourages

the effective use of land by reusing land that has been previously developed.

The application site comprises buildings of a substantial floorspace previously used for retail and ancillary light industrial uses. Due to the demise of the previous business the buildings all remain vacant and as such under utilised and of no benefit to the local economy. The proposed use would involve the employment of 12 full time teachers, 13 part time teachers, and 3 full time administrative staff, so would have a positive impact on local employment within the area, particularly given that the site is currently vacant and as such generates no employment.

The NPPF at paragraph 72 encourages the provision of choice of school places and encourages local planning authorities to take a "proactive, positive and collaborative approach to meeting this requirement".

It is considered that the principle of reusing the existing vacant buildings for a school use does in principle broadly reflect the general sustainability objectives of the Core strategy, Development Strategy (Pre submission version) and the NPPF. Matters relating specifically to travel sustainability to the site will be discussed later.

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

The application does not involve any new buildings, with only internal and minor external changes proposed to the buildings which it is not considered would result in any material impact on the appearance of the site.

The large landscaped area with the pond in front of the main building would remain unchanged. Whilst the addition of the front play area would result in the removal of some of the grassed area towards the front of the site new soft landscaping would be provided where currently there is hardstanding. More trees are also proposed to infill those trees at the front of the site which are to be retained, providing additional screening from the highway. It is also intended to provide landscaping in front of the proposed acoustic fencing, which is to enclose the adjoining residential property. Whilst a 2m high chain link fencing is proposed around the perimeter of the site it is considered that this type of fencing appropriately finished in a green colour, with the benefit of landscaping behind, would have a minimal visual impact on the streetscene and open character of the area site, whilst ensuring that the safety and security of the pupils is maintained.

On the basis of the above it is not considered that any harm to the character of the surrounding area would result from the proposed change of use and associated works.

## **3. Impact on Amenities of Neighbouring Residents**

Core Strategy policy DM3 requires new development to respect the amenity of nearby residents.

The site is not located within a residential area and as such the only residential property close to the site is that which is under the same ownership. The existing



property is currently located within 12m, of the existing light industrial workshop building with no intervening boundary. There is presently a wall of approximately 2.4m which divides the retail showroom part of the site from the house and light industrial unit. It is proposed to remove the wall and to provide a new 2.5m acoustic fence around the south and west boundaries of the reduced residential curtilage, separating it from the school site and providing a degree of noise protection from the play areas and sports hall building. Public Protection consider that the proposed 2.5m high acoustic fence would satisfactorily mitigate any resultant noise from the application site to the residential property.

The rear windows of the garage building which would overlook the garden of the house are proposed to be obscurely glazed.

Whilst the curtilage of the house would be reduced the property would still be served by a significant garden area well in excess of 100sqm and more than adequate for the occupants of that property.

On the basis of the above it is not considered that any harm to neighbouring amenity would result and that the development would result in a reasonable level of amenity for future occupiers.

#### **4. Access, Parking and Sustainability**

Unlike the previous application this revised proposal is accompanied by a Transport Statement and a draft Travel Plan which has followed discussions with the Council's Highway Officer and Sustainable Transport Officer.

The Transport Statement details that there will be a total of 45 parking spaces, comprising 19 staff parking spaces, 10 visitor spaces, 4 disabled spaces and 12 minibus spaces. It is proposed that a fleet of 12/13 new minibuses will be provided, transporting 85% of the children to and from school.

It is highlighted by the applicant that there is an hourly bus service (No.190) which could be utilised by any staff living in Sandy, Biggleswade and Hitchin and other villages on route. The Highways Officer has recommended that to ensure a more convenient bus stop and to encourage use of public transport that a footway link is provided on highway land to the bus stops on both sides. This could be secured by condition.

Cycle parking is shown to be provided within the ground floor of the converted garage building and it is anticipated that this could serve the needs of local staff who may wish to cycle to the site.

It is recognised that the site is not in a sustainable location, however this applies to both the existing and the proposed use. The means of shared transport operated by the applicants and proposed to be used at this site would significantly reduce vehicle trips to the site. This is supported by the data provided in the TRICS database information provided as part of the Transport Assessment.

It is also noted that the applicants propose to use a fleet of new low emission minibuses, which would meet the definition of sustainable transport modes as

set out in the NPPF glossary (Annex 2).

The Council's Highway Officer considers the comparison of traffic movements to be realistic and agrees that the proposal would result in fewer traffic movements to the site.

Similarly, the Council's Transport Sustainability Officer considers that the revised proposal provides a much more comprehensive outline of how travel to and from the site will be managed. Subject to a restriction of the use to the current applicants and the provision of a full Travel Plan the Transport Sustainability Officer supports the proposal.

The proposed arrangements by the Ermine Trust are very different to that which would be the case with a local catchment area school. Whilst the use by this group with their particularly wide catchment area and specific travel arrangements is considered sustainable the site would not be appropriate to a local catchment area school, where proximity to housing, walking and cycling routes are required. As such it is considered appropriate in this case to impose a personal user condition in favour of the applicant.

## **5.**

### **Other Matters**

Given that the site lies within Flood Zone 2, wherein the change of use would result in the site becoming "more vulnerable". A FRA has been produced on behalf of the applicant which concludes with a recommendation that flood mitigation measures are implemented. The Environment Agency have advised that subject to the Internal Drainage Board being satisfied with the FRA and its mitigation measures then they would not object, subject to appropriate conditions and informatives. The Internal Drainage Board have raised no objection.

### **Recommendation**

That Planning Permission be granted subject to the following conditions:

## RECOMMENDED CONDITIONS / REASONS

- 1 The development shall begin not later than three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The proposed development shall be carried out and completed in accordance with the vehicle access and parking layout illustrated on the approved plan and defined by this permission and, notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995, (or any Order revoking or re-enacting that Order) there shall be no variation without the prior approval in writing of the Local Planning Authority.

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

- 3 **No development shall commence until a scheme detailing provision for on site parking for construction workers and deliveries for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.**

**Reason: To ensure adequate off street parking during construction in the interests of road safety.**

- 4 **No development shall commence until details of bus stops on Biggleswade Road together with associated waiting areas and facilities for passengers served by a 2.0m wide footway linking the school development to the bus stops have been submitted to and approved by the Local Planning Authority. Occupation of the school shall not take place until the approved scheme, or phase thereof, has been implemented in accordance with a timescale to be agreed.**

**Reason: To ensure the provision of appropriate facilities to encourage use of sustainable modes of transport.**

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

Reason: To avoid the carriage of mud or other extraneous material or surface water from the site so as to safeguard the interest of highway safety and reduce the risk of flooding and to minimise inconvenience to users of the

premises and ensure satisfactory parking of vehicles outside highway limits.

- 6 This permission is for the sole benefit of the premises as a school for use by the Focus Learning Trust (incorporating the Ermine Education Trust and the Wellgrove Education Trust) or any successor of the aforementioned trusts.

Reason: To ensure the retention of planning control by the Local Planning Authority on the disposal of the present applicant's interest in the land and buildings due to the location of the site outside any settlement envelope and the fact that special regard has been had to the specific transportation methods proposed by the applicants and evidenced by examples from other schools within their education portfolio.

- 7 Prior to occupation of the main school building a scheme for the parking of cycles on the site shall be fully implemented in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The scheme shall be thereafter retained for this purpose.

Reason: To ensure the provision of adequate cycle parking to meet the needs of occupiers of the proposed development in the interests of encouraging the use of sustainable modes of transport.

- 8 **No development shall commence until a landscaping scheme, to include any hard surfaces and earth mounding shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented by the end of the full planting season immediately following the completion and/or first use of any separate part of the development (a full planting season means the period from October to March). The trees, shrubs and grass shall subsequently be maintained for a period of five years from the date of planting and any which die or are destroyed during this period shall be replaced during the next planting season and maintained until satisfactorily established.**

**Reason: To ensure a satisfactory standard of landscaping.**

- 9 Prior to first occupation of the school a 2.5m high acoustic fence shall be provided in the position shown on drawing 12-073-101 and detailed in the drawing within the Design and Access Statement (layout), and thereafter retained, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenity of the adjoining residential property.

- 10 The first floor windows to the north elevation of the existing garage building shall be permanently glazed with obscured glass.

Reason: To protect the privacy of the occupiers of the adjoining residential property.

- 11 Prior to occupation, a travel plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall contain details of:
- a. measures to encourage sustainable travel choices for journeys to the school
  - a. pupil travel patterns and barriers to sustainable travel
  - a. measures to reduce car use
  - a. transport policy(s) of the school
  - a. measures to mitigate any adverse impacts of non-sustainable travel to, from and between the school
  - a. an action plan detailing targets and a timetable for implementing appropriate measures and plans for annual monitoring and review

All measures agreed therein shall be undertaken in accordance with the approved plan. Approval of the Travel Plan is also conditional upon Steps 1 to 5 being completed on our online management tool 'iOnTravel' prior to the occupation of the development, with the results reviewed on an annual basis and further recommendations for improvements submitted to and approved in writing by the Local Planning Authority.

Reason: To promote the use of sustainable modes of transport.

- 12 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers [The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers [Plans 12-073-100, 101, 102, 103, 104, 105, 106, 107, 108, 109].

Reason: For the avoidance of doubt.

### **Notes to Applicant**

1. The proposed development overlies a Principal aquifer, overlain with alluvium clay, silt, sand and gravel. The application does not provide sufficient information about foul drainage arrangements and pollution prevention measures to demonstrate whether the proposal will lead to pollution of surface or underground waters, and possible contamination of drinking water sources. A septic tank with tertiary reed bed discharging to ground may not provide a suitable arrangement for foul water in this location and with the proposed number of users.

A package treatment plant is an alternative to a septic tank which has an outlet to either a soakaway or watercourse, and requires a separate formal permit from the Environment Agency. Under the Environmental Permitting Regulations 2010 a discharge permit or exemption from this Agency is required prior to the commencement of any discharge of trade or sewage effluent to a watercourse or groundwater. Such permits are not granted

automatically, and may be refused or granted subject to conditions. The statutory consultation period for permit applications is four months. Such consent is not implied by these observations. The applicant may find that, if permits are granted, any conditions applied may influence the nature of any treatment facilities required. **The granting of planning approval must not be taken to imply that consent has been given in respect of any Permit requirements.**

2. The applicant is advised of the following comments by the Environment Agency:

- Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.
- Where soakaways are proposed for the disposal of uncontaminated surface water, percolation tests should be undertaken, and soakaways designed and constructed in accordance with BRE Digest 365 (or CIRIA Report 156), and to the satisfaction of the Local Authority. The maximum acceptable depth for soakaways is 2 metres below existing ground level. Soakaways must not be located in contaminated areas. If, after tests, it is found that soakaways do not work satisfactorily, alternative proposals must be submitted. The LLFA's Preliminary Flood Risk Assessment susceptibility to groundwater map indicates that there is the possibility of groundwater flooding in this area. Groundwater flooding has not been considered as part of the FRA and could significantly impact the efficiency of soakaways. Site Investigation should be undertaken to ensure that there is at least one metre between the groundwater level and the invert level of all soakaways.
- Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hard standings susceptible to oil contamination shall be passed through an oil separator designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor.
- Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from impermeable parking areas and hard standings shall be passed through trapped gullies with an overall capacity compatible with the site being drained.
- Any facilities, above ground, for the storage of oils, fuels or chemicals must be provided with adequate, durable secondary containment to prevent the escape of pollutants. The volume of the secondary containment must be at least equivalent to the capacity of the tank plus 10%. If there is more than one oil storage tank in the facility, the secondary containment must be capable of storing 110% of the biggest tank's capacity or 25% of the total capacity of all the tanks, which ever is greater. All filling points, vents, gauges and sight glasses should be bunded. Any tank overflow pipe outlets must be directed into the bund. Associated pipework should be located above ground and protected from

accidental damage. The drainage system of the bund must be sealed with no discharge to any watercourse, land or underground strata. The installation must, where relevant, comply with the Control of Pollution (Oil Storage) (England) Regulations 2001 and the Control of Pollution (Silage, Slurry and Agricultural Fuel Oil) Regulations 2010. Site occupiers intending to purchase or install pollutant secondary containment (bunding) should ensure that the materials are not vulnerable to premature structural failure in the event of a fire in the vicinity. Further guidance can be found on the Environment Agency's website at: [www.environment-agency.gov.uk/osr](http://www.environment-agency.gov.uk/osr)

3. The applicant is advised that further information regarding the updating of the School Travel Plan is available from the Sustainable Transport Team, Central Bedfordshire Council, Technology House, Bedford, MK42 9BD
4. The applicant is advised that in order to comply with 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.
5. The applicant is advised that the requirements of the New Roads and Street Works Act 1991 will apply to any works undertaken within the limits of the existing public highway. Further details can be obtained from the Traffic Management Group Highways and Transport Division, Central Bedfordshire Council, Technology House, 239 Ampthill Road, Bedford MK42 9BD.
6. The applicant is advised that all cycle parking to be provided within the site shall be designed in accordance with the Central Bedfordshire Council's "Cycle Parking Annexes – July 2010"
7. In the event that ground conditions are not suitable for soakaways any storm water run off discharged direct to the Board's adjacent district and/or watercourse will require the Boards's statutory consent and must be limited to the appropriate greenfield rate in accordance with the NPPF.

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

The Council acted pro-actively through positive engagement with the applicant 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.