

Development Management

Central Bedfordshire Council

Priory House, Monks Walk
Chicksands, Shefford
Bedfordshire SG17 5TQ
www.centralbedfordshire.gov.uk



APPLICATION NO.	CB/13/01265/RM and 13/00751/MAR
LOCATION	Land To East Of Ampthill Road Opposite Sheffield House, Ampthill Road, Houghton Conquest
PROPOSAL	Central Bedfordshire Council Reserved Matters: following Outline Application CB/10/01905/VOC for approval of appearance, layout, scale and landscaping for Plots 1-8, 10-16, 20-31, 23-27, 96-110 and partial plots 17, 18, 19, 42, 48 and 49 (52 dwellings). Bedford Borough Council Reserved Matters: following Outline Application 10/01364/M73 for approval of appearance, layout, scale and landscaping for Plots 32-41, 50-94 and partial plots 17, 18, 19, 42, 48 and 49 (57 dwellings)
PARISH	Houghton Conquest, Stewartby and Wilstead
WARD	Houghton Conquest and Haynes
WARD CLLR	Cllr Mrs Barker / Cllr G Coombes
CASE OFFICER	Lauren Westley (CBC) and Wayne Campbell (BBC)
DATE	29 April 2013
REGISTERED	
EXPIRY DATE	29 July 2013
APPLICANT	Morris Homes Ltd
SUBMITTED	E921/P/PL01 Rev K, , M2261.01C,
PLAN NUMBERS	E291/P/FENCE/01, E921/P/LP02, E921/P/HTRUF+/02 Rev A, E921/P/HTBUDSA/02, E921/P/HTDID/02, E921/P/HTDAL/DET/02, E921/P/HTDAL/SEMI/02, E921/P/HTPIC/02, E921/P/HTHOU/02, E921/P/HTPIC/02, E921/P/HTR3/01, E921/P/HTR3SA/01, E921/P/HTBERSA/02, E921/P/HTWIN/02, E921/P/HTR3/02, E921/P/HTR3SA/02, E921/P/HTSTRA/02, E921/P/HTWILSA/02, E921/P/HTWHA+/02, E921/P/HTSTA/02, E921/P/HTBRA+/02, E921/P/HTBOLSA/02, E921/P/HTBOL/02, E921/P/HTAPP+/02, E921/P/HTDUN/02, E921/P/HTBUD/02, E921/P/GARAGE/01, E921/P/HTSTRA/01, E921/P/HTWIN/01, E921/P/HTWILSA/01, E921/P/HTWHA+/01, E921/P/HTSTA/01, E921/P/HTBRA+/01, E921/P/HTBOLSA/01, E921/P/HTBOL/01, E921/P/HTBERSA/01, E921/P/HTAPP+/01, E921/P/HTDUN/01, E921/P/HTBUD/01, E921/P/HTBUDSA/01, E921/P/HTDID/01, E921/P/HTDAL/DET/01, E921/P/HTDAL/SEMI/01, E921/P/HTRUF+/01, E921/P/HTHOU/01, E921/P/HTPIC/01.

**RECOMMENDED Approval
DECISION**

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.

Recommendation

That Reserved Matters approval be GRANTED subject to the following:

BEDFORD BOROUGH COUNCIL RECOMMENDED CONDITIONS / REASONS

01. No development shall take place until samples/specifications of the external materials to be used on each dwelling (to include walls, roof, doors, windows and external gutters and pipework) have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details or particulars.

REASON: In the interests of visual amenity and in accordance with Policy BE30 of the Bedford Borough Local Plan 2002.

02. No development shall take place until details of the local flow routing for a worst case 1 in 100 year return period rainstorm event has been submitted to and agreed in writing by the Local Planning Authority. The details submitted shall demonstrate that properties will not suffer localised flood risk from ponding on carriageways, wash from vehicles or as a result of the orientation of the accesses to buildings on the flow route.

REASON: In the interest of ensuring that there is no flood risk to the buildings forming part of this development in accordance with Policy NE16 of the Bedford Borough Local Plan 2002 and Policy CP26 of the Bedford Borough Core Strategy and Rural Issues Plan 2008.

03. All planting, seeding or turfing comprised in the approved details of landscape works shall be carried out in the first planting and seeding seasons following the completion of any relevant part of the development unless otherwise agreed in writing by the Local Planning Authority. Any trees or plants which within a period of 5 years from the 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 gives written consent to any variation. For the purpose of this condition a planting season shall mean the period from November to February inclusive.

REASON: To enhance the appearance of the proposed development and in accordance with Policies BE30, BE38 and NE4 of the Bedford Borough Local Plan 2002 and Policies CP24 and CP25 of the Bedford Borough Core Strategy and Rural Issues Plan 2008.

04. Within 6 (six) months of the date of this approval, a detailed scheme of management and maintenance for the landscape planting within the site shall be submitted to and approved in writing by the Local Planning Authority. The landscape planting shall thereafter be maintained strictly in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure a satisfactory standard of development and in accordance with Policy LR16 of the Bedford Borough Local Plan 2002 and Policies CP24 and CP25 of the Bedford Borough Core Strategy and Rural Issues Plan 2008.

05. No development shall take place until details of the security lighting within the private parking courtyards have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall include details of the proposed light installations, the method of switching and the proposed method of future maintenance/management. No dwelling with a parking space within a private parking courtyard shall be occupied until the approved security lighting serving its car parking courtyard has been installed and is operational.

REASON: To ensure a high standard of development and design and in the interests of security and in accordance with Policy BE30 and BE45 of the Bedford Borough Local Plan 2002 and Policy CP21 of the Bedford Borough Core Strategy and Rural Issues Plan 2008.

06. No development shall take place until, samples/specifications of the highway surfacing materials to be used (to include carriageway, footpaths, kerbing, car parking surfaces) have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details or particulars.

REASON: In the interests of visual amenity and in accordance with Policy BE30 of the Bedford Borough Local Plan 2002 and Policy CP21 of the Bedford Borough Core Strategy and Rural Issues Plan 2008.

07. No development shall take place until the detailed plans and sections of the proposed road(s), including gradients and method of surface water disposal have been approved by the Local Planning Authority and no building shall be occupied until the section of road which provides access has been constructed (apart from final surfacing) in accordance with the approved details.

Reason: To ensure that the proposed roadwork's are constructed to an adequate standard.

08. No development shall take place until, full particulars indicating the location, size and appearance of any above ground structures (including meter boxes) required for the connection of any utility service have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details or particulars.

REASON: In the interests of visual amenity, to accord with the architectural character depicted within the Wixams Design Brief and Code for Village 1 and in accordance with Policies BE29 and BE30 of the Bedford Borough Local Plan 2002.

09. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting that Order), no garage or car port hereby permitted shall be converted to living accommodation without the specific grant of planning permission by the Local Planning Authority.

REASON: To ensure that adequate provision is made for vehicles to park clear of the highway in the interests of road safety and in accordance with Policy BE30 of the Bedford Borough Local Plan 2002, Policy CP21 of the Bedford Borough Core Strategy and Rural Issues Plan 2008 and the adopted design guidance Residential Extensions, New Dwellings and Small Infill Developments.

10. All front elevation and side elevation windows shall be side hung or vertical sliding sash type only unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of visual amenity, to promote the architectural character depicted within the Wixams Design Brief and Code for Village 1 and in accordance with Policies BE29 and BE30 of the Bedford Borough Local Plan 2002 and Policy CP21 of the Bedford Core Strategy and Rural Issues Plan 2008.

11. No development shall take place until a scheme for the mechanical ventilation of plots numbered 55 – 70 and 71 – 81 has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of each plot.

REASON: To ensure a satisfactory level of amenity for future occupants in accordance with saved Policy BE30 of the Bedford Borough Local Plan 2002.

- 03. No development should take place until details, that demonstrate that sufficient excess floodplain compensation storage has been provided to compensate for stormwater runoff from the proposed development for all design events up to and including the 1:100 year design storm plus a factor for climate change, both in terms of volume and flow rate, have been submitted to and agreed in writing by the Local Planning Authority. The development shall be built in accordance with the approved details.**

REASON: In the interest of ensuring that there is no flood risk to the buildings forming part of this development, in accordance with the National Planning Policy Framework (2012) and policy DM3 of the Core Strategy and Development Management Policies (2009).

CENTRAL BEDFORDSHIRE COUNCIL RECOMMENDED CONDITIONS / REASONS

- 01. No development shall take place until samples/specifications of the external materials to be used on each dwelling (to include walls, roof, doors, windows and external gutters and pipework) have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented only in accordance with the approved details or particulars.**

REASON: In the interests of visual amenity and in accordance with Policies CS14 and DM3 of the Core Strategy and Development Management Plan 2009.

- 02. No development shall take place until details of the local flow routing for a worst case 1 in 100 year return period rainstorm event has been submitted to and agreed in writing by the Local Planning Authority. The details submitted shall demonstrate that properties will not suffer localised flood risk from ponding on carriageways, wash from vehicles or as a result of the orientation of the accesses to buildings on the flow route. The development shall be built in accordance with the approved details.**

REASON: In the interest of ensuring that there is no flood risk to the buildings forming part of this development , in accordance with the National Planning Policy Framework (2012) and policy DM3 of the Core Strategy and Development Management Policies (2009).

- 04. No development should take place until details, that demonstrate that sufficient excess floodplain compensation storage has been provided to compensate for stormwater runoff from the proposed development for all design events up to and including the 1:100 year design storm plus a factor for climate change, both in terms of volume and flow rate, have been submitted to and agreed in writing by the Local Planning Authority. The development shall be built in accordance with the approved details.**

REASON: In the interest of ensuring that there is no flood risk to the buildings forming part of this development, in accordance with the National Planning Policy Framework (2012) and policy DM3 of the Core Strategy and Development Management Policies (2009).

- 04. No development shall take place until, samples/specifications of the highway surfacing materials to be used (to include carriageway, footpaths, kerbing, car parking surfaces, communal waste collection points) have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented only in accordance with the approved details or particulars.**

REASON: In the interests of visual amenity and in accordance with Policies CS14 and DM3 of the Core Strategy and Development Management Policies 2009.

- 05. No development shall take place until the detailed plans and sections of the proposed road(s), including gradients and method of surface water disposal have been approved by the Local Planning Authority and no building shall be occupied until the section of road which provides access has been constructed (apart from final surfacing) in accordance with the approved details.**

Reason: To ensure that the proposed roadwork's are constructed to an adequate standard, in accordance with policy DM3 of the Core Strategy and Development Management Policies 2009.

- 06. No development shall take place until, full particulars indicating the location, size and appearance of any above ground structures (including meter boxes) required for the connection of any utility service have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details or particulars.**

REASON: In the interests of visual amenity, to accord with the architectural character depicted within the Wixams Design Brief and Code for Village 1 and in accordance with Policies CS14 and DM3 of the Core Strategy and Development Management Policies 2009.

- 07. No development shall take place until details of the security lighting within the private parking courtyards have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall include details of the proposed light installations, the method of switching and the proposed method of future maintenance/management. No dwelling with a parking space within a private parking courtyard shall be occupied until the approved security lighting serving its car parking courtyard has been installed and is operational.**

REASON: To ensure a high standard of development and design and in the interests of security and in accordance with Policies CS14 and DM3 of the Core Strategy and Development Management Policies 2009.

- 08. No development shall take commence until details of the street signage, lighting, street furniture, litter bins and dog fouling bins have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall include details of location and design. The development shall thereafter be implemented in accordance with the approved details or particulars.**

REASON: In the interests of visual amenity, to accord with the architectural character depicted within the Wixams Design Brief and Code for Village 1 and in accordance with Policies CS14 and DM3 of the Core Strategy and Development Management Policies 2009.

- 09. 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, in accordance with policy DM3 of the Core Strategy and Development Management Policies 2009.

10. **No development shall commence until a scheme detailing access provision to and from the site for construction traffic and 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, in accordance with policy DM3 of the Core Strategy and Development Management Policies 2009.

11. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers E921/P/PL01 Rev L, SK12 Rev C, SK13 Rev C, SK14 Rev C, SK15 Rev C, SK16 Rev C, M2261.01D, E291/P/FENCE/01, E921/P/LP02, E921/P/HTRUF+/02 Rev A, E921/P/HTBUDSA/02, E921/P/HTDID/02, E921/P/HTDAL/DET/02, E921/P/HTDAL/SEMI/02, E921/P/HTPIC/02, E921/P/HTHOU/02, E921/P/HTPIC/02, E921/P/HTR3/01, E921/P/HTR3SA/01, E921/P/HTBERSA/02, E921/P/HTWIN/02, E921/P/HTR3/02, E921/P/HTR3SA/02, E921/P/HTSTRA/02, E921/P/HTWILSA/02, E921/P/HTWHA+/02, E921/P/HTSTA/02, E921/P/HTBRA+/02, E921/P/HTBOLSA/02, E921/P/HTBOL/02, E921/P/HTAPP+/02, E921/P/HTDUN/02, E921/P/HTBUD/02, E921/P/GARAGE/01, E921/P/HTSTRA/01, E921/P/HTWIN/01, E921/P/HTWILSA/01, E921/P/HTWHA+/01, E921/P/HTSTA/01, E921/P/HTBRA+/01, E921/P/HTBOLSA/01, E921/P/HTBOL/01, E921/P/HTBERSA/01, E921/P/HTAPP+/01, E921/P/HTDUN/01, E921/P/HTBUD/01, E921/P/HTBUDSA/01, E921/P/HTDID/01, E921/P/HTDAL/DET/01, E921/P/HTDAL/SEMI/01, E921/P/HTRUF+/01, E921/P/HTHOU/01, and E921/P/HTPIC/01.

REASON: For the avoidance of doubt.

12. **No development shall commenced until a scheme detailing the bin storage areas within each private residential garden has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented on each plot before the occupation of that plot, and thereafter retained for this purpose.**

REASON: To ensure adequate provision of bin storage areas and to protect the visual amenity of the area, in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

13. All planting, seeding or turfing comprised in the approved details of landscape works shall be carried out in the first planting and seeding seasons following the completion of any relevant part of the development unless otherwise agreed in writing by the Local Planning Authority. Any trees or plants which within a period of 5 years from the 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 gives written consent to any variation. For the purpose of this condition a planting season shall mean the period from November to

February inclusive.

REASON: To enhance the appearance of the proposed development and in accordance with Policies CS14 and DM3 of the Core Strategy and Development Management Policies 2009.

14. Within 6 (six) months of the date of this approval, a detailed scheme of management and maintenance for the landscape planting within the site shall be submitted to and approved in writing by the Local Planning Authority. The landscape planting shall thereafter be maintained strictly in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure a satisfactory standard of development and in accordance with Policies CS14 and DM3 of the Core Strategy and Development Management Policies 2009.

15. If the proposed road is not constructed to the full length and layout illustrated on the approved plan, a temporary turning space for vehicles shall be constructed within the site in a position to be approved in writing by the Local Planning Authority before any building taking access from the road is occupied.

REASON: To avoid the need for vehicles to reverse into or from the highway in the interest of road safety.

16. The proposed development shall be carried out and completed in all respects in accordance with the highway configuration 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 of the Local Planning Authority.

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

17. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting that Order), no garage or car port hereby permitted shall be used for any purpose, other than as garage accommodation, without the specific grant of planning permission by the Local Planning Authority.

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, in accordance with policy DM3 of the Core Strategy and Development Management Policies 2009 and the adopted design guidance Development In Central Bedfordshire: A Guide for Development 2010.

18. All front elevation and side elevation windows shall be side hung or vertical sliding sash type only unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of visual amenity, to promote the architectural character depicted within the Wixams Design Brief and Code for Village 1 and in accordance with Policies BE29 and BE30 of the Bedford Borough Local Plan 2002 and Policy CP21 of the Bedford Core Strategy and Rural Issues Plan 2008.

INFORMATIVES

1. **Any conditions in bold must be discharged before the development commences. Failure to comply with this requirement could invalidate this permission and/or result in enforcement action.**
2. The applicant is advised that if it is the intention to request Central Bedfordshire Council as Local Highway Authority, to adopt the proposed highways as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways together with all the necessary highway and drainage arrangements, including run off calculations shall be submitted to the Development Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford, SG17 5TQ. No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place.
3. The Applicant is advised that no highway surface water drainage system designed as part of a new development, will be allowed to enter any existing highway surface water drainage system without the applicant providing evidence that the existing system has sufficient capacity to account for any highway run off generated by that development. Existing highway surface water drainage systems may be improved at the developers expense to account for extra surface water generated. Any improvements must be approved by the Development Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford, SG17 5TQ.
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 Annexes – July 2010'.
5. **Fail Safe Use of Crane and Plant** – All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a 'fail safe' manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

Excavations/Earthwork – All excavations/earthworks carried out in the vicinity of Network Rail property/structures must be design and executed such tht no interference with the integrity of that property/structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to the commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and

the works shall only be carried out in accordance with the approved details. Where the development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure not for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rails infrastructure or railway land.

Bridge Strikes – Applications that are likely to generate an increase in trips under the railway bridged may be of concern to Network Rail where there is potential for an increase in ‘bridge strikes’. Vehicles hitting railway bridges cause significant disruption and delay to rail users. Consultation with the Asset Protection Project Manager is necessary to understand if there is a problem. Developers may be asked to pay for bridge protection barriers.

Abnormal Loads – From the information supplied, it is not clear if any abnormal loads will be using routes that include any Network Rail assets (e.g bridges). We would have serious reservations if during the construction or operation of the site, abnormal loads will use routes that include Network Rail assets. Network Rail would request that the applicant contact our Asset Protection Project Manager to confirm that any proposed route is viable and to agree a strategy to protect our asset(s) from any potential damage caused by abnormal loads. I would also like to advise that where any damage, injury or delay to the rail network is caused by an abnormal load (related to the application site), the applicant or developer will incur full liability.

Noise/Soundproofing – The developer should be aware that any development for residential use adjacent to an operational railway may result in neighbour issues arising. Consequently, every endeavour should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst case scenario there could be trains running 24 hours a day and the soundproofing should take this into account.

Access to Railway – All roads, paths or ways providing access to any part of the railway undertaker’s land shall be kept open at all times during and after the development. Network Rail is required to recover all reasonable costs associated with facilitating these works.

6. Please note that no development shall take place within 7m of the existing drain, without the prior consent of the Bedford and River Ivel Internal Drainage Board.

[Notes:

1. In advance of consideration of the application the Committee were advised of the following updates which were detailed in the Late Sheet:
 - a. The description of both the Central Bedfordshire Application and the Bedford Borough Application had been revised following a recent variation of condition application.
 - b. A revised landscaping plan had been received, plan number M2261.01D. It included more appropriate and native planting and a change of colour for the LEAP area surfaces.

- c. A revised layout plan which addressed Highway concern about overrun of pedestrian areas and verges by larger vehicles. No objections were raised from the revised layout.
 - d. Condition 11 of the original report had been removed. The condition dealt with public art.
 - e. Councillors from both Bedford Borough and Central Bedfordshire Councils raised the following non-material planning concerns:
 - i. Some properties were split with the house in CBC and the garage in BBC or vice versa. This was less than ideal
 - ii. Concerns over services such as bin collection being on different days of the week for the same street depending on which authority the property is registered with
 - iii. Signage needs to be clear for visitors and residents
 - iv. Highway access needs to be clear also
 - v. Council Tax to whom is it payable if the property sits in both authorities
 - vi. Landscaping and fencing had improved
 - vii. Courtyard parking not being used and residents parking on the road – solutions need to be considered
 - viii. Location of the site being near to both the railway and a traveller site raised concerns
 - f. The Chairman confirmed that most of the concerns were non-material planning concerns and could not be addressed by the panel. However the developer, Morris Homes, had sent a letter, which was available on the planning portal, dated 23 July 2013 which addressed many of the issues detailed in e. above.
 - g. The Committee was reminded that the Outline Planning permission had been approved on appeal so that the location was not open to change.
 - h. The development did not link directly with the main Wixams site.
2. The additional condition in the Late Sheet for Bedford Borough was incorrect and should be identical to condition 3 on the Central Bedfordshire conditions. A new condition 12 for Bedford Borough has been added.
 3. Informative 6 has been withdrawn from the schedule and will be deleted from the decision notices issued by both Councils.]

Notes to applicant

1. That Members of the Wixams Joint Development Committee be notified of the compliance with pre work conditions prior to work being carried out.
2. That the delivery of services be considered and the authorities be consulted and processes agreed to the benefit of residents.