

Item No. 17

APPLICATION NUMBER	CB/14/04277/FULL
LOCATION	R/O 1-5 Kingsbury Avenue, Dunstable, LU5 4PU
PROPOSAL	Construction of two semi-detached dwellings and a detached double garage
PARISH	Dunstable
WARD	Dunstable Icknield
WARD COUNCILLORS	Cllrs McVicar & Young
CASE OFFICER	Nicola Darcy
DATE REGISTERED	03 November 2014
EXPIRY DATE	29 December 2014
APPLICANT	Mr W Christie
AGENT	Worth Planning and Design Ltd
REASON FOR COMMITTEE TO DETERMINE	Cllr David McVicar Call-In due to; <ul style="list-style-type: none">- Removal of trees- Backland development- Overlooking from 1st Floor windows
RECOMMENDED DECISION	Full Application - Recommended for Approval

Summary of Recommendation

Residential development of the site is accepted in principle. The proposal would complement and harmonise with its surroundings, would provide an acceptable degree of amenity to future residents, would not have a detrimental impact on the amenity of surrounding residents and would have an acceptable impact on the surrounding highway network. Having regard to the viability of the development, the proposed development would make sufficient provision for financial contribution towards community infrastructure. The proposal is therefore considered to be in accordance with the National Planning Policy Framework, Policies BE8 and H2 of the South Bedfordshire Local Plan Review, policies 1, 19, 27, 29 and 43 of the emerging Development Strategy, the Central Bedfordshire Planning Obligations Strategy and the Central Bedfordshire Design Guide.

Site Location:

The application site comprises a vacant block of garages to the rear of 1-5 Kingsbury Avenue in Dunstable. The site is also currently garden land to No. 1 Kingsbury Avenue which is a three bed, semi-detached dwelling with side access to the garages to the rear. Part of this side access is currently under the ownership of the neighbouring property owners, 'Greydor.' A purchase process is underway.

The Application:

Planning permission is sought for a pair of semi-detached dwellings and a double garage. The garage would provide parking for number 1 and the property known as 'Greydor.'

The proposed dwellings would occupy a footprint of 156 square metres, would each

have an integral garage and an 87 square metre rear garden area.

Access would be gained between Number 1 Kingsbury Gardens and the property known at 'Greydor.'

RELEVANT POLICIES:

National Planning Policy Framework (March 2012)

The National Planning Policy Framework (NPPF) was published on 27th March 2012 and replaced most of the previous national planning policy documents, PPGs and PPSs.

South Bedfordshire Local Plan Review

The NPPF advises of the weight to be attached to existing local plans for plans adopted prior to the 2004 Planning and Compulsory Purchase Act, as in the case of the South Bedfordshire Local Plan Review. Due weight can be given to relevant policies in existing plans according to their degree of consistency with the framework. It is considered that the following policies are broadly consistent with the Framework and weight should be attached to them, with the exception of Policy T10 which is afforded less weight.

SD1 Keynote Policy
BE8 Design Considerations
T10 Parking - New Developments
H2 Fall In Sites
H3 Local housing Needs

Development Strategy for Central Bedfordshire

Having regard to the National Planning Policy Framework, weight is given to the policies contained within the emerging Development Strategy for Central Bedfordshire, which is consistent with the NPPF. The draft Development Strategy was submitted to the Secretary of State in October 2014 and the following policies are considered relevant to the determination of any subsequent application:

Policy 1 : Presumption in Favour of Sustainable Development
Policy 2 : Growth Strategy
Policy 19: Planning Obligations and the Community Infrastructure Levy
Policy 21 : Provision for Social and Community Infrastructure
Policy 24: Accessibility and Connectivity
Policy 25: Capacity of the Network
Policy 27 : Car Parking
Policy 29: Housing Provision
Policy 43: High Quality Development
Policy 57: Biodiversity and Geodiversity
Policy 59 : Woodlands, Trees and Hedgerows

Supplementary Planning Guidance

Planning Obligations Strategy, 23 October 2009

Design in Central Bedfordshire: A Guide for Development - Adopted March 2014

Planning History

Application:	Planning	Number:	CB/14/03376/FULL
Validated:	26/08/2014	Type:	Full Application
Status:	Withdrawn	Date:	15/10/2014
Summary:		Decision:	Application Withdrawn
Description:	Construction of two semi detached dwellings and a detached double garage		
Application:	Planning	Number:	CB/14/00115/PAPC
Validated:	13/01/2014	Type:	Pre-Application - Charging Fee
Status:	Decided	Date:	07/02/2014
Summary:		Decision:	Pre-App Charging Fee Advice Released
Description:	Pre-application non-householder charge: Construction of three dwellings		
Application:	Planning	Number:	SB/79/01434/FULL
Validated:		Type:	Full Application
Status:	Received	Date:	31/10/1979
Summary:	Unknown	Decision:	Full Application - Refused
Description:	DEMOLITION OF EXISTING GARAGES AND THE ERECTION OF TWO DETACHED HOUSES AND GARAGES,UTILISING EXISTING ACCESS LAND REAR , 1, KINGSBURY AVENUE, DUNSTABLE.		

Representations: (Parish & Neighbours)

Town Council	Objection: Members were cognisant of immediate neighbours objections to this scheme and believed that it would set an unacceptable precedent for the development of the whole area
Neighbours	1, 7, 9 & 11 Kingsbury Gardens: <ul style="list-style-type: none">- detract from local character- contrary to design guidance- unacceptable living standards for future occupiers due to mature landscaping- impact upon trees- impact upon bat roosts- impact upon security 3 Kingsbury Avenue <ul style="list-style-type: none">- overlooking into private garden- lack of parking for visitors- detrimental to security 3 Kingsbury Gardens <ul style="list-style-type: none">- Detrimental to privacy and security 5 Kingsbury Avenue <ul style="list-style-type: none">- loss of privacy and overlooking- detrimental to residential amenity- adverse impact upon trees and green space- impact upon bat roosts

- 13 Kingsbury Gardens
- Impact upon privacy
- impact upon security
- increase in noise

Consultations/Publicity responses

Environment Agency No objection.

Ecology

I have looked at the submitted tree survey accompanying the application and note that a number of trees are recommended for crown lifting and yet none of these trees lie within the application site. Anecdotal reports of bats in the area may indicate a presence either in these trees or within the buildings on site. As such I would like a bat assessment to be completed prior to commencement of works, should bats be found to be using the site then suitable mitigation measures will be required to secure an EPS licence from NE.

NPPF calls for development to deliver a net gain for biodiversity and options for this are discussed in the CBC Design Guide. The new properties proposed would easily lend themselves to the inclusion of integral bird and bat bricks to provide such an enhancement.

Highways

Thank you for your consultation on this application for which I have the following comments to offer.

In addition to the red line plan being amended as discussed, the following comments are applicable to this application.

The bin storage area has been identified on the drawing unfortunately there is no indication of where the collection point is to be. This must be indicated on the drawing and located as close as possible to the public highway but not on the driveway itself. I had indicated on previous correspondence a suggested location for the collection point. If indeed the storage area turns out to be the collection point then I recommend you consult the waste collection department to confirm that this carry distance is acceptable to them.

In order for garages to be considered as part of the parking provision they shall be a minimum of 7m in length by 3.2m in width. In this particular case the parking provision for the three bedroom units shall be a minimum of 2 parking spaces clear of the public highway, which the applicant has indicated, therefore the applicant has satisfied the parking standards.

The applicant has provided a turning area within the site which is suitable for a light goods vehicle.

In terms of the vehicle access there appears to be a radius kerb one side and a quadrant kerb the other and a mixture of blacktop and paving slabs. I recommend the access is modified to a standard vehicle crossing construction, to be constructed by Bedfordshire Highways at the applicant's expense. I shall recommend an appropriate condition.

The driveway is to be a permeable paved combined road and pavement area which is a durable surface and is considered acceptable. I would ask for a typical construction detail to be submitted in order to assess the long term durability and method of sustainable drainage system.

Provided that provision is made for a suitable refuse collection point, the red line plan is amended to provide pedestrian visibility and possibly the refuse collection point; I shall raise no highway objection subject to the following highway conditions being imposed.

Tree and Landscape
Officer

A site visit was made on the 27th November 2014 where the off-site trees were viewed from the highway, as the site access was locked.

It was noted that the trees overhanging the site from neighbouring properties had been subject to recent tree pruning that exceeded the crown lifting work recommended in the applicants own tree survey report. It had also been carried out to a poor standard. The extent of this work was completely unnecessary, as the branches did not present any constraint to development, and effectively served to screen any new development from the existing neighbours. This screening value has now been compromised as a result of this work, and also the natural appearance and amenity value of the trees, which would have been attractive to potential buyers of this development, has been reduced accordingly

In recognition of the recommendations made in the Tree Survey Report prepared by RGS Arboricultural Consultants, dated October 2014, I have no objection to the application on the provision that the following conditions are imposed:-

Installation of Cellular Confinement system

Prior to development, a specialist method statement shall be submitted to the Local Planning Authority for approval, describing in detail the specification and installation

process for the cellular confinement system, to be positioned as indicated on the Tree Constraints & Protection Plan, that forms Appendix 3 of the Tree Survey Report (Pre-Development), prepared by RGS Arboricultural Consultants dated October 2014, and shall specify how the works will be sequenced and supervised in relation to the main build.

REASON

To prevent damage to the Root Protection Areas of trees T2-T5 (inclusive) as indicated in the Tree Survey Report, which would otherwise be incurred by the construction of a conventional driveway surface, in the interests of maintaining the health, stability, amenity and screening value of these trees

Installation of Protective Tree Fencing

Prior to the commencement of any development site activity, all tree protection fencing shall be erected in accordance with the recommendations found in Section 6, and as indicated on the Tree Constraints & Protection Plan (Appendix 3), of the Tree Survey Report (Pre-Development), prepared by RGS Arboricultural Consultants dated October 2014, and the fencing shall remain in place throughout the course of development.

REASON

To ensure a satisfactory standard of tree protection to maintain the health, stability, and amenity value of the retained trees.

Determining Issues

The main considerations of the application are;

1. Principle of Development
2. Character and Appearance of the Area
3. Layout
4. Impact Upon Residential Amenity
5. Other Matters

Considerations

1. Principle of Development

The site lies outside the town centre boundary in a predominantly residential area. Policies SD1 and H2 of the South Bedfordshire Local Plan Review encourage the use of existing sites to provide additional residential accommodation. Policy 43 of the emerging Development Strategy for Central Bedfordshire (DSCB) requires, among other things, that proposals for new development should use land efficiently, taking into account quality of life.

National advice contained in the National Planning Policy Framework (NPPF) generally encourages the effective use of land by re-using land that has been previously developed (brownfield land) provided that it is not of high

environmental value. (Paragraph 17, bullet point 8). In this case, the application site is a garage court. Paragraph 49 goes further to advise that housing applications should be considered in the context of presumption in favour of sustainable development. Accordingly there is no objection to the principle of residential re-development on this site.

Accordingly, the proposed development would represent the effective use of land and as such, there would be no principle objection to the erection of dwellings subject to there being no harm caused to other matters of acknowledged planning interest as will be discussed in subsequent sections.

2. Character and appearance of the area

Policies H2 and BE8 of the South Bedfordshire Local Plan Review supported by Policy 43 of the DSCB require all development to, amongst other things, complement and harmonise with surrounding development, to carefully consider setting and to have no adverse impact upon amenity.

Policy H2 of the adopted local plan sets out the criteria for the development of fall-in sites. The policy states that :

WITHIN BUILT UP AREAS EXCLUDED FROM THE GREEN BELT PROVISION OF NEW HOUSING BY DEVELOPMENT OF INFILL SITES; REDEVELOPMENT; CONVERSION AND RE-USE OF BUILDINGS; AND SUB-DIVISION OF LARGE RESIDENTIAL PROPERTIES IN ACCORDANCE WITH POLICY H9 WILL BE APPROVED WHERE IT WOULD:

(i) MAKE EFFICIENT USE OF THE SITE OR BUILDING IN TERMS OF DENSITY AND LAYOUT;

(ii) NOT RESULT IN LOSS OF OPEN SPACE OF RECREATIONAL OR AMENITY VALUE OR POTENTIAL;

(iii) RESPECT AND ENHANCE THE CHARACTER OF THE SURROUNDING AREA;

(iv) PROVIDE GOOD QUALITY LIVING CONDITIONS FOR RESIDENTS;

(v) BE READILY ACCESSIBLE TO PUBLIC TRANSPORT AND LOCAL SERVICES;

(vi) BE ACCEPTABLE IN TERMS OF HIGHWAY SAFETY AND TRAFFIC FLOW;

(vii) NOT RESULT IN UNACCEPTABLE LOSS OF EMPLOYMENT LAND; AND

(viii) NOT UNACCEPTABLY CONSTRAIN DEVELOPMENT OF ADJOINING LAND FOR AN ALLOCATED OR PERMITTED USE.

Density and layout

The proposed development would not appear cramped and the site is considered to have adequate space to accommodate turning and parking areas and a refuse collection point suitable for the number of units envisaged. Given that the garages are disused, their demolition would not result in additional demand for on street parking in the adjoining highway.

Open space

The development would not result in the loss of open space of recreational or amenity value.

Character and appearance of the area

Within the immediate vicinity of the application site, housing design is varied and comprises two storey dwellings. The existing plot sizes are very generous, however, it would not be an efficient use of land to replicate the existing layout.

Due to the separation distances and proposed layout of the dwellings, it is considered that the redevelopment of the disused garage site would enhance and not detract from the existing character and appearance of the locality.

Living conditions for the residents

Given the generous sizes of gardens of the adjoining properties, the separation distances between the proposed dwellings and the existing houses would ensure that no overlooking and loss of privacy would result. Each dwelling has been afforded an 87 square metre garden, although they would be bounded by mature screening, the space is considered to be both useable and pleasant.

Accessibility of the site

The site is within walking distance of the town centre and is situated close to a bus route.

Highway safety and traffic flow

The development would make adequate provision for turning and parking facilities for the occupiers of the dwellings. The Highways Officer raises no objection to the scheme, subject to conditions.

The proposed scheme would not place a constraint on existing development and is considered to be consistent with policies BE8 & H2 of the South Bedfordshire Local Plan Review and Policy 43 of the emerging Development Strategy for Central Bedfordshire.

3. Layout

Several objections have been raised, particularly with regard to the potential impact upon residential amenity. The Design Guide states that a 'rule of thumb' of approximately 21m between the rear of one 2 storey property and the rear of another facing it (at first floor level in both instances), is an acceptable norm. In this instance, the distances are in excess of 30m. The front aspect of the buildings would face the rear gardens of 1-5 Kingsbury Avenue, with a distance of some 42m between the dwellings in Kingsbury Avenue and the proposed houses.

Representations have raised issues with regard to the layout not according with the Design Guide, however, the design of the development is considered to take account of surrounding buildings, particularly in terms of minimising the impact upon privacy.

4. Residential Amenity

The generous sizes of gardens of the adjoining properties, the separation distances between the proposed dwellings and the existing houses would ensure that no overlooking and loss of privacy would result, therefore the proposal would not be contrary to the principles of good design set out in Policies BE8, and H2 of the South Bedfordshire Local Plan Review, Policy 43 of the emerging Development Strategy for Central Bedfordshire, the supplementary

Design Guide for Central Bedfordshire and national advice within the National Planning Policy Framework.

5. Other Matters

Trees and Landscape

Several mature trees overhang the site, although none are within the application site itself. It is noted that some substandard tree work has been carried out. None of these trees are protected and as such, the tree works did not require consent. The Tree and Landscape Officer has recommended a tree protection condition which will be appended accordingly

Planning History

The previous reasons for refusing planning permission for the demolition of garages and the erection of two detached dwellings and garages have been examined, reference **SB/TP/79/01434** and it is considered that there has been a material change in circumstances with regards policy shift in the intervening period of over 30 years to an extent that this previous decision would not be given significant weight in the determination of this application.

Financial Contributions

Following the adoption of the Planning Obligations Strategy SPD on 23rd October 2009 which was applied to all applications received on or after 5th January 2010, with the support of Policy 19 of the DSCB, the Council requires either a Unilateral Undertaking or an agreement under S106 of the Town and Country Planning Act 1990 to be submitted with the planning application in order that new development makes commensurate contributions towards new and improved local infrastructure where that development will add to infrastructure needs and requirements. The applicant has signed the Unilateral Undertaking and consented to pay **£23,164** in line with the requirements of the Planning Obligations strategy.

Human Rights issues

No human rights concerns are raised by this application.

Equality Act 2010

The application raises no equality issues.

Recommendation

That Planning Permission be **GRANTED** subject to the following:

RECOMMENDED CONDITIONS

- 1 The development hereby permitted 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 **Prior to development, a specialist method statement shall be submitted**

to the Local Planning Authority for approval, describing in detail the specification and installation process for the cellular confinement system, to be positioned as indicated on the Tree Constraints & Protection Plan, that forms Appendix 3 of the Tree Survey Report (Pre-Development), prepared by RGS Arboricultural Consultants dated October 2014, and shall specify how the works will be sequenced and supervised in relation to the main build.

Reason: To prevent damage to the Root Protection Areas of trees T2-T5 (inclusive) as indicated in the Tree Survey Report, which would otherwise be incurred by the construction of a conventional driveway surface, in the interests of maintaining the health, stability, amenity and screening value of these trees.

(Policy 59 D.S.C.B)

- 3 Prior to the commencement of any development site activity, all tree protection fencing shall be erected in accordance with the recommendations found in Section 6, and as indicated on the Tree Constraints & Protection Plan (Appendix 3), of the Tree Survey Report (Pre-Development), prepared by RGS Arboricultural Consultants dated October 2014, and the fencing shall remain in place throughout the course of development.

Reason: To ensure a satisfactory standard of tree protection to maintain the health, stability, and amenity value of the retained trees.

(Policy 59 D.S.C.B)

- 4 No development shall take place until a scheme for screen fencing or screen walling including details of the boundary treatment of the site has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is first occupied or brought into use and shall be retained thereafter.

Reason: To safeguard the amenity and privacy of residents.

(Policies BE8 SBLPR & 43 DSCB)

- 5 Development shall not begin until details of the junction of the modified vehicular access with the highway have been approved by the Local Planning Authority and no building shall be occupied until the junction has been constructed in accordance with the approved details.

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

(Policies BE8 S.B.L.P.R & 43 D.S.C.B)

- 6 Before the access is first brought into use, a triangular vision splay shall be provided on each side of the new access drive and shall be 2.8m measured along the back edge of the highway from the centre line of the anticipated vehicle path to a point 2.0m measured from the back edge of the footway into the site along the centre line of the anticipated vehicle path. The vision splay so described and on land under the applicant's control shall be

maintained free of any obstruction to visibility exceeding a height of 600mm above the adjoining footway level.

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.

(Policies BE8 S.B.L.P.R & 43 D.S.C.B)

- 7 **Development shall not begin until the detailed plans and sections of the proposed driveway, 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 in accordance with the approved details.**

Reason: To ensure that the proposed roadworks are constructed to an adequate standard.

(Policies BE8 S.B.L.P.R & 43 D.S.C.B)

- 8 The parking bay shown as visitor parking on plan WPD-020-13-2C shall be kept as unassigned parking and in an open condition, fully available for this purpose and no bollard, barrier or similar device or designation signs shall be erected thereon.

Reason: To minimise the potential for on-street parking and thereby safeguard the interest of the safety and convenience of road users.

(Policies BE8 S.B.L.P.R, 27 & 43 D.S.C.B)

- 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.

(Policies BE8 S.B.L.P.R, 27 & 43 D.S.C.B)

- 10 The turning space for vehicles illustrated on the approved Plan (No WPD-020-13-2C) shall be constructed before the development is first brought into use and thereafter shall be kept clear from all obstruction.

Reason: To enable vehicles to draw off, park and turn outside the highway limits thereby avoiding the reversing of vehicles on to the highway.

(Policies BE8 S.B.L.P.R, 27 & 43 D.S.C.B)

- 11 **No development shall commence until details of a method statement to prevent and deal with site debris from being deposited on the public highway have been submitted to and approved in writing by the Local Planning Authority. The approved method statement shall be implemented throughout the construction works and until the completion of the development.**

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

(Policies BE8 S.B.L.P.R & 43 D.S.C.B)

- 12 Details of bin collection points shall be submitted to and approved by the Local Planning Authority and the collection points provided in accordance with the approved scheme prior to the occupation of any dwelling. The approved collection points shall thereafter be retained.

Reason: To avoid the long term storage of refuse containers on the highway so as to safeguard the interest of highway safety.

(Policies BE8 S.B.L.P.R & 43 D.S.C.B)

- 13 **Development shall not commence until a scheme detailing provision for on site parking for construction workers 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.

(Policies BE8 S.B.L.P.R & 43 D.S.C.B)

- 14 **Prior to the commencement of development a survey of the site shall be undertaken to ascertain as to whether there are any bats roosting on the site. If bats are found to exist the details of measures to be undertaken to safeguard these protected species and habitat protection measures shall be submitted to and approved in writing by the Local Planning Authority. The habitat protection measures shall be implemented to the satisfaction of the Local Planning Authority and in accordance with a timetable agreed in writing by the Local Planning Authority.**

Reason: To enable proper consideration of the impact of the development on the contribution of nature conservation interests to the amenity of the area.

(Policy 57 D.S.C.B)

- 15 The development hereby permitted shall not be [occupied/brought into use] until a scheme for the parking of cycles on the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is [first occupied/brought into use] and thereafter retained for this purpose.

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

(Policy 43, DSCB)

- 16 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans,

numbers WPD-020-13-1, WPD-020-13-2C & WPD-020-13-3.

Reason: To identify the approved plans and to avoid doubt.

Notes to Applicant

1. In accordance with Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010, the reason for any condition above relates to the Policies as referred to in the South Bedfordshire Local Plan Review (SBLPR) and the emerging Development Strategy for Central Bedfordshire (DSCB).
2. This permission relates only to that required under the Town & Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.
3. This permission is subject to a Legal Obligation under Section 106 of the Town and Country Planning Act 1990.
4.
 - 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 Highways Department. Upon receipt of this Notice of Planning Approval, the applicant is advised to seek approval from the Local Planning Authority for details of the proposed vehicular access junction in accordance with condition 1. Upon formal approval of details, the applicant is advised to contact Central Bedfordshire Council's Highway Help Desk, Tel: 0300 300 8049 quoting the Planning Application number. 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. To fully discharge condition 1 the applicant should provide evidence to the Local Planning Authority that Bedfordshire Highways have undertaken the construction in accordance with the approved plan, before the development is brought into use.
 - 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 Street Works Co-ordinator, Bedfordshire Highways, by contacting the Highways Helpdesk 0300 300 8049.
 - 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.

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

Planning permission has been recommended for approval for this proposal. The Council acted pro-actively through early engagement with the applicant at the pre-application stage 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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