

Item No. 6

APPLICATION NUMBER	CB/15/00256/FULL
LOCATION	Silsoe Church of England VC Lower School, Chestnut Avenue, Silsoe
PROPOSAL	Construction of new 2 form entry lower school, pre school facilities, play areas and car parking
PARISH	Silsoe
WARD	Silsoe & Shillington
WARD COUNCILLORS	Cllr Ms Graham
CASE OFFICER	Samantha Boyd
DATE REGISTERED	26 January 2015
EXPIRY DATE	27 April 2015
APPLICANT	Central Bedfordshire Council
AGENT	David Turnock Architects
REASON FOR COMMITTEE TO DETERMINE	CBC is applicant - objection to development from Parish Council
RECOMMENDED DECISION	Full Application - Recommended for Approval

Reason for Recommendation

The site of proposed new school building partly falls within site allocation MA9 of the Site Allocations Document for 380 dwellings, community facilities, school, B1 employment uses and a conference centre. The proposal is considered to provide an educational facility to meet the needs of residents and therefore is considered acceptable in principle.

Furthermore, the proposal, by virtue of its siting and scale is considered to be appropriate for this location and provides a level of parking to the Council's standards and therefore accords with Policy DM3 of the Core Strategy and Development Management Policies Document (adopted 2009) and the National Planning Policy Framework (2012).

Site Location:

The application site is in the centre of the new development that once formed the former Cranfield University campus in Barton Road Silsoe. The site is currently being developed with housing, community facilities and a school and is an allocated site with outline and reserved matters planning consents granted over recent years. The part of the site that forms this application is located centrally within the development, adjacent to the new community centre and outdoor sports pitches and located in a prominent corner position, opposite residential properties.

The site is within the Settlement Envelope for Silsoe but outside of the Conservation Area boundary.

The Application:

Planning permission is sought for the erection of a new 2 form entry Lower School to serve Silsoe.

The school has been designed to be constructed in two phases. Phase 1 would have 9 classrooms and an integrated pre-school area. Phase 2 will comprise an additional 2 classrooms. Although consent is sought for both phases, phase two will not form part of the initial construction but will follow at a later date when demand increases.

Externally the building would have a modern appearance comprising a mix of flat roof and mono pitch roofs over single and two storeys with a mix of external materials specified as blue brick, white render and wood panelling.

The car park area is located to the southern side of the school building with access from Chestnut Avenue. 24 spaces are provided for staff and visitors. The school would have shared use of the adjacent MUGA and one of the sports pitches on the playfield to the rear of the school. This arrangement was agreed at Outline stage and is specified in the S106 Agreement. Security fencing is necessary given the use of the building as is proposed as 2.1m palisade fencing along the northern boundary, part of the eastern boundary and internal boundaries. The frontage of the school would remain open with landscaped areas.

RELEVANT POLICIES:

National Planning Policy Framework (2012)

Section 3 - Supporting a prosperous rural economy

Section 4 - Promoting sustainable transport

Section 6: Delivering a wide choice of high quality homes

Section 7: Requiring good design

Section 8: Promoting healthy communities

Core Strategy and Development Management Policies for Central Bedfordshire (North) 2009

CS1: Development Strategy

CS3: Healthy and Sustainable communities

CS14: High Quality Development

CS18: Biodiversity and Geological conservation

DM3: High Quality Development

DM4: Development Within and Beyond Settlement Envelopes

Supplementary Planning Guidance

Central Bedfordshire Council's Emerging Development Strategy 2014

Policy 38 Within and beyond settlement boundaries

Policy 43 High quality development

Having regard to the National Planning Policy Framework, limited 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 on 24th October

Supplementary Planning Guidance

Design in Central Bedfordshire (Revised March 2014)

Planning History

MB/08/02402/OUT	Mixed use development including residential, Class B1 Business, Lower School, Community Sports Hall, Outdoor Sports facilities and pitches, open space and means of access.
CB/12/02404/RM	Approved October 2009 Reserved Matters of Appearance, Landscaping, Layout & Scale for development including residential, Class B1 Business, Lower School, Community Sports Hall, outdoor Sports Facilities & Pitches, Open Space & means of access (pursuant to outline planning permission MB/08/02402/OUT dated 08/10/2009) (commercial development only) - Withdrawn
CB/14/03844/RM	Reserved Matters: Revision to plots 13, 15, 16, 17, 20, 22, 27, 28, 76, 81 & 83 of the permitted reserved matters approval CB/11/02639/RM including an additional plot 28A, following outline consent MB/08/02402/OUT dated 08/10/2009 for the Mixed use development including residential, Class B1 Business, Lower School, Community Sports Hall, Outdoor Sports facilities and pitches, Open Space and means of access. Granted 23/12/14
CB/12/00894/RM	Reserved Matters: Appearance, Landscape, layout and scale for community building (pursuant to outline permission MB/08/02402/OUT dated 08.10.2009. Granted 27/4/12
CB/11/02639/RM	Reserved Matters: Erection of 344 dwellings pursuant to outline planning permission MB/08/02402 dated 8 October 2009. Granted
CB/14/02717/Full	Mixed use development including 18 No. residential dwellings on the southern section of the site and 5no. mixed use commercial premises (use classes A1, A2, A3, B1(a)) with

5no.apartments above together with associated parking and access. Granted, subject to completed S106 Agreement.

**Representations:
(Parish & Neighbours)**

Silsoe Parish Council

Object to planning application -
The Parish Council have submitted a lengthy objection to the proposal. Comments are summarised here, however a full copy of the comments will be attached to the Late Sheet.

Design & Access Statement

MUGA will be shared with both facilities - SPC: this is incorrect. the MUGA is part of the Silsoe Community Sports Centre, owned and operated by Silsoe Recreational Trust and as such is hireable space.

Sustainability

The school should demonstrate the building meets or exceeds design calculations (Building Regs Part L2)

Environmental Controls

No mention is made of the environmental control package that will be utilised.

Solar Gain

Southern and western elevation will be subject to high solar gain. How will sunlight effects be mitigated. Consider areas of shade in the play/recreation areas.

External Yard & Recycling Bin Area

Shown on southern elevation. Should be reviewed as location could cause odours from sunlight on food waste containers.

Site Storage

Note there is no storage area for external equipment. Some storage facilities should be provided.

Main entrance

Main entrance seems unnecessarily confined. Space should be increased in size to allow parents to stand in safety.

Transport issues

- Travel plan - Document stated CBC Highways are engaged in a review of infrastructure to develop sustainable and active travel routes to the new school location. The roads have been constructed, and there is no additional land available. The Travel Plan should form part of the planning application as traffic

management is a major issue. Residents need to understand what is proposed. The Travel Plan should not appear secondary to the main decision. Silsoe is a rural area and many parents are employed and the car is the enabler.

- School employee parking - proposal provides 24 spaces in Phase One. This is too few given the school location. 30 vehicles have been present at the existing school.
- Pre-school parking - existing pre-school has an impact on the High Street. Without additional space for parking or set down areas, the pre-school will add to congestion in Chestnut Avenue.

The Parish have suggested the building be re-sited in a westerly direction to allow the design to include on road parking or a set down area to accommodate the needs of parents delivering children by motor vehicle.

- Road safety markings - road safety markings on the south side of Chestnut Avenue will reduce the available on road parking on Chestnut Avenue.
- Event parking - if the school holds event there will need to be space for additional parking. No parking will be available at the Community Sports Centre.
- Perimeter fence - fence abuts the pathway. This will leave little space for pedestrians to pass on the path.
- Waste Management - car park in school will be a secure areas, waste vehicles will not have access therefore waste bins will need to be wheeled to pavement which would obstruct the highway.
- Main staircase - there should be a hand rail on the staircase.

Additional comments on building design - design of school is innovative but coloured rectangular block do not fit in with neighbouring environment. 2m high fence will change the appearance of the building. Site of the School is within the Silsoe Conservation Area.

Additional comments on Accessible Shower and WC.

Neighbours

One letter received - From Parish Councillor: comments summarised

The overall impression is of a light and spacious building, but there are serious issues within regard to infrastructure.

Architects, education authority representatives have not taken on board the traffic movement that will be generated

by the numbers. Aspen Way, Obelisk Way, Chestnut Avenue, Hazel Grove and Plantation View will be a log jam. Planners and CBC have a policy that ignores the harsh reality that parents, staff and visitors generate movements.

Teachers and ancillary staff tend to live away from catchment area and therefore come to work by car. Parents regardless of walk to school initiatives still travel by car. Function evenings will be attended by those travelling by car. There is a shortage of off road parking spaces and barely copes with needs of staff.

At a recent consultation this view was put across to officers. The message did not seem to be registering and no care given as to where parents will park. Their policy would not provide off road parking. Residents who live on the roads will have a different view. The majority of villagers share the same view.

Object to much needed education facility on the grounds of intransigence of officers and a belief in a transport policy that is totally misguided.

Site notices displayed 16/2/15

Application advertised in press 20/2/15

Consultations/Publicity responses

Tree and Landscape Officer No objections to the development. Additional landscape details will be required.

Sport England Thank you for consulting Sport England on the above application.

Sport England does not wish to comment on this particular application.

Travel Plan Coordinator The new school will need to commit to submitting and implementing school travel plan with measures designed to mitigate any expected transport impacts. This travel plan will need to be secured via an appropriate condition.

Beds and River Ivel Drainage Board We have no comments to make on the application.

Sustainability Officer	The Design and Access Statement suggests that there will be no need for renewable technologies to be installed in order to meet the high energy standards required by the Sustainable Design Brief for Schools 2011, however I would suggest that the final design is PV ready and provides necessary connections for PV panels to be installed at the later date.
Public Protection	No comments to make
Highways	<p>This site has been allocated as a school site as part of the wider residential development of the former Cranfield University campus. As such I confirm that there is no fundamental highway reason why this proposal should not be considered for planning approval.</p> <p>I am aware that there has been concern expressed with regard to parking and accessibility for parents to drive to enable pick up and drop off their children. However the scheme provides for an appropriate level of car-parking for staff and visitors and in accordance with the authorities policies to encourage sustainable transport does not make provision for parent parking at drop off or pick up times. Importantly, the school will provide spaces for local children who will be able to be walked to the school. For the wider village community there are pedestrian linkages from the overall site onto West End Road</p> <p>I note the School Travel Plan officer in the Sustainable Transport Team has been consulted. Whilst their comments are awaited I have included a condition relating to the provision of a Travel Plan should the submission not meet all expectations of the Sustainable Transport Team at this stage.</p> <p>In these circumstances I am content that there is no justifiable highway safety or capacity reason the grant of planning permission should not be considered subject to the recommended conditions and advice notes.</p>

Determining Issues

The main considerations of the application are;

1. The principle of the development
2. The impact on the character and appearance of the area
3. Neighbouring amenity
4. Highway considerations
5. Any other issues
6. Response to Parish Council concerns
7. Conclusion

Considerations

1. The principle of the development

The application site forms part of the wider site allocation MA9 of the Site Allocations DPD for the North for the redevelopment of the former Cranfield University site. Policy MA9 allocated the site for a mixed use development including 380 dwellings, B1 office space and community facilities. In October 2009, Outline consent granted permission for a mixed use development to include residential, Class B1 business, a lower school, a community hall with outdoor sports facilities and pitches, open space and access.

Following the approval of the Reserved Matters a large number of residential properties have been constructed and occupied, and the community building is near completion.

The proposal is for the new lower school which lies on land adjacent to the community centre and outdoor sport pitches. The principle of the school in this location was clearly established under the Outline consent therefore, the principle of the development is considered to be acceptable.

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

The proposed school lies adjacent to the community centre building, separated by the school car park.

The school building is part two and part single storey designed to appear as a modern building with mono pitched and flat rooflines and a mix of external materials.

The wider development has been subject to a Design Code in order to ensure the development reflects the local vernacular. The design of the dwellings on the adjacent development includes a mixed palette of render and brick properties, black weatherboarding and ivory painted brickwork. It is therefore considered that the mixed coloured wood cladding, shown on the artists impression drawings, is out of character with the general surroundings. However the external cladding can be agreed as part of a condition should planning permission be granted.

Bearing in mind the principle of a new school in this location was established under the outline consent, the location of the school is felt to be acceptable. The scale and form of the building is also considered to be acceptable given its location adjacent to the constructed community building which also takes the form of a modern building.

While the proposed 2.1m palisade fencing on the northern and part of the eastern boundary is unfortunate, security is an integral part of providing a safe environment for children. This fencing will be clearly visible within the street scene and to the residential properties opposite the school. However it can be

softened with landscaping which can be secured via a condition.

Concern has been raised regarding the impact the school would have on the surrounding narrow roads given that parents will have no specific parking or drop off zones. This issue will be discussed fully in Section 4 below. However, as noted above the principle of a school in this location has been previously approved, together with the road infrastructure serving the development at Outline stage.

Overall the proposal is considered to be acceptable in terms of its impact upon the character and appearance of the existing development and Silsoe as a whole.

3. Neighbouring amenity

The proposed school would be located on the opposite side of the street to the residential properties. While the school would clearly be visible, given the separation distance and impact in terms of light loss, outlook and loss of privacy is unlikely to be significant.

As with all schools there would be busy times when parents drop off and collect their children and these times would inevitably cause a level of disturbance and congestion within the vicinity. The School Travel Plan seeks to encourage parents to use alternative modes of transport other than the motor car to take children to school, however there can be no doubt that some will always travel by car despite the best efforts of the school to promote different forms of travel.

While there would be some impact on the amenities of the adjacent properties during collection and drop off times, the proposal would not result in significant harm in terms of overlooking, overbearing, loss of light and noise. The proposal is therefore acceptable in accordance with Policy DM3 of the Core Strategy.

4. Highway considerations

Concern has been expressed with regard to parking and accessibility for parents to drive to enable pick up and drop off their children. However the scheme provides for an appropriate level of car-parking for staff and visitors and in accordance with the authorities policies to encourage sustainable transport, does not make provision for parent parking at drop off or pick up times.

Importantly, the school will provide spaces for local children who will be able to be walked to the school. For the wider village community there are pedestrian linkages from the overall site onto West End Road. While it is accepted that there will be parents driving their children to the school, it is unrealistic to expect the school to provide a significant number of parking spaces and/or drop off spaces to accommodate those vehicles. Parking spaces have been provided in accordance with the levels set out in the Design Guide.

As part of the Central Bedfordshire Transport Policy 'drop -off' points were dismissed as a measure which should be included as these areas rarely work in

practice. The Transport Officer has set out reasons why Central Bedfordshire have adopted this policy.

- Parents of lower school pupils prefer to accompany their children into the playground
 - Schools actively encourage parents to come into the playground to see their children into school as this is a particularly valuable time and interactivity opportunity between school staff and parents. This has further pastoral benefits which are essential to the way a good lower school functions.
 - As such a drop-off area for setting down pupils merely functions as a car park for a limited number of parents
 - Drop off lay-bys outside the school grounds often serve as general public parking which further limits any usefulness
 - This has consequential effects such as encouraging parents to arrive earlier in order to compete for an available parking spaces
 - Drop-off areas both inside and outside of school grounds and this type of general encouragement and provision of car travel to schools serve to increase localised congestion a time when there are high levels of pedestrians of a particularly young age in the vicinity. This poses significant risks in terms of the road safety of vulnerable people on the public highway.
 - This type of measure merely serves to advocate car travel for the journey to school. This is contrary to Central Bedfordshire policy and our statutory duty to promote sustainable travel for journeys to, from and between schools (Education Act, 2006)
 - A measure such as this advocates and develops a car culture for the school journey where instead for sustainability, congestion, health, air-quality and road safety reasons encouragement should be given to active and sustainable modes of travelling to school.
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- Where set-down and pick up areas have been allocated at other schools the poor performance and lack of practicality of these features has lead to the school having to retrospectively manage the car parking on the school site. More often than not this means closing the parking and set down areas to parents and controlling access to the car park. (Case examples: Eaton Bray Academy, Maple Tree Lower, Roecroft Academy, Fairfield Park Lower, St John Rigby Lower)
 - These type of measures are contrary to NHS Bedfordshire's public health messages which seek to encourage active travel in an effort to combat childhood obesity and the related diseases

For these reasons it is recommended that set down and pick up areas are not implemented as a requirement for this application and more generally for all school planning applications in Central Bedfordshire.

Highways Officers have confirmed there is no justifiable highway safety or capacity reason why planning permission should not be granted for the proposal.

5. Any other issues

In terms of landscaping, additional landscaping, particularly along the site boundaries should be sought which can be secured via a condition.

Human Rights/Equalities Act

Based on the information submitted there are no known issues raised in the context of the Human Rights and the Equalities Act and as such there would be no relevant implications.

6. Comments on the Parish Council's concerns

The Parish Council's concerns have been taken on board throughout the assessment on the application. In response to the concerns summarised above, revised plans have been received. Other than small revisions to the building, most the most significant alteration to the proposal is the relocation of the building by 1.5m in a westerly direction to allow space on the frontage of the building for parents to gather away from the public highway. The Parish have been consulted on the revisions and any comments will be reported to Committee on the Late Sheet.

With regard to the other issues raised by the Parish Council, the applicant has made the following comments.

Design and Access Statement: It is noted that the MUGA is not to be owned by the school and use will form a commercial arrangement by the school and the future owners of the MUGA.

Sustainability: The building is designed in accordance with the CBC Sustainability Brief- Section 3 of the D & A Statement confirms the approach taken by the Design Team. The School will of course be provided with the relevant information to properly understand the workings of the building's heating, lighting, etc. so as to minimise energy consumption and operate the building in the most efficient manner. The Parish Council's helpful comments are noted and will be acted upon.

Environmental controls: As above. The control systems will serve to make the building responsive to the children's needs and adjust to the prevailing weather conditions.

Solar gain: The building has been designed to balance the admittance of daylight, so as to avoid the need for artificial lighting for as much of the year as possible, against the summer issues of overheating from solar gain. Analysis has shown that the main area this might be an issue is in the corridor area for Phase 1 and therefore the area of glazing has been reduced on this façade to reduce this effect. The revised elevation drawing as attached indicates this. With regard to the south-facing Year 2 classrooms the Parish Council has perhaps not noted that the external canopy on the south elevation of these rooms will serve to shade the glazing from direct sunlight i.e. this will act as a sunshade to these classrooms.

External yard area: Control of smells from food waste is important but such an

area does need to be close to the kitchen and service access- it is in the most logical position. The School catering staff will manage the disposal of food waste in a way compliant with EHO and good practice requirements as a management issue for the facility.

Site storage: Should external storage associated with maintenance of the external hard and soft landscaped areas be required then we will submit a further planning application if necessary. It is still uncertain how maintenance of the new playing field to the west of the School will be organised and perhaps this might be accommodated in one common store.

Main entrance: Revised plans have been received. The revisions have created an additional paving in a “contained” area adjacent to the bike parking/car parking area. This is where the school think it will work best to avoid congestion at the front door and it serves children leaving/entering school by the access into the playground i.e. the majority of pupils. The location of the building has moved westwards back from Chestnut Avenue by 1.5m

Transport Issues

Travel Plan: As the site layout immediately adjacent to the new school has already been set this provides opportunities to improve routes leading to the site to encourage walking, scootering and cycling to the new school.

A fundamental part of mitigating the impact on the highway network and the site roads on is the development and implementation of the Travel Plan. The travel plan has been discussed as a key point from an early stage in the development of this project and should not be viewed as an after thought.

The schools updated Travel Plan will be available to CBC on 27.3.15

School employee parking: It is fair to say a number of people who park in the High Street are Children’s Centre visitors and as such, school staff numbers are not necessarily solely contributing to this ‘30 count’ (the Children’s Centre will not be transferring to the new site). The schools will encourage within its Travel Plan alternative measures for staff attendance at the site other than driving.

Pre-school Parking: As part of the development of the new school a School Safety Zone should be created in the area directly adjacent to the pedestrian entrance to the school in what will be the area of most activity and the greatest volume of vulnerable road users. This should include ‘School Keep Clear’ markings; timed stopping restrictions; and both having associated Traffic Regulation Orders. These should be enforced by either CBC Civil Enforcement Officers and/or the Automatic Number Plate Recognition vehicle. This will need the landowner/developers consent and will need to be negotiated in order for this measure to be possible.

There are very real safety concerns associated with encouraging vehicular movement in the vicinity. Furthermore, providing designated parking or set-down

areas are contradictory to the aims of the school travel plan, CBC policy, and the statutory duty we have under the Education Act (2006) to encourage sustainable travel to schools.

Service Vehicle Access : Wherever possible accommodation should be made within the curtilage of the school site for CBC provided school transport passengers to embark or alight vehicles. Children with disabilities arriving by bus will be able to be dropped in the area for BESD drop off.

With regard to coaches needed for school trips this could be accommodated in the adjacent road network. The arrangements for this should be incorporated into the Travel Plan for the school and a risk assessment undertaken for this type of ad-hoc need.

The BESD drop off will be inside the schools perimeter (within the playground) with safe and secure movement of pupils escorted to their classrooms. This is as the arrangement at the existing site.

On-Road Parking: Providing on-road parking in close proximity to high levels of activity and vulnerable road users is contrary to the approach Central Bedfordshire takes to ensure safety around the school gate. A School Safety Zone approach should be implemented as it has at other school locations as a means to improving road safety.

Road Safety Markings: Lining and any traffic regulation orders put in place of the vicinity of the school would be done in order to ensure road safety. The availability and provision of parking is of lower importance.

Event Parking: Any travel or transport needs that come of any events planned and will be managed by the school should be included as part of the Travel Plan.

Perimeter Fence: A potential solution to instances of poor parking behaviour could be to consider implementing bollards along this stretch or possibly even parking/waiting restrictions. If this is not within the curtilage of the school site the agreement of the landowner/developer would need to be sought if this was to be implemented prior to adoption of the Highway.

In the first instance it would be prudent for this to be dealt with by the school as part of the actions associated with the Travel Plan if this situation occurs.

Waste management: Rather than clutter the frontage with an additional fenced enclosure for temporary storage of waste bins, waste collection is a simple management issue which will be organised by the School to open the gate at the appropriate time. Waste bins will certainly not be temporarily positioned on the footpath.

Main staircase handrail: Agreed is a good idea and will discuss with Head Teacher.

Conclusion

- The site of proposed new school building partly falls within site allocation MA9 of the Site Allocations Document for 380 dwellings, community facilities, school, B1 employment uses and a conference centre. The proposal is considered to provide an educational facility to meet the needs of residents and therefore is considered acceptable in principle.
- 8.

Furthermore, the proposal, by virtue of its siting and scale is considered to be appropriate for this location and provides a level of parking to the Council's standards and therefore accords with Policy DM3 of the Core Strategy and Development Management Policies Document (adopted 2009) and the National Planning Policy Framework (2012).

Recommendation

That planning permission be granted subject to the following conditions:

RECOMMENDED CONDITIONS / REASONS

- 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 Before the premises are occupied all on site vehicular areas shall be surfaced and drained in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking and manoeuvring of vehicles within the site.
- Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.
- 3 Prior to the opening of the school hereby approved, a School Travel Plan shall be prepared and submitted to the Local Planning Authority for approval. The plan shall contain details of:
- the establishment of a working group involving the school, parents and representatives of the local community
 - pupil/staff travel patterns and barriers to the use of sustainable travel
 - measures to reduce car use
 - an action plan detailing targets and a timetable for implementing appropriate measures and plans for annual monitoring and review for 5 years.

There shall be an annual review of the Travel Plan (for a period of 5 years from the date of approval of the Plan) to monitor progress in meeting the targets for reducing car journeys generated by the proposal.

Reason: In the interest of pupil safety, to reduce congestion and to promote the use of sustainable modes of transport.

- 4 **No development shall take place, notwithstanding the details submitted with the application, until details of the materials to be used for the external walls and roofs of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.**

Reason: To control the appearance of the building in the interests of the visual amenities of the locality.

- 5 **No development shall take place until a landscaping scheme to include all hard and soft landscaping, particularly along the northern and eastern boundaries of the site, and a scheme for landscape maintenance for a period of five years following the implementation of the landscaping scheme have been 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 in accordance with the approved landscape maintenance scheme and any which die or are destroyed during this period shall be replaced during the next planting season.**

Reason: To ensure an acceptable standard of landscaping.

- 6 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers AK0101_P02, AK0601_P01, AK0401_P01, AK0802_P01, AK0202_P04, AK0201_P05, AK0801_P01, AP0211_A, AP0810_A, AP0811_A, AO0210_A, AP0102_A.

Reason: To identify the approved plan/s and to avoid doubt.

Notes to Applicant

1. 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.

2 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 adopted Core Strategy and Development Management Policies Document (North) and the emerging Development Strategy for Central Bedfordshire.

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

Approval of planning permission is recommended for this proposal. 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.

DECISION

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