

LATE SHEET

DEVELOPMENT MANAGEMENT COMMITTEE – 08.04.15

Item 6 (Pages 15-32) – CB/15/00256/FULL – Silsoe Church of England VC Lower School, Chestnut Avenue, Silsoe

Consultation Response

Silsoe Parish Council response to the application is appended to the Late Sheet. (a package containing the response and the Silsoe Village Design Statement has been sent directly to Committee Members)

Additional Information

A List of measures to help mitigate the impact of traffic and additional movements has been submitted by the Principal Highways Officer and agreed by Education.

New Silsoe Lower School - Safer Routes to School Measures

Measures on the former Cranfield University Site

- *School Safety Zone (SSZ) to include:*
- *School Keep Clear Markings*
- *Timed Single Yellow Lines*
- *Traffic Regulation Order (for the above)*

These measures will ensure that the area adjacent to the school is kept free from parking in order to that vehicular movements are kept to a minimum in an area where there will be the highest levels of activity and the greatest amount of vulnerable road users. The measures will ensure that the school is conspicuous to all road users moving around in the vicinity.

- *Herringbone imprint patch across the carriageway - This will help to increase the visual awareness of the school and the prominence of the school safety zone and increase safety of vulnerable road users accessing the school.*
- *Footway link between Mander Farm Road and Chestnut Avenue (Remove fence panel and extend the footway)*
- *Potential footway link from the easterly part of Mander Farm Road and Alder Wynd (remove fence panel and extend footway)*
- *Add in the link which is currently gated between Mander Farm Road and the village green (Take down fence panel and extend footway, dropped kerbs either side of MFR on the desire line)*

These will help to improve connectivity to the school site for pupils coming from the rest of the village.

All of these measures are fundamental to encouraging active travel to the new school site and reducing the reliance on cars for the journey to school. These measures will facilitate and work alongside the Travel Plan which is being written and adopted by the school.

These measures will need the agreement of the developers on the site if they are to be implemented and start to be enforced prior to the roads being adopted as highway.

Measures to encourage active travel to the school from the older part of the village

Improve the quality of the following footway links:

- 1. West End Road/Mander Farm Road*
- 2. Holly Walk/West End Road*
- 3. Pine Walk/West End Road*
- 4. Elm Drive/Hawthorn Road/Ampthill Road*
- 5. Millennium Green/The Grove*

These will improve the links for routes to schools and provide a high quality option for active travel for the school journey. Again these improvements will work 'glove in hand' with the Travel plan actions.

It is fundamental that all of these measures are referenced and supported by the travel plans and the actions that will be set out in them which the school will be responsible for.

I expect that the submission prior to occupation and implementation of all of the measures contained within the travel plans to be part of a planning condition which the schools will be bound by.

This condition (if the schemes get the go ahead) I expect will also specify that the school keeps the document up to date and submits an annual report to the planning authority specifying what has been done, what has and hasn't been successful and set out a list of measures that they will be taking forward for the following year.

The Silsoe Lower School Travel Plan was received by email on Thursday 2 April.

The Travel Plan was forwarded to the Parish Council by email also on 2 April.

Email from Cllr Graham dated 2/4/15

Sam, this has come to us extremely late, given that Easter is upon us and the DMC is on April 8th! The parish council will have no time at all to consider the details set out in it before they, and I, have to make our case to that committee.

There are many inconsistencies that on only a first read, I have seen. Not happy!

Officers comments:

Due to the late submission of the Travel Plan it is not possible to consider the contents in advance of Committee therefore it is recommended that the requirement of the Travel Plan as a condition should permission be granted remains in place. The Parish Council can be consulted on the travel plan as and when details are submitted for the condition.

Additional information

For clarity –

The acronym BESD (referred to in report) means Behavioural Emotional and Social Difficulties

The application site is not within the conservation area boundary.

Item 7 (Pages 33-44) – CB/14/04865/REG3 – Roecroft Lower School, Buttercup Road, Stotfold, Hitchin

Additional Consultation/Publicity Responses

Highways

I have visited the site and witnessed the issues at peak school times I can understand the concerns of the nearby residents. However this situation is not untypical of virtually every school gate in the country. This school is deep within a major residential development in a location with easy and convenient access by sustainable modes of transport. The school has a Travel Plan which my colleagues in the Sustainable Transport Team will consider and comment upon in more detail.

At present Buttercup Close is not an adopted highway and remains under the control of the developer. I am advised that the adoption as highway under a Section 38 agreement is unlikely to occur in the foreseeable future and is a situation where we have very little power to influence. The carriageway is of typical construction and layout with separate footway provision along it's entire length with widening on the decorative paving area in front of the school that presently is used for parking and pick-up set down by parents. There are no school keep clear road markings at present pending completion of the road to adoptable standards. The developer has placed no entry signs at each end of Buttercup Road effectively introducing a north to south one way route past the school. This is not an official enforceable arrangement and would require an Order following consultation with the residents. I believe that the Traffic Management Team are aware of the situation and may be prepared to consider a permanent arrangement but only through the correct channels and the confirmation of an Order which may have to be deferred until the carriageway becomes public highway.

From a Highways Development Management viewpoint there is no justification to object the scheme now being pursued. The overall proposal provides on-site parking for staff and visitors in line with policy and the access arrangement is of an appropriate standard.

Neighbouring residents.

One additional letter from Mrs Hodgson (speaker), sent to Alistair Burt MP, received requesting that it be circulated to Members for the meeting. The letter is included at the end of this late sheet.

Additional Information.

1. The agent has submitted details of a revised Travel Plan and proposed lighting scheme requesting that these be considered prior to the meeting in an attempt to address the requirements of proposed conditions 5 and 6 respectively. However the submissions were too late to allow for consultation and consideration and therefore the submissions have not been assessed and conditions 5 and 6 remain as proposed.
2. Discussions had with Paul Salmon (Senior Traffic & Safety Engineer) over Highways views on Buttercup Road. From a highway perspective Paul has undertaken some survey and leaflet work to about 200 properties in the area to get views on the issues relating to the school and Buttercup Road. The concerns relate to parking by parents at peak times on Buttercup Road with some residents complaining that parents park on their drive. Paul advised that some parking is provided in rear courtyard arrangements and in these instances the referenced driveways tend to be cobbled areas outside the front doors of affected residents.

Consideration has been given to possibly introducing timed parking restrictions (single yellow lines) on the street or a residents parking permit scheme. The permit scheme is unlikely feasible as it would require residents to pay for it. The other significant issue is that the road is unadopted at present. The current one-way signs are in place but are not 'official'. Paul's suggestion is that ideally Buttercup Road would be formalised as a one-way street and be subject to timed parking controls.

Additional/Amended conditions.

Following Highways comments, replace condition 4 with:

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

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

Additional condition:

No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the highway authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:

- Construction vehicle numbers, type, routing;
- Traffic management requirements;
- Construction and storage compounds (including areas designated for car parking);
- Siting and details of wheel washing facilities;
- Cleaning of site entrances, site tracks and the adjacent highway;
- Timing of construction activities to avoid school pick up/drop off times;
- Post construction restoration/reinstatement of the working areas and any temporary access to Buttercup Road

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way.

Item 8 (Pages 45-60) – CB/15/00240/OUT – Havannah Farm, Sutton Hill, Sutton

Additional Consultation/Publicity Responses

Additional Comments

None

Item 9 (Pages 61-76) – CB/14/04852/FULL – Tree Tops, Heath Lane, Aspley Heath, Milton Keynes

8 additional letters of objection received in relation to the re-consultation, each letter that was received was from an objector whom had previously commented on the original application.

Objections received from: Birdwood, Knoll Cottage, Greyways, Tarskaig, Copper Beeches and Oakwood, Aspley Heath, and 51 and 58 Church Road.

The objections all relate to issues that have been previously raised, relating to Trees, Definition of Infill Development, Green Belt, Inappropriate design, and Access. All objections state that the amended plans do not alter their opinion of the development as a whole.

Additional Comments

Comments on revised plans from Andy Jones, Tree Officer:

I refer to the revised Arboricultural Method Statement prepared by First Environment Limited (Ref 5330FE AMS 01 rev E) and the Tree Protection Plan (Drawing No. 5339 FE TPP 04). I can confirm that I have no objection to the proposal but recommend that the following conditions and informatives are imposed:-

Conditions:

Implementation of Tree Protection Plan

Prior to development, all protective fencing and ground protection, as stipulated on the Tree Protection Plan (Drawing No. 5339 FE TPP 04), shall be erected and positioned in strict accordance with this plan, and in full compliance with the specification set out in Section 5.3 and 5.5 of the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E). The fencing and ground protection shall then remain securely in place throughout the entire course of development.

Reason:

To establish a protective area and construction exclusion zone around the designated Root Protection Areas so as to prevent damage from excavation work, soil compaction, material storage, and machinery plant, so as to conserve the integrity of the rooting medium and rooting system of adjacent trees.

Implementation of Arboricultural Method Statement

Both prior to and during development, all tree protection measures as outlined in the Arboricultural Method Statement, prepared by First Environment Limited (Ref 5330FE AMS 01 rev E), shall be fully implemented in strict accordance with this document.

Reason

To ensure the satisfactory implementation of tree protection measures in order to secure the health, stability and amenity value of adjacent trees.

Manual Excavations within Root Protection Areas

Where limited manual excavation is being approved in designated Root Protection Areas, the methodology must be carried out in strict accordance with Section 5.4 of the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E) and only in the positions shown on the Tree Protection Plan (Drawing No. 5339 FE TPP 04).

Reason

To ensure that no tree root damage is incurred throughout the course of those permitted operations being allowed within the designated Root Protection Areas, as shown on the Tree Protection Plan (Drawing No. 5339 FE TPP 04)

Informative:

Arboricultural Supervision

Before development begins the Local Planning Authority will be advised of the name and contact details of the Supervising Arboriculturist, who will be appointed by the developer to carry out all direct arboricultural supervision throughout the course of development, and who will advise the Local Planning Authority of all arboricultural operations requiring supervision, as set out on the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E).

Additional/Amended Conditions/Reasons

7. Prior to development, all protective fencing and ground protection, as stipulated on the Tree Protection Plan (Drawing No. 5339 FE TPP 04), shall be erected and positioned in strict accordance with this plan, and in full compliance with the specification set out in Section 5.3 and 5.5 of the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E). The fencing and ground protection shall then remain securely in place throughout the entire course of development.

Reason: To establish a protective area and construction exclusion zone around the designated Root Protection Areas so as to prevent damage from excavation work, soil compaction, material storage, and machinery plant, so as to conserve the integrity of the rooting medium and rooting system of adjacent trees.

8. Both prior to and during development, all tree protection measures as outlined in the Arboricultural Method Statement, prepared by First Environment Limited (Ref 5330FE AMS 01 rev E), shall be fully implemented in strict accordance with this document.

Reason: To ensure the satisfactory implementation of tree protection measures in order to secure the health, stability and amenity value of adjacent trees.

9. Where limited manual excavation is being approved in designated Root Protection Areas, the methodology must be carried out in strict accordance with Section 5.4 of the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E) and only in the positions shown on the Tree Protection Plan (Drawing No. 5339 FE TPP 04).

Reason: To ensure that no tree root damage is incurred throughout the course of those permitted operations being allowed within the designated Root Protection Areas, as shown on the Tree Protection Plan (Drawing No. 5339 FE TPP 04).

10. Notwithstanding the provisions of Part 1 Class E of Schedule 2 to the Town and Country (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no buildings or other structures shall be erected or constructed within the curtilage of the property without the grant of further specific planning permission from the Local Planning Authority.

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

Informative:

Before development begins the Local Planning Authority will be advised of the name and contact details of the Supervising Arboriculturist, who will be appointed by the developer to carry out all direct arboricultural supervision throughout the course of development, and who will advise the Local Planning Authority of all arboricultural operations requiring supervision, as set out on the Arboricultural Method Statement (Ref 5330FE AMS 01 rev E).

Item 10 (Pages 77-84) – CB/15/00460/FULL – 312 Manor Road, Woodside, Luton

Additional Consultation/Publicity Responses

The Public Protection Officer has responded “No comments”

No other consultation response has been received from neighbouring occupiers or members of the public.

Item 11 (Pages 85-92) – CB/15/00553/FULL – 101 Stanbridge Road, Leighton Buzzard

Additional Consultation/Publicity Responses

Leighton Linslade Town Council (25/03/15) - RESOLVED to recommend to Central Bedfordshire Council an objection to application reference CB/15/00553 (101 Stanbridge Road) on the grounds of:

Design is out of keeping and would have an adverse effect on the visual amenity of the area.

Privacy issues for neighbouring properties due to the orientation of the dormer window

Should Central Bedfordshire Council be minded to approve the application, the Town Council would recommend adding a condition that the annexe accommodation be used only as ancillary to the main dwelling.

Appendix to Item 7 – Roecroft Lower School – letter from Mrs Hodgson

Rachel Hodgson
16 Buttercup Road
Stotfold
SG54PF

November 20, 2014

Alistair Burt MP
NEBCA
Biggleswade Conservative Club
St Andrew's Street
Biggleswade
Bedfordshire
SG18 8BA

Dear Mr Burt,

I am hoping you can help the worsening situation for me and other local residents to the new Roecroft School in the Greenacres development Stotfold. The traffic on Buttercup Road and surrounding roads has got much worse over the last two years and our concern with the school now planning to expand is that it will continue to escalate with no plans by the school or council seeming to address this issue.

My husband and I moved to our current address opposite the school in July 2012. At this time the school was already in place and we understood it would be a busy place when the children arrived or left however we were assured that the road would be one way with double yellow lines to stop issues with congestion; no yellow lines have been painted and we understand from a recent meeting at the school none are planned to be painted.

Initially the parking was not intrusive to us, cars parked to the opposite side of the road but in time it has become out of control with double parking and even parents parking on our driveway. We have also had to put up with irate parents shouting at us when we ask them to move off/unblock our driveway or take deliveries. I have included some photos of the road which has this issue for approximately 30 minutes three times a day.

Recently the school held a meeting to view plans for extension to the existing school which we attended and we realized it was not just us who were suffering with increased traffic with other local residents also having their driveways obstructed. When raising the subject of dangerous parking and traffic issues with the school we were told as it was outside of the gates they had nothing to do with it. In attendance was a representative from CBC and we discussed our concerns with both the present situation and future should the school be expanded and we

Mr Burt
20th November 2014
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received a very wet explanation on how CBC is trying to encourage parents to walk their children to school. A number of the cars parked less than a meter from the outside of our house are actually residents on the development so whatever this encouragement is I would say its success is limited. The outcome of this meeting for us was that we should be contacting the police about the parents parking dangerously and obstructing the pavement or our driveway, I could be wrong but I don't think this would be the best use of police time and I imagine they would also tell me there is nothing they will do.

I am writing to ask that you would take on this issue as currently we are just being brushed off and with the problem only due to get worse we would be grateful if some plan could be put in place prior to expansion rather than post. Some double yellow lines would assist with safety immediately outside of the school where double parking is occurring and blocking visibility for those crossing the road but I know this is not the ultimate solution as it will only move these cars on to park elsewhere in our road or surrounding roads. In the plans maybe a drop off area could be incorporated. I also know this is not encouraging parents to walk and other local schools do not have this but other local schools are not on a new development with narrow bendy roads which cannot accommodate the number of cars coming to the school. Or perhaps this extension is not suitable as the development and entry/exit roads simply cannot accommodate the amount of traffic the school brings in currently so an extra hundred or so pupils will stop the roads.

I hope you will take the time to consider this problem and possibilities for solution. I look forward to hearing from you,

Sincerely,

Rachel Hodgson

Mr Burt
20th November 2014
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