

Item No. 8

APPLICATION NUMBER	CB/15/00777/FULL
LOCATION	The Green Man, High Street, Lidlington, Bedford, MK43 0RN
PROPOSAL	Erection of 1 no. three bedroom and 1 no. four bedroom dwellings and reconfiguration of car park
PARISH	Lidlington
WARD	Cranfield & Marston Moretaine
WARD COUNCILLORS	Cllrs Morris, Matthews & Mrs Clark
CASE OFFICER	Lisa Newlands
DATE REGISTERED	03 March 2015
EXPIRY DATE	28 April 2015
APPLICANT	Hawthorn Leisure Ltd
AGENT	WYG
REASON FOR COMMITTEE TO DETERMINE	Called in by Cllr Bastable over concerns relating to parking, viability of the Public House, impact on the street scene and listed building.
RECOMMENDED DECISION	Full Application - Approve

Summary of Representations

The planning application is recommended for approval, it would be in accordance with Central Bedfordshire Core Strategy and Development Management Policies DM3, CS1, CS2, CS5, DM4, DM13, CS15. It would not have a significant impact upon the residential amenity of any adjacent properties, the significance or the setting of the adjacent Listed Building and would result in a new development suitable for the location. The running of the Public House would not be affected and there would be sufficient parking remaining. It is considered that the design is in accordance with the Central Bedfordshire Design Guide and the submitted Development Strategy and National Planning Policy Framework.

Site Location:

The application site is within the settlement envelope of Lidlington. Lidlington is identified as a small village in Policy CS1 of the Core Strategy and Development Management Policies for Central Bedfordshire (North). The site at present forms part of the car park for the The Green Man Public House which is a Grade II listed building.

Reason for Call in

Called in by Councillor Bastable for the following reasons:

- Lay-by at front of Green Man should not be included in parking allocation;
- Parking spaces over a right of way to Whitehall Road residents;

- No provision for service vehicles;
- No disabled parking; No parking for residential component;
- Houses not in keeping with neighbouring dwellings;
- Impact on street scene, and Listed Building;
- Concerns that alterations will result in additional water surface drain off into Whitehall Road and village hall.

The Application:

Planning permission is sought for the erection of a pair of semi-detached dwellings with associated access, car parking and landscaping. The application also seeks to reconfigure the car park for the Public House.

RELEVANT POLICIES:

National Policy

National Planning Policy Framework (March 2012)

Core Strategy and Development Management Policies - North 2009

DM3 Amenity
 CS14 High Quality Development
 CS15 Heritage
 DM13 Heritage in Development
 CS1 Development Strategy

Submitted Development Strategy for Central Bedfordshire 2014 (Submitted October 2014)

Policy 43 High Quality Development
 Policy 45 The Historic Environment.

Having regard to the National Planning Policy Framework, weight is given to the policies contained within the submitted Development Strategy for Central Bedfordshire, which is consistent with the NPPF. The Development Strategy was submitted to the Secretary of State in October 2014.

Supplementary Planning Guidance

Design in Central Bedfordshire A Guide for Development:

Supp 5: The Historic Environment
 Supp 1: New Residential Development

Planning History

Application:	Planning	Number:	MB/04/01938/LB
Validated:	20/10/2004	Type:	Listed Building
Status:	Decided	Date:	15/12/2004

Summary:		Decision: Listed Building - Granted
Description:	Listed Building Consent: raise central chimney to 1.8 metres above thatched ridge line.	
Application:	Planning	Number: MB/04/01940/FULL
Validated:	20/10/2004	Type: Full Application
Status:	Decided	Date: 15/12/2004
Summary:		Decision: Full Application - Granted
Description:	Full: raise central chimney to 1.8 metres above thatched ridge line.	
Application:	Planning	Number: MB/03/00912/ADV
Validated:	24/09/2003	Type: Advertisement
Status:	Decided	Date: 24/09/2003
Summary:		Decision: Not proceeded with
Description:	Advertisement Consent: Standard Post Office lozenge.	
Application:	Planning	Number: MB/03/01660/ADV
Validated:	15/09/2003	Type: Advertisement
Status:	Decided	Date: 24/11/2003
Summary:		Decision: Advertisement - Granted
Description:	Advertisement Consent: Retrospective: Replacement signage, lanterns, lights and one pole mounted externally illuminated pictorial sign.	
Application:	Planning	Number: MB/03/01662/LB
Validated:	15/09/2003	Type: Listed Building
Status:	Decided	Date: 24/11/2003
Summary:		Decision: Listed Building - Granted
Description:	Listed Building Consent: Retrospective: Replacement signage, lanterns, lights and one pole mounted externally illuminated pictorial sign.	
Application:	Planning	Number: MB/02/01431/LB
Validated:	02/10/2002	Type: Listed Building
Status:	Decided	Date: 05/11/2002
Summary:		Decision: Listed Building - Granted
Description:	Listed Building Consent: Erection of internal post office cubicle.	
Application:	Planning	Number: MB/85/00027/FULL
Validated:	21/02/1985	Type: Full Application
Status:	Decided	Date: 18/04/1985
Summary:		Decision: Full Application - Granted
Description:	FULL: EXTENSION TO REAR OF LOUNGE BAR	

Representations: (Parish & Neighbours)

Parish/Town Council

The Parish Council object on the following grounds:

- deeply concerned that the proposed application will significantly and detrimentally impact on the commercial viability of the Public House;
- the outside space is vital to attract family visitors and passing trade from visitors or users of the local area who would wish to sit outside and enjoy such a facility;
- this village whilst it does not have a Conservation Area, there are references to it in the Magna Carta and this area does have historic value;
- concerned that the alterations will result in additional

water surface drain off from the site into Whitehall or to the Village Hall;

- The parking plans are considered to be aspirational, the physical allocation per space appears rather narrow, as well as there being no disabled parking allocation;
- The Green Man Public House has a residential component for which no parking provision has been made;
- There is no provision for service vehicles needing access to the public house;
- the additional houses will have an impact on the street scene as they are not in-keeping with the neighbouring dwelling;
- The lay-by is public highway and cannot be included in the parking allocation;
- The plan shows parking spaces over a right of way granted in 1963 to residents in Whitehall.

Response to Parish Council Objections:

The applicant has confirmed that no right of way would be affected by the proposal and the site plan has been revised reinstating the layby and no longer showing it as a grassed area. The parking provision is considered to be acceptable by our Highways Officer and the proposed development would not impede on the running of the Public House. Open space remains to the front of the Public House and there is a pub garden retained to the rear - this is considered to be sufficient to serve the Public House.

Neighbours

6 representations have been received in relation to the application. 4 residents objecting and 2 making comments.

The 4 letters of objection raise the following concerns:

- This is the only pub in the village - to take away its rear garden for the purpose of parking is offensive as this has always been a safe haven for children to play;
- loss of privacy;
- noise - upheaval caused by the work and huge disruption;
- Traffic - why cause more mayhem for those coming down lidlington hill;
- Access - more problems coming onto the main road;
- it will ruin the picturesque view of the public house;
- not in line with the conservation and historical nature of this local public utility;

- Building on the car park would limit the amount of visitors which would be both detrimental to the Public House in terms of continuing to be a successful business in this tight market, and would impede on the natural flow of underground spring waters;
- possible damage and subsidence that may be caused to Greensand Ridge road surface and pathway;
- detrimental to the street scene and surroundings of this attractive and historic area of the village;
- loss of gardens which are used by a large number of people, particularly those with children.

The 2 letters of comment raise the following points:

- So long as the operation of the Green Man Pub will not be affected in anyway then can see no problem with the development;
- would hope if carried out correctly with an improved and enhanced look to the exterior and layout of the land, would help its future viability as a business;
- I would not want to see the loss of the public house;
- if selling the land results in improving the pub then this could be a good thing, but think that parking will be an issue.

Response to objections/comments raised:

An safe area of amenity space will remain to the rear of the public house and the area to the front will remain. The application states that the loss of this area would not have a detrimental impact on the operation of the Public House. There would be amenity to the rear of the Public House and sufficient parking to serve the development.

Consultations/Publicity responses

Highways

No objection subject to conditions

The existing is a pub where the public highway goes up to the frontage of the building. There is a double width crossover to the south that serves the car park surfaced in loose aggregate, a layby at the pub frontage, presumably to serve the terraced houses opposite, and a lane to the north which is private and goes to Whitehall and has parking provision either side of it.

The proposal is to use the existing south access to serve one, three bedroom and one four bedroom dwelling and associated parking provision, built on the pub car park. The car park will be relocated to the rear of the pub and served by the private lane to Whitehall. The existing pub parking provision is 29 spaces; the replacement parking provision will be 29 spaces.

It is noted that the frontage public highway is being used as a beer garden with picnic tables and chairs. This is also where the pub sign is located. I have made the applicant aware that there should be no obstruction to the highway however it may be possible for a licence to be obtained for these.

Conservation Officer

No objection subject to conditions

The proposal seeks to erect two new dwellings within the boundary of the Green Man pub (Grade II listed).

Consideration will need to be given to the impact the development will have on the setting of the listed pub and the listed buildings 8 and 10 High Street.

Any development on the site should be subservient to the listed pub. The street elevation is of significant value to the street scene of Lidlington which is linear in character. In addition any development should not compete with the two listed buildings at 21 and 21a High Street (opposite).

The two new dwellings have taken the above into consideration by setting them back and using the difference in levels to make the development subservient to the Green Man and 10 & 12 High Street.

Therefore the impact the proposal will have on the setting of the listed buildings is considered to be minimum harm subject to well executed design and use of quality materials.

The relocation of the car park to the rear of the pub is welcomed together with the landscaping of front and rear.

Public Protection Officer

No objection subject to conditions

Following the submission of a noise report . On the basis of what has been submitted I do not wish to object to the development as proposed, subject to a suitable condition being included in any planning consent granted to ensure that a suitable noise mitigation scheme, as proposed in the noise report, is incorporated as part of the development.

Archaeology

The proposed development site lies within the medieval core of the settlement of Lidlington (HER 16898) and under the terms of the *National Planning Policy Framework* (NPPF) this is a heritage asset with archaeological interest.

The parish of Lidlington is recorded in the Domesday survey of 1086 AD and there was likely to be a late Saxon settlement at Lidlington itself (formerly known as Church End). At Domesday the manor belonged to the

Abbey at Barking with whom it remained until the Dissolution in 1537 when it reverted to the Crown. Lidlington manor formed part of the Honour of Ampthill until 1628 when it was granted to Edward Ditchfield. Some time before 1637 it was sold to Sir Anthony Chester and it remained with the Chester family until 1769 when it was sold to Isaac Hawkins. It was conveyed to the Earl of Upper Ossory in 1774 and in 1801 it became part of the Duke of Bedford's estate following a land exchange (Ashworth 1984). The influence of the Russell family remains noticeable in the village today and the parish church of St Margaret's (HER 1147) was built by the family between 1885 and 1886.

There was a second manor at Lidlington; Goldington's, and this was located at the site of Thrupp End moat and deserted settlement (HER 31 and SM 20410). It is assumed, but not confirmed that the present village of Lidlington represents the earliest occupation area within the parish.

By the early post medieval period the parish had at least five separate but related settlements; Lidlington (Church End), Sheeptick End, Thrupp End, Battlesden End and Boughton End. It has been suggested that the "Ends" originated around large farmsteads and both Thrupp End and Battlesden End are associated with moated sites (HER's 31, SM 20410 and 51). At Thrupp End and Boughton End there are also surviving settlement earthworks (ibid 1984).

The ridge and furrow cultivation remains (HER 3329) that survive as earthworks to the south and south-west of Boughton End Farm are the remnants of what was once a much larger field system. In the medieval period all the hamlets in the parish would have been surrounded by large open fields (cultivated in strips by individuals or families) and Lidlington had six open fields (Brown and Taylor 1989).

The site of the medieval All Saints' Church (HER 32) lies to the south-east of the original settlement core of Lidlington. In 1809, the nave and tower of the church were rebuilt, and the chancel was rebuilt in 1840, but the building remained unsound and was replaced as parish church from 1887 after St. Margaret's Church was built to the north (HER 1147). From this time the old church was used as a mortuary chapel but decayed steadily becoming little more than ruins by the 1950's, and it was finally demolished in 1961.

This application is accompanied by a *Heritage Statement* (Alliance Planning, February 2015) which largely focuses on the impact of the development proposals on the Green Man Public House itself (HER 5044, LB 6/47), as the building is a Grade II Listed Building of 17th century origin. The document also contains some information about the development of the village of Lidlington, including examples of historic maps of the area. It does not however contain any information on the archaeological potential of the site.

The proposed development site is located within the historic core of the village of Lidlington (HER 16898) and is consequently considered to have the potential to contain archaeological deposits relating to the Saxon, medieval and post medieval development of the village. The investigation of rural Saxon and medieval settlements to examine diversity, characterise settlement forms and understand how they appear, grow, shift and disappear is a local and regional archaeological research objective (Wade 2000, 24-25, Oake 2007, 14 and Medlycott 2011, 70)

Paragraph 141 of the NPPF states that Local Planning Authorities should require developers to record and advance understanding of the significance of heritage assets before they are lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible (CLG 2012).

While there may have been some truncation of archaeological deposits as a result of later development within the application area (the early OS maps for this area show the presence of earlier buildings on the site); it is now well proven that archaeological deposits can and do survive despite successive periods of regeneration. It should also be noted that the age of the buildings shown on the historic mapping is not known and any surviving sub-surface archaeological remains that relate to those buildings may provide information both on the history of the Public House site and the village as a whole.

The proposed development will have a negative and irreversible impact upon any surviving archaeological deposits present on the site, and therefore upon the significance of the heritage assets with archaeological interest. This does not present an over-riding constraint on the development providing that the applicant takes appropriate measures to record and advance understanding of any surviving heritage assets with

archaeological interest. This will be achieved by the investigation and recording of any archaeological deposits that may be affected by the development and the scheme will adopt a staged approach, beginning with a trial trench evaluation, which may be followed by further fieldwork if appropriate. The archaeological scheme will include the post-excavation analysis of any archive material generated and the publication of a report on the investigations.

Tree and Landscape Officer No objection subject to landscaping scheme and tree protection measures as set out in the Arboricultural Implications Assessment.

English Heritage Comments to be updated on the late sheet.

Determining Issues

The main considerations of the application are;

1. Policy Considerations
2. Size, siting and design in relation to the visual amenities of the site and the area generally
3. Impact on the Public House
4. Highway considerations
5. Other considerations

Considerations

1. Policy considerations

The application site forms part of the existing parking area for the Green Man Public House. Lidlington is identified as a small village within Policy CS1 of the Core Strategy and Development Management Policies for Central Bedfordshire (North). In small villages development will be limited and Policy DM4 states that 'within settlement envelopes in small villages, development will be limited to infill residential development...'

The application site is within the settlement envelope for Lidlington and is considered to be infill development, therefore the principle of development is considered to be acceptable.

2. Size, siting and design in relation to the visual amenities of the site and the area generally

The proposed dwellings have been sited to the rear of the site, set beyond the rear of the Green Man Public House. This will maintain views of the Public House from the High Street coming from both directions along the road.

The site is screened from the adjacent road Greensand Ridge with mature planting. The levels drop across the site towards the Public House and the proposed scheme has taken this into account.

Given the siting of the proposed dwellings rear of the Public House, the adjacent screening and the design it is not considered that they would have a detrimental impact on the character and appearance of the surrounding area. The proposal is therefore in conformity with Policy DM3 of the Core Strategy and Development Management Policies for Central Bedfordshire (North).

3. Impact on the Public House

The proposed development includes a reconfiguration of the existing parking arrangements for the Public House, using some of the rear garden to provide further parking for the Public House. An amenity area of approximately 4.5m x 10m will remain to the rear with some additional open space to the front. This is considered sufficient amenity space to serve the Public House and attractive to visitors. It is considered that the proposed development would provide sufficient replacement parking and amenity space to ensure that the Public House would remain attractive to users and therefore viable.

It is therefore considered that the loss of the parking area to the side for the proposed development would not result in a detrimental impact on the viability of the Public House. There are other examples of similar developments within the area, for instance, The Bell in Westoning which have remained viable following such development.

Given the siting and design of the proposed dwellings, it is not considered that that would detract from the setting of the listed building or have a detrimental impact within the street scene that would be to the detriment of the listed building.

4. Highway Implications

The Highways Officer initially raised some concerns regarding the inclusion of the layby and the siting of picnic tables etc on the green space in front of the Public House as these are within the Public Highway.

Since these comments the scheme has been revised with the layby being reinstated and no longer grassed over as previously shown.

The existing Public House has some 29 parking spaces, the proposed reconfiguration will provide the same number of spaces to the rear and opposite side of the Public House. It is therefore considered that there is sufficient parking provision within the proposed development to serve the Public House.

5. Other considerations

Noise

Concerns were raised by Public Protection in terms of noise from the Public House and the impact on the proposed dwellings. A noise assessment was undertaken and submitted for comment. This assessment was considered

acceptable subject to condition requiring a suitable noise mitigation scheme.

Contributions

The development falls below the Central Bedfordshire threshold for requiring an element of affordable housing. The Ministerial Statement of 28 November 2014 set out the Government's new policy that affordable housing and tariff-style planning obligations should not be sought for certain small developments (10 dwellings or less or 1,000 square metres of gross floorspace). This is a material consideration of significant weight to be taken into account in decision-making on planning applications.

However, significant weight should also be given to the National Planning Policy Framework, which calls for the achievement of the three dimensions of sustainable development: economic, social and environmental. It is considered that Policy 19 of the emerging Development Strategy for Central Bedfordshire is in accordance with the National Planning Policy Framework. This states that developers are required to make appropriate contributions as necessary to offset the cost of providing new physical, social, community and environmental proposals. It is considered that the proposal would not conflict with the requirements of the National Planning Policy Framework to provide sustainable development, and with policy 19 of the emerging Development Strategy for Central Bedfordshire, therefore financial contributions are not required in this instance.

Human Rights issues

There are no Human Rights issues

Equality Act 2010

There are no issues under the Equality Act

Recommendation

That Planning Permission be approved subject to the following:

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 No development shall take place on the construction of the dwellings hereby

approved until samples of the materials to be used for the external surfaces of the dwellings 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.
(Policy 43, DSCB)

- 3 The parking area for the Public House shall be provided and laid out in accordance with the details shown in drawing number 14.2062.103 P3, prior to commencement on the housing development.

Reason & justification: To ensure that a suitable parking area is in place for the Public House during the construction period and minimise any impact on the public highway.

- 4 **No development shall take place until a written scheme of archaeological investigation; that adopts a staged approach and includes post excavation analysis and publication, has been submitted to and approved in writing by the Local Planning Authority. The said development shall only be implemented in full accordance with the approved archaeological scheme.”**

Reason: To record and advance understanding of the heritage assets with archaeological interest which will be unavoidably affected as a consequence of the development.

Justification: This condition is required to be pre-commencement in order to record any heritage assets prior to development commencing and disturbing the ground.

- 5 The planting area east of the replacement car park access for the pub shall be maintained free of any obstruction to visibility exceeding a height of 600mm above the adjoining road level.

Reason: To provide adequate visibility between the access to Whitehall and the proposed access to the replacement pub car park and the revised parking provision along access to Whitehall, and to make the accesses and parking safe and convenient for the traffic which is likely to use them.

- 6 The vehicular access to the proposed dwellings shall be surfaced in bituminous or other similar durable material as may be approved in writing by the Local Planning Authority for a distance of 5.0m into the site, measured from the highway boundary, before the premises are occupied. Arrangements shall be made for surface water drainage from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: To avoid the carriage of loose aggregate or other extraneous material or surface water from the site into the highway so as to safeguard

the interest of highway safety.

- 7 The proposed development shall be carried out and completed in all respects in accordance with the access siting and layout illustrated on the approved drawing No. 14.2062.103 Revision P3 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 and parking arrangements at all times.

- 8 The proposed means of illumination shall be shielded so that no glare or dazzle occurs to drivers of vehicles using the public highway.

Reason: In the interest of road safety.

- 9 Details of a refuse storage and collection point for the pub shall be submitted to and approved by the Local Planning Authority prior to the revised parking provision being brought into use. The scheme shall be fully implemented prior to the parking provision being implemented and shall be retained thereafter.

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

- 10 Prior to occupation of the dwellings hereby permitted, the applicant shall submit in writing for the approval of the local planning authority a scheme of noise attenuation measures which will ensure that internal noise levels from external road traffic noise sources and from noise associated with the operation of the adjacent Public House shall not exceed 35 dB LAeq, 07:00 – 23:00 in any habitable room or 30 dB LAeq 23:00 – 07:00 and 45 dB LAmax 23:00-07:00 inside any bedroom, and that external noise levels from these same noise sources shall not exceed 55 dB LAeq, (1hr) in outdoor amenity areas. Any works which form part of the scheme approved by the local authority shall be completed and the effectiveness of the scheme shall be demonstrated before any permitted dwelling is occupied, unless an alternative period is approved in writing by the Authority.

Reason: To protect the amenity of future residential occupiers of the development.

- 11 The dwellings hereby approved shall not be occupied until a landscaping scheme to include all hard and soft landscaping 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.
(Policies 43 and 58, DSCB)

- 12 Development shall not commence on the housing development until the tree protection measures detailed in section 5 of the Arboricultural Implications Assessment and Method Statement have been implemented and retained for the duration of the construction work.

Reason: To protect the trees so enclosed in accordance with Section 8 of BS 5837 of 2012 or as may be subsequently amended.
(Policies 43 and 59, DSCB)

- 13 Prior to the use of the reconfigured car parking arrangements details of any external lighting to be installed on the site, including the design of the lighting unit, any supporting structure and the extent of the area to be illuminated, shall be submitted to and approved in writing by the Local Planning Authority. The external lighting shall be carried out in accordance with the approved details.

Reason: To protect the amenity of and prevent light nuisance to future residents of the proposed development.

- 14 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 14.2062.100 P1; 14.2062.101 P1; 14.2062.102 P1; 14.2062.103 P3; 14.2062.104 P1; 14.2062.105 P1; 14.2062.106 P1; 4827/01

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. The applicant is advised that, under the provisions of the Highways Act 1980, no structure, including lighting, signage, planting, boundary

treatments and outdoor furniture shall be erected or installed in, under or overhanging the public highway and no window, door or gate shall be fixed so as to open outwards into the highway.

The Highway Authority has the power under Section 143 of the Highways Act 1980, to remove any structure erected on a highway

3. The applicant is advised that the requirements of the New Roads and Street Works Act 1991 will apply to any works undertaken within the limits of the existing public highway. Further details can be obtained from the Traffic Management Group Highways and Transport Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford, SG17 5TQ
4. 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.
5. The applicant is advised that the storage of materials associated with this development should take place within the site and not extend into within the public highway without authorisation from the highway authority. If necessary further details can be obtained from Bedfordshire Highways (Amey), District Manager (for the relevant area) via the Central Bedfordshire Council's Customer Contact Centre on 0300 300 8049.
6. Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in a condition such as not emit dust or deposit mud, slurry or other debris on the highway, in particular efficient means shall be installed prior to commencement of the development and thereafter maintained and employed at all times during construction of the development of cleaning the wheels of all vehicles leaving the site

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

Planning permission has been granted 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

.....
.....

.....
.....