

LATE SHEET

DEVELOPMENT MANAGEMENT COMMITTEE – 24 JUNE 2015

Item 6 (Pages 15-52) – CB/15/00209/OUT – Land at Moreteyne Farm, Wood End, Marston Moretaine.

Additional Consultation/Publicity Responses

No further consultation

Additional Comments

A leisure project has been confirmed in terms of the S106, therefore S106 negotiations will seek a contribution towards the replacement/ improvement of the existing MUGA in Cranfield.

A condition will be added to ensure that a minimum of 10 bungalows are provided across the site. In addition to this, the S106 negotiations will include that a number of these are affordable and age-restricted.

A query was raised regarding the Highway works and when these would be implemented. The permission for the 125 residential dwellings adjacent to the Travelodge (CB/11/04445/OUT) secured the highway works through the S106 process. These works are required to be undertaken prior to the first occupation of the residential dwellings (on the site adjacent to the Travelodge). Work is currently progressing on the s278 agreement for the residential development.

Additional/Amended Conditions

Amended conditions

Condition 6 should read as follows:

Prior to work commencing on the construction of any buildings hereby approved, details of the layout and design of any on site play areas including the equipment, furniture, surfacing and boundary treatment to be installed on such areas, shall be submitted to and approved in writing by the Local Planning Authority. The details thereby approved shall be implemented prior to the first occupation of 25% of houses in any relevant phase of the approved development and thereafter retained.

Reason: To ensure the provision of adequate play and children's recreation facilities.

Condition 17 should read as follows:

The development hereby permitted shall not be carried out except in general accordance with the details shown on the submitted plans, numbers CSa/2391/102 Rev B; CSa/2391/115 Rev G; CSa/2391/116 Rev A; 1369/HL/01 Rev D; Design and Access Statement (January 2015); Planning Statement; Archaeological Evaluation

(November 2014); Aboricultural Assessment (January 2015); Landscape and Visual Appraisal (January 2015); Geo-Environmental Phase 1 Desk Study; Sustainability Statement; Soil resources and Agricultural Use and Quality of Land at Marston Moretaine; Flood Risk Assessment; Air Quality Assessment; Statement of Community Involvement; Noise Impact Assessment; Ecological Appraisal; Transport Assessment.

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

New condition

Condition 18:

The development hereby approved shall include the provision of a minimum of 10 bungalows across the site. These shall be detailed in any reserved matters application.

Reason: To ensure a suitable housing mix across the development.

Item 7 (Pages 53-70) – CB/15/01111/FULL – Larkswood Ltd, Bedford Road, Aspley Guise, Milton Keynes.

Additional Consultation/Publicity Responses

CBC Ecologist

I am satisfied that the buildings show no apparent bat interest and that no further surveys are recommended. Therefore, no objection raised.

Further comments on amended plans received:

10 Bedford Road

- still consider the scheme to be overdevelopment
- parking is inadequate within the scheme – 5 parking bays added behind the office is not sufficient
- parking for Orchard Cottage (Rose Cottage)
- The retention of the building at the front does nothing to improve the appearance of the entrance to the site;
- Traffic concerns regarding the access

Aspley Guise Parish Council

AGPC objects to the application because in its present form it will worsen the already severe traffic congestion existing on the Bedford Road during peak hours and at other times during the day. The traffic congestion has reached unacceptable levels in recent years due to the following factors:

1. The principal parking for most of the residents of the houses on Bedford Road on the side opposite the entrance to the Larkswood site is on street parking

making the road effectively a single carriageway for most of the stretch from the Square in the centre of the village to the end of this row of houses a distance of some 50m.

2. Bedford Road is now a major route for traffic travelling to and from Milton Keynes and the M1 J13, the A421 to Bedford, the A1 and beyond and the A507 to Ampthill and other parts of Central Beds. The road is currently seeing very high traffic volumes at peak times due to the continuing developments on the eastern flank of Milton Keynes. While the completion of the improvements to the Kingston roundabout and the A421 within Milton Keynes may bring some reductions in traffic volumes in future years the benefit of this will be reduced by the continuing growth of Milton Keynes and for many drivers Aspley Guise will remain the most convenient route to and from the southern edge of Milton Keynes.

With cars parked along Bedford Road during peak hours, vehicles leaving the Larkwood site and turning right will be forced to turn into the wrong lane into oncoming traffic as the left hand lane is blocked. Similarly vehicles looking to turn left out of the site will also face oncoming traffic using the only free lane.

We believe that the traffic analysis included in the recommendation from officers to the Development Management Committee to approve the application is fundamentally flawed as the estimates of vehicle movements on which it is based are purely theoretical and do not reflect the actual conditions that exist at the Larkwood site. In particular it should be noted that:

1. The business carried on at the site has been in decline over recent years with dwindling numbers of visitors to the site, most of whom would have visited the site outside peak hours.
2. Most trucks delivering to the site have not sought to enter the site due to the constraints outlined above but have rather parked in the village Square with furniture deliveries being wheeled there to the site.
3. The site currently has a vehicles access onto Spinney Lane from which most vehicles left the site, there were very few instances in the past of vehicles attempting to enter and exit the site at the same time using the access onto Bedford Road which will be the only means possible in future when the Spinney Lane access is closed to vehicles.

As we set out in our original objection we firmly believe that to make this development acceptable changes to the plans are essential as are measures to reduce the traffic congestion on Bedford Road at the entrance to the site. The changes needed are:

- a) The office building at the entrance should be removed to make the access wider and to improve visibility.
- b) Double yellow lines are needed on Bedford Road opposite the entrance to allow vehicles to turn right out of the site into the appropriate lane of Bedford Road and to alleviate the severe congestion experienced at peak times.
- c) Parking for the Bedford Road residents affected by the double yellow lines should be provided within the development using the land shown as being used by the office at the entrance which should be demolished.

We note the comments in the report to the Committee about the office building at the entrance to the site being included in the listing of the neighbouring listed building but can find no reference to this in the listing entry recorded by Historic England.

We believe that the demolition of the office building at the entrance to the site will enhance the character and appearance of the surrounding area and of the neighbouring listed building rather than causing any detriment to them.

Woburn Sands and District Society – Our objections remain as set out in our original letter dated 25th April 2015. Our point regarding the impact on the Grade II Listed Building will be removed if the office building is to be retained.

Additional Comments

The tree at the frontage was originally shown to be removed on the site plan, the amended plan shows it as being retained. I have confirmed with the agent that this is an error and the tree is to be removed as shown on the originally submitted plan. It is therefore seen as appropriate to add a condition requiring this tree to be removed.

Amendment to report page 57:

The last paragraph on this page relates to the frontage building, it stated that the building is included within the listing. To clarify, it is not included within the listing description for The Bell PH but is included on the original listing plan shown in the HER record (HER 3696). It is therefore considered to be part of the listing and is therefore listed as well.

Officer comments

The 5 parking bays at the front are for the office use at the front of the site and is in accordance with the parking standards set out in the Central Bedfordshire Design Guide which requires 1 parking space per 25sqm.

The proposal provides sufficient parking for each dwelling, there are 3 x 2 bed; 2 x 3 bed; 1 x 4 bed and 4 x 5 bed with combined parking provision for 25 cars. This is in accordance with the parking standards set out in the Central Bedfordshire Design Guide and no objection has been raised by the Highways Officer in relation to parking.

Continued concern has been raised regarding the access to the site. The Highways Officer has raised no objection to the application in relation to this aspect and has stated that given the traffic generation that could be created through an unrestricted B1(c) use that the proposed development would result in less traffic generation and therefore the access is acceptable.

I have been advised that an application for double yellow lines along Bedford Road has been prepared/submitted by the Ward Councillor. Whilst the Parish Council are seeking additional parking provision within the site for the residents along Bedford Road, this is not considered appropriate. The parking situation along Bedford Road is an existing problem – the proposed development will provide sufficient parking for the residents of the development and would therefore not exacerbate this problem

further. It is therefore unreasonable for the proposed development to provide parking within the site for residents of Bedford Road. In addition to this, the Highways Officer is content that existing arrangements are satisfactory without the proposed double yellow lines.

Additional/Amended Conditions

Condition 14

The tree shown on the frontage adjacent to the retained office building, shall be removed prior to work commencing on the construction of the hereby approved buildings.

Reason: For the avoidance of doubt and to ensure that suitable improvements to the frontage of the site are made. (Policy 43, DSCB)

Condition 15

The link through to Spinney Lane shown on the site plan shall be retained for pedestrian access only.

Reason: To ensure that this is available for pedestrian use only. (Policy 43, DSCB)

Item 8 (Pages 71-80) – CB/15/01166/FULL – 9 Bedford Road, Cranfield, Bedford.

Additional Consultation/Publicity Responses

None.

Additional Comments

None.

Additional/Amended Conditions

None.

Item 9 (Pages 81-106) – CB/15/01204/FULL – Land North of Chiltern Green Farm (Lawrence End Park, North Herts) Hyde, Luton.

Additional Information

Approximately 1.9MW of the 5MW total would be generated in Central Bedfordshire.

Amendments to the Report

Page 84 : Following amendments to the layout, the District Network Operators substation (DNO) would be re-located to the North Herts side next to the Dane Street access.

A site toilet measuring 2.5 metres long, 1.1 metres wide and 3 metres high would be the only structure erected on land within CBC close to the Chiltern Green access.

Page 85:

The access from Chiltern Green Road would be restricted to construction traffic during the installation and de-commissioning phases.

Glint and Glare Report submitted to replace the Glint Report originally submitted with the application.

Additional/Amended Conditions

Page 101: Condition 3

Line 5: Remove the word 'footpath'. (No footpath would be affected in the CBC area).

Page 104: Condition 14

Replace drawing No. LEP_01_Rev 4 with CBC/01 (Proposed Layout).

Item 10 (Pages 107-114) – CB/15/01484/OAC – Land at Lawrence End Park and to the East of Birch Spring, Dane Street, Luton.

Additional Consultation/Publicity Responses

None.

Additional Comments

None.

Additional/Amended Conditions

None.

Item 11 (Pages 115-128) – CB/15/00741/FULL – Downs Service Station, 3 Tring Road, Dunstable.

Additional Consultation/Publicity Responses

None.

Additional Comments

None.

Additional/Amended Conditions and Informatives

No suggested additional or amended conditions.

Suggested additional informative as follows:

The applicant's attention is drawn to their responsibility under The Party Wall etc Act 1996 and with particular regard to arrangements for notifying the owners of No. 7 Tring Road.

More information can be found via the following weblink:

<http://www.planningportal.gov.uk/buildingregulations/buildingpolicyandlegislation/currentlegislation/partywallact>

Item 12 (Pages 129-134) – CB/15/01233/FULL – Meadow Cottage, Cityfield Farm, Arlesey Road, Henlow.

Additional Consultation/Publicity Responses

None.

Additional Comments

None.

Additional/Amended Conditions

None.

Item 13 (Pages 135-166) – Determination of an application to add a claimed bridleway through the Crown Hotel and yard, Biggleswade.

Please see letter from Signet Planning acting on behalf of JD Wetherspoon Plc.



JS/DJB/LN2695



SIGNET PLANNING
VISION | STRATEGY | ACTION

juliansutton@signetplanning.com
18 June 2015

Councillor K.C. Matthews
Chair of the Development Management Committee
Central Bedfordshire Council
Priory House
Monks Walk
Chicksands
Shefford
SG17 5TQ

Dear Cllr,

THE CROWN HOTEL, 23 HIGH STREET, BIGGLESWADE, SG18 0JE

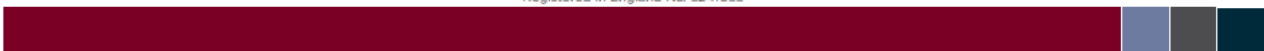
I act on behalf of JD Wetherspoon Plc which is the freeholder of the above site and write in respect to the application to add a claimed bridleyway through the Crown Hotel and yard, which is to be heard at Committee on 24th June.

You will be aware that JD Wetherspoon has previously obtained planning permission and listed building consent (LPA refs: CB/14/03125/FULL & CB/14/03126/LB) dated 19th February 2015 to sensitively refurbish the site and bring it back into beneficial community use as a public house. The sensitive redevelopment of the site by my client and the regeneration and community benefits arising are acknowledged by Officers in their granting of planning permission. The area of the proposed bridleyway is an integral part of this regeneration scheme and forms a central part of the proposed main customer area.

Currently the site remains vacant. My client has been unable to bring forwards the refurbishment and regeneration of this site, which has an investment value of circa £1.3m as a result of the uncertainty over the reported bridleyway through the Crown Hotel and yard.

My client considers that sufficient evidence to justify this application does not exist. I understand that solicitors acting from my client have written separately to the Senior Definitive Planning Officer in this regard by their letter dated 26 January 2015. Notwithstanding this, Members must appreciate the implications of the grant of this application.

JD Wetherspoon Plc is a major town centre occupier and has over 930 establishments and employs over 23,000 staff throughout England, Scotland, Wales and Northern Ireland and is an essential part of the local communities in which it is located. The backbone of JD Wetherspoon's successful growth has been the provision of high standards, attractive appearance, respect to heritage and conservation matters, range of services and an inviting atmosphere in all of its outlets since the very first JD Wetherspoon public house (pub) opened in 1979. Notably, the Company has more public houses in CAMRA'S Good Beer Guide than any other pub company.





A JD Wetherspoon public house provides a broad range of food and drink services throughout the whole day. This range of services when combined with the style and mode of operation of JD Wetherspoon outlets, including all-day and weekend opening results in substantial benefits for the community, attracting people throughout the day, enhancing the vitality and viability of shopping areas in which they may be located and creating linked trips with other retailers. As such, JD Wetherspoon is a major contributor to enhancing the vitality and viability of a town centre.

The development will also introduce life and vibrancy to the currently run down building in a sensitive manner which has been worked up in agreement with your Council's Conservation officer.

The proposal will facilitate the creation of circa 50 new jobs. Already, my client has had numerous enquiries regarding the job opportunities on the site.

The proposals for the Crown Hotel will thus bring significant economic, social and heritage benefits to Biggleswade.

All of the above, real and tangible, benefits will be put at risk should the above application be approved at your Committee meeting this week. To approve the above bridleway application will frustrate my client's investment scheme and will thus have negative impact on the regeneration of Biggleswade Town Centre.

I would therefore urge you to reject the above application.

Yours sincerely
for Signet Planning

JULIAN SUTTON
Regional Director

Cc Members of Development Management Committee

