

Item No. 15

APPLICATION NUMBER	CB/17/05740/FULL
LOCATION	65 Mill Road, Leighton Buzzard, LU7 1AX
PROPOSAL	Resubmission of Application No: CB/17/03798/FULL for change of use of dwelling to two flats and erection of two flats
PARISH	Leighton-Linslade
WARD	Leighton Buzzard North
WARD COUNCILLORS	Cllrs Johnstone, Spurr & Ferguson
CASE OFFICER	Debbie Willcox
DATE REGISTERED	30 November 2017
EXPIRY DATE	25 January 2018
APPLICANT	Mr & Mrs M Blair
AGENT	DLP Planning Ltd
REASON FOR COMMITTEE TO DETERMINE	Called in by Cllr Brian Spurr for the following reasons: <ul style="list-style-type: none">• Loss of street parking• Out of character
RECOMMENDED DECISION	Full Application - Recommended for Approval

Summary of Recommendation:

The principle of development is considered to be acceptable having regard to the presence of existing flatted development within close proximity to the site. The proposed development would relate acceptably to the character and appearance of the area and would not have an unacceptable, detrimental impact on the amenity of the occupiers of neighbouring dwellings. The parking provision is considered to be acceptable and it is not considered that the proposal would have a detrimental impact on highway safety. The proposal is therefore considered to be in accordance with the National Planning Policy Framework, policies BE8, H2, H8 and H9 of the South Bedfordshire Local Plan Review and the Central Bedfordshire Design Guide.

Site Location:

The application site comprises the curtilage of a two storey semi-detached dwelling located on the corner of Mill Road and Doggett Street in Leighton Buzzard. The dwelling has a side garden with a width of 5-6m and the plot has a depth of approximately 25m. Parking is currently available on a hardstanding adjacent to the dwelling, accessed from Mill Road. There is a mature hedgerow along the flank boundary of the site with Doggett Street and a low wall along the front boundary of the site with Mill Road.

The surrounding locality comprises a mix of predominantly two storey terraced, semi-detached and detached houses and purpose built flats in two storey blocks.

The dwelling has previously had a single and a two storey rear extension.

There are two extant planning permissions applicable to the site, the first for a two storey rear extension and the second for the construction of a new attached house

to the side of the existing dwelling.

The Application:

The application seeks planning permission to construct a two storey side and rear extension to the existing dwelling and to convert the extended dwelling to provide 2 x 1 bedroom and 2 x 2 bedroom flats.

The proposal would include the demolition of the existing single and two storey rear extensions and the erection of an L-shaped two storey side and rear extension. The extension would project 6.2m beyond the original rear building line of the dwelling and 4.3m beyond the original side wall of the dwelling. It would be set back from the front building line of the dwelling by 0.23m and the roof of the side extension would be set 0.2m lower than the existing roof. The roof of the proposed rear extension would feature a double hip and would be set some 1m lower than the roof of the main dwelling.

The wall at the front of the site would be demolished and a single parking space would be created on the hardstanding at the front of the site. Part of the hedge along the side boundary would be removed and five parking spaces would be created in the rear garden, four of which would be tandem spaces. Bin storage and cycle storage would be provided in the rear garden along with a small communal outdoor amenity area.

RELEVANT POLICIES:

National Planning Policy Framework (2012)

Section 4: Promoting sustainable transport

Section 6: Providing a wide choice of high quality homes

Section 7: Requiring good design

South Bedfordshire Local Plan Review

BE8 Design Considerations

H2 Making Provision for Housing via 'Fall-in' Sites

H3 Meeting Local Housing Needs

H8 Extensions to Dwellings

H9 Controlling the Conversion of Property to form Dwellings

T10 Parking - New Development

(Having regard to the National Planning Policy Framework, the age of the plan and the general consistency with the NPPF, policies BE8, H2, H3, H8 & H9 are still given significant weight. Policy T10 is afforded less weight).

Local Plan

The Council is currently consulting on its Draft Local Plan (Regulation 19). The Plan outlines the overarching strategy for growth and also sets out more detailed policies which will be used to determine planning applications. A substantial volume of evidence gathered over a number of years supports this document. These technical papers are consistent with the aspirations of the National Planning Policy Framework and therefore will remain on the Council's website as material considerations, which will, along with the direction of travel of the Local Plan, inform development management decisions.

Supplementary Planning Guidance

Central Bedfordshire Design Guide: A Guide for Development:
Design Supplement 5: Residential Development, 2014

Relevant Planning History:

Application Number CB/17/03798/FULL
Description Change of use of dwelling to two flats and erection of two flats
Decision Application withdrawn
Decision Date 25/10/2017

Application Number CB/17/00985/PAPC
Description Pre-application non-householder charge - Extension and conversion of house to two flats and erection of two flats
Decision Advice released that principle was likely to be acceptable but proposal did not provide enough parking or sufficient room sizes.
Decision Date 29/03/2017

Application Number CB/16/05378/FULL
Description Two storey rear extension
Decision Planning permission granted
Decision Date 17/01/2017

Application Number CB/16/05386/FULL
Description Erection of one dwelling and extension to existing dwelling
Decision Planning permission granted
Decision Date 30/01/2017

Application Number CB/16/03901/FULL
Description Two storey rear extension
Decision Application withdrawn
Decision Date 28/10/2016

Application Number CB/16/03902/FULL
Description Erection of one dwelling
Decision Application withdrawn
Decision Date 28/10/2016

Consultees:

Leighton-Linslade Town Council Discussion took place regarding application reference CB/17/05740 (65 Mill Road). The Committee felt that the grounds for previous objections remained valid, other than the question of overlooking which appeared to have been resolved by the new application.

RESOLVED to recommend to Central Bedfordshire Council that objection be made to application reference CB/17/05740 (65 Mill Road) on the following grounds:
- The change of use from semi detached dwelling to flats would represent a change in character for the area.
- The proposed parking arrangement would represent a

further change in character to the street scene and present potential for noise disturbance to neighbouring properties.

- The creation of first floor reception rooms had the propensity to cause noise and disturbance to the adjoining property, to the detriment of their reasonable enjoyment.

Highways Officer (Initial comments)

The site location plan indicates a red line boundary which excludes the amenity land adjacent to Doggett Street, it will be necessary for the applicant to extend the line to incorporate the land necessary to implement the proposal, up to the highway boundary.

The application will require the existing dropped kerb extended across the Mill Road frontage and includes a new dropped kerb (verge/footway) crossover in Doggett Street to serve five parking spaces to the rear of the dwellings. This will involve construction works within the public highway which must be undertaken by the Highway Authority at the applicant's expense.

The level of visibility available at the proposed access onto Doggett Street is considered acceptable and the number of off-street parking spaces is compliant with the Council's standards.

It is noted that there is a telephone cabinet on the Doggett Street frontage which will need to be relocated in order to provide access to the parking spaces. This will need to be undertaken at cost to the applicant/developer.

The longitudinal parking space to the frontage of the property is not ideal. The proposed bin store will reduce the available space for manoeuvring a vehicle and should be moved to an alternative location towards the rear of the property, which I have indicated on the attached drawing. With the frontage area clear of obstruction it can be physically used to reverse a car into it, however whilst it may be possible to park a car clear of the public highway, it may not necessarily be parked accurately within the 2.5m wide space. This may result in the pedestrian access to the properties being restricted. This is not going to affect the public highway it is true, but this may be detrimental to the amenity of the pedestrian users of the four properties. This parking space will also require the existing dropped kerb extended across the whole site frontage. This will involve construction works within the public highway which must be undertaken by the Highway Authority at the applicant's expense.

There are two rows of parking spaces shown in tandem and their total length shall be a minimum of 10m, which is virtually the width of the site. I am therefore a little concerned about the note stating that the 'exact boundary line to be established/confirmed by others'. There is really no margin for error here as the spaces will span boundary to boundary therefore I would rather this is established and identified now rather than at a later stage.

The parking space denoted as number 5 will be partially enclosed by a close boarded fence which will result in vehicles parking short of the full length of the bay due to drivers perception and judgement of avoiding contact with the boundary fence. It will also reduce the available width for pedestrian access in to/out of the vehicle. This can be addressed by moving the fence to provide a 0.5m margin around that length of the parking bay affected by the fence.

There is a 1.8m high close board fence proposed to the rear boundary, I would advise the applicant that the first panel shall not exceed 0.6m in height in order to provide pedestrian/driver intervisibility.

Highways Officer (Final comments)

To be reported on the Late Sheet

Tree & Landscape Officer

I have examined the plans and documents associated with this application, and have previously visited the site in respect of the withdrawn application CB/16/03901/FULL, and the subsequent application CB/16/05386/FULL (granted consent). Furthermore, I have previously responded to the withdrawn application CB/17/03798/FULL, where my comments still apply and have been duplicated below:-

Despite having been previously granted planning consent, I still consider that similar side development of this property will encroach too close to the existing Privet boundary hedge, where the lack of spatial separation being made available between the new building will inevitably result in damage to the section of hedge being proposed for retention, due to the need to allow for construction works, and for future side access to the side of the new building. Therefore, I must again reiterate that the successful retention of any retained section of hedge is, in reality, both unrealistic and impracticable.

Whilst the hedge cannot be protected in planning terms, and could be removed by the applicant without notification to the Local Planning Authority, it should be recognised when determining this application, that its

damage and loss will increase the visual impact of the new property on the streetscene, and that the hedge along the side of the new building could not be replaced to the same extent by any new planting due to the restricted space being made available, and the need for side access to the new property as previously mentioned.

Waste Team

As communal waste provision is allocated on the basis of 90l per week per waste stream per property, we would provide 2 x 360 litre bins to be collected weekly. These will be charged at £35 + VAT per 360 litre bin.

The position of the bin store appears to be within the 10m maximum distance from the highway. The supporting statement details that it will be provided in accordance with our requirements. Therefore, we would just need confirmation that there is a dropped kerb in place, the access to it is not over any undulating, non paved, uneven surface, or where the gradient is deemed excessive and that it is big enough for the bins that are to be provided.

Pollution Team

No comments.

Other Representations:

Neighbours (67 Mill Road and 2A Doggett Street)

Object to the proposal for the following reasons:

- The proposal would have a harmful impact on the character and appearance of the street scene. This includes the loss of the front wall, the creation of a bin store, additional windows, the replacement of the front door with a window and the creation of a parking area in the rear garden;
- The proposal would represent overdevelopment of the site with most of the garden being given over for car parking with only a small amenity area for the residents of the flats to share;
- The properties on the opposite side of Doggett Street are not flats, they are townhouses. Flatted developments in the area are purpose built with plenty of amenity space and parking. There have been no prior flat conversions;
- The extension would be 3.7m deeper than that previously approved and it would be overbearing to the occupiers of No. 2A Doggett Street;
- Positioning the bin store at the front of the property would be unsightly;
- The proposal shows opening windows to the rear elevation, which would result in a loss of privacy to the occupiers of No. 2A Doggett Street;
- The proposal only meets the Council's minimum parking standards, not the suggested parking

standards;

- The proposal would result in the loss of on-street parking spaces in a road where parking is already at a premium and parking problems already exist. This could lead to problems for ambulances, with the main route from the ambulance station on Bassett Road including Mill Road and the access to sheltered housing scheme in Baker Street is opposite the site;
- Housing growth in Leighton Buzzard is leading to parking and traffic problems, as reported in the Leighton Buzzard Observer, with Cllr Clive Palmer quoted as saying that there is a long standing capacity issue exacerbated by the housing growth in the town;
- The proposed parking space at the front of the site would be unsafe with insufficient visibility due to the hedge, street furniture and parked cars. It would also block access to the front door to the flats, which is the only exit;
- The proposed rear parking spaces would also have insufficient visibility, which is a concern as this is part of the route to Mary Bassett Lower School;
- The plans do not clarify the depth of the site and thus provide confirmation that tandem parking spaces can be provided;
- Tandem parking spaces are rarely used and so it is likely that second cars would be kept on-street;
- The proposal would introduce living space on the first floor of No. 65, directly adjacent to the bedrooms of No. 67. The shared walls are not very thick and the proposal would be likely to result in increased noise and disturbance for the occupiers of No. 67.
- Furthermore, the use of the rear garden as a car park and bicycle storage area would result in noise pollution and fumes to the occupiers of No. 67 Mill Road and 2A Doggett Street, which will require these properties to keep their windows closed with no alternative form of ventilation;
- The proposal would result in the partial loss of an attractive boundary hedgerow. The hedgerow has to be retained as one of the planning conditions for planning permission reference no. CB/16/05386/FULL and the CBC Design Guide states that the presumption is that existing hedgerows are retained;
- Digging the foundations of the side extension is likely to destabilise the roots of the hedgerow;
- The hedgerow may be home to nesting birds and therefore should not be removed or destroyed;
- The hedge may belong to CBC as their contractors come and maintain it periodically;
- The loss of hedgerow and garden would have a detrimental impact on biodiversity in the area;

- The amenity space would be insufficient to be usable and there does not appear to be sufficient storage for 6 bicycles;
- The proposal would result in the loss of supporting walls internally and the house being unstable; the dwellings have very shallow foundations;
- There is no provision in place for the shared drainage system, or retaining access to the shared manhole. The drainage system will not be able to cope with the additional use and the proposed plan also shows the other two manholes being built over;
- There is no provision for the shared roof guttering to the rear and in between the proposed development and No. 67 Mill Road;
- The car park at the rear would result in an increase in surface water run-off and could lead to localised flooding;
- The flats would not be wheelchair accessible;
- There is only one exit / entrance and no rear access;
- The supporting statement indicates that the fence on the boundary with No. 2A Doggett Street would be replaced with a 1.8m high fence, but this fence belongs to the owners of No. 2A Doggett Street and not to the owners of the site;
- The supporting statement misquotes the Highways Officer's earlier response;
- The applicant did not engage in pre-application discussions with neighbours;
- The proposal would require the telecommunications cabinet on Doggett Street to be relocated, which would impact on the neighbourhood;
- The documentation does not include a streetscene drawing and there are insufficient dimensions on the drawings;

Determining Issues:

The main considerations of the application are;

1. Principle of Development
2. Affect on the Character and Appearance of the Area
3. Neighbouring Amenity
4. Highway Considerations
5. Other Considerations

Considerations

1. Principle of Development

- 1.1 Planning permission CB/16/05386/FULL established the principle of extending the building to provide an additional dwelling in this location. The NPPF and Policy H2 of the South Bedfordshire Local Plan Review both encourage the efficient use of land within existing built-up residential areas. Policy H3

encourages the provision of one and two bedroom dwellings to meet the needs of the elderly, single and other small households.

- 1.2 The conversion of the existing dwelling into flats also needs to be considered in reference to Policy H9 of the South Bedfordshire Local Plan Review, which states that the principle of converting property to provide additional residential accommodation is acceptable, providing that the site is not located in an area which is characterised by predominantly single family dwellings of a terraced, semi-detached or small detached type. In this case, it is noted that there are already purpose-built flats existing within Mill Lane, within 50m of the site and also within the immediate surrounding roads and it is therefore considered that the conversion and construction of flats on this site would not be contrary to the established character of the area. The principle of the development is therefore considered to be acceptable.

2. Affect on the Character and Appearance of the Area

- 2.1 Concerns have been raised that the extension and conversion of the dwelling to flats would have a detrimental impact on the character of the area by introducing flats. However, it is noted that there is a mix of dwelling types in the area, including traditional single family two storey houses, townhouses and purpose built flats. As a result of the presence of existing flats within close proximity to the site, it is considered that the proposed conversion of a single family dwelling into flats would not have a materially detrimental impact on the character of the area.
- 2.2 Planning permission CB/16/05386/FULL established the acceptability of a proposed two storey rear extension and the creation of a side extension of similar width, height and design. It also established the acceptability of the provision of a parking area for four vehicles in the rear garden to be accessed from Doggett Street.
- 2.3 The proposed extension would be some 3.7m deeper than the approved scheme, however, it would not project beyond the attached neighbour at No. 67 Mill Road, which has a two storey rear extension of the same depth and thus the proposed extension would not appear out of keeping with the established character of the area. The extension is designed to appear subservient to the host dwelling, as required by the Design Guide, with the front elevation of the side extension set back from the front building line and with a lower roof line. The extensions would reflect the host dwelling, with a similar front bay window and similar fenestration and detailing. It is also considered that the fenestration on the currently proposed side elevation would be more visually interesting and attractive than the approved, blank side elevation.
- 2.4 It is noted that the proposal would require the loss of the front wall and the bricking up of the existing front door, which would have a minor impact on the character and appearance of the area. However, it is noted that these elements could be carried out without planning permission and, given the varied character of the area, it is not considered that the impact on the character and appearance of the area would be sufficient to justify a refusal of planning permission.
- 2.5 The proposal would extend the car parking area in the rear garden by one parking space and would result in a small outdoor amenity space of circa 25

square metres, which is lower than the standard recommended by the Design Guide. However, it is considered to be of a sufficient size to provide a sitting out area and clothes drying area as well as cycle storage and, on its own is not considered to be sufficient to justify a refusal of the application.

- 2.6 Following receipt of the comments from neighbouring occupiers and the Highways Officer the bin storage has been relocated to the side of the proposed building and subject to a condition controlling the design and appearance of the bin store, it is considered that an acceptable solution can be provided in this location.
- 2.7 The comments of the Trees and Landscape Officer are noted, however, the proposed scheme would not be located any closer to the existing hedge than the approved scheme and a similar condition is recommended to be imposed should planning permission be granted. Whilst the addition of another parking space and the bin store would result in the loss of a larger section of hedge, the majority of the hedgerow would be retained.
- 2.8 On balance, whilst the proposal would result in a minor change to the character and appearance of the area, having regard to the extant planning permission, it is considered that the proposal would not have a materially detrimental impact on the character and appearance of the area. The proposal is therefore considered to be in accordance with Section 7 of the NPPF, policies BE8, H2 and H9 of the South Bedfordshire Local Plan Review and the Central Bedfordshire Design Guide.

3. Neighbouring Amenity

- 3.1 The proposed extension would not have a harmful impact on the attached neighbour at No. 67 Mill Road as it would not project beyond the existing rear building line of No. 67.
- 3.2 The concerns raised in respect of noise through the party wall to No. 67 Mill Road as a result of the conversion has been explored and it has been confirmed that this is covered by the Building Regulations process, which would ensure that sufficient sound proofing would be installed. As this matter is covered by other legislation, it is not a material planning consideration in the determination of this application.
- 3.3 In respect of the impact of the proposed parking area in the rear garden, it is noted that the extant permission includes four parking spaces in the garden, comprising two sets of tandem spaces adjacent to the boundary of No. 2A Doggett Street. It is not considered that the addition of a fifth space would materially increase the impact on the occupiers of neighbouring dwellings.
- 3.4 No. 2A Doggett Street has ground floor windows serving habitable rooms on the flank elevation. The proposed extension would be located some 12m away from the flank elevation of No. 2A. This separation distance is considered to be sufficient to prevent any material loss of light or the creation of an unacceptable sense of overbearing, however it is considered that the proposed first floor rear windows could result in an unacceptable impact on the privacy of the occupiers of No. 2A, were they to be clear glazed and fully openable. It is therefore considered appropriate to impose the condition which was imposed on planning

permission reference no. CB/16/05386/FULL, which required the first floor rear windows to be obscure glazed, and fixed closed with the exception of top hung casements set a minimum of 1.7m above the floor level of the rooms that they would serve. It is considered that this would provide an acceptable degree of privacy to the occupiers of No. 2A.

- 3.5 Matters relating to foul drainage systems, foundations, structural stability and fencing are either covered by other legislation or comprise civil matters, outside the remit of the planning system.
- 3.6 Subject to the imposition of the suggested condition relating to the first floor rear windows, it is considered that the impact of the proposal on the occupiers of neighbouring dwellings would be within acceptable limits. The proposal is therefore considered to conform with the policies set out above.

4. Highways Considerations

- 4.1 Following receipt of the initial comments of the Highways Officer the proposal was revised to adjust the fencing and relocate the bin store in accordance with these comments.
- 4.2 The Highways Officer has confirmed that the proposal would meet the Council's parking standards and that sufficient visibility could be achieved at the two parking areas such that the proposal would not have a detrimental impact on the safety of the highway network.
- 4.3 Cycle parking can be secured by condition to ensure that the provision of the cycle parking is delivered to the Council's standards.
- 4.4 Subject to the imposition of appropriate conditions, it is considered that the proposal would not have a materially detrimental impact on the safety and capacity of the surrounding highway network.

5. Other Considerations

5.1 Surface Water Drainage

The proposal would result in the replacement of soft garden area with hard surfacing to provide the rear parking area, which could result in an increased risk of localised flooding. To avoid this, it is considered appropriate to impose a condition requiring that the parking area be properly drained.

5.2 Human Rights issues:

The proposal raises no Human Rights issues.

5.3 Equality Act 2010:

The proposal raises no issues under the Equality Act 2010.

Recommendation:

That Planning Permission be APPROVED subject to the following:

RECOMMENDED CONDITIONS

- 1 The development hereby permitted shall begin not later than three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 All external works hereby permitted shall be carried out in materials to match as closely as possible in colour, type and texture, those of the existing building at No. 65 Mill Road.

Reason: To safeguard the appearance of the completed development by ensuring that the development hereby permitted is finished externally with materials to match the existing building in the interests of the visual amenities of the locality.

(Policies BE8, H2 and H8 & Section 7, NPPF)

- 3 The two first floor windows in the rear elevation of the development hereby permitted shall be permanently fitted with obscured glass of a type to substantially restrict vision through them at all times and shall be non-opening, unless the parts of the windows which can be opened are more than 1.7m above the finished floor of the rooms in which the windows are installed. The rooflights in the rear elevation shall also be a minimum of 1.7m above the finished floor of the rooms in which the windows are installed.

Reason: To safeguard the privacy of the occupiers of 2a Doggett Street.

(Policies BE8, H2, H8 and H9, SBLPR & Section 7, NPPF)

- 4 The existing hedge along the Doggett Street boundary shall be retained as shown on the approved drawing W/12/040/E for a period of five years following the completion of the development hereby approved. Should the hedge die or be destroyed during that period then it shall be replaced during the next planting season with alternative planting which shall first be agreed in writing by the Local Planning Authority.

Reason: To ensure an acceptable standard of boundary treatment.

(Policy BE8, SBLPR and Sections 7 & 11, NPPF).

- 5 None of the proposed dwellings hereby approved shall be first occupied until the approved access has been formally constructed in accordance with Central Bedfordshire Council's Specification for vehicular access.

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

(Section 4, NPPF)

- 6 Before the development hereby permitted is first occupied or brought into use, the scheme for parking shown on Drawing No W12/040 E shall be laid out, drained and surfaced in accordance with details previously submitted to and approved in writing by the Local Planning Authority and those areas shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off and park clear of the highway to minimise conditions of danger, obstruction and inconvenience to users of the adjoining highway and to ensure that no increase of surface water run-off

results from the development.
(Section 4 and 10, NPPF)

- 7 None of the dwellings hereby permitted shall be first occupied until a scheme for the parking of cycles on the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before any of the dwellings are first occupied and shall be thereafter retained for this purpose.

Reason: To ensure the provision of cycle parking to meet the needs of occupiers of the proposed development in the interests of encouraging the use of sustainable modes of transport.
(Section 4, NPPF)

- 8 The dwellings hereby approved shall not be first occupied until details of the bin store have been submitted to and approved in writing by the Local Planning Authority and the bin store has been implemented in accordance with the approved details. The bin store shall be retained thereafter.

Reason: In the interests of the visual amenities of the area.
(Policy BE8, SBLPR and Section 7, NPPF)

- 9 Prior to the occupation of any dwelling on the site, a scheme for the provision of waste receptacles for each dwelling shall be submitted to and agreed in writing by the Local Planning Authority. The receptacles shall be provided before occupation takes place.

Reason: In the interest of residential amenity and to reduce waste generation in accordance with the Council's Minerals and Waste Local Plan 2014, Policy WSP5 and the adopted SPD "Managing Waste in New Developments" (2006).

- 10 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers W12/020, W12/040E, W12/050, W12/060C and CBC/001.

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

INFORMATIVE NOTES TO APPLICANT

1. In accordance with Article 35 (1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the reason for any condition above relates to the Policies as referred to in the South Bedfordshire Local Plan Review (SBLPR) and the National Planning Policy Framework (NPPF).
2. This permission relates only to that required under the Town & Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.
3. The applicant is advised that all cycle parking to be provided within the site shall be designed in accordance with Central Bedfordshire Council's "Cycle Parking Guidance - 2010".

Statement required by the Town and Country Planning (Development Management Procedure) (England) Order 2015 - Part 6, Article 35

The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and 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) Order 2015.

DECISION

.....

.....