

Item No. 9

APPLICATION NUMBER	CB/17/04479/FULL
LOCATION	61 Hitchin Street, Biggleswade, SG18 8BE
PROPOSAL	Change of use of ground floor restaurant (No. 61) and vacant (former) undertaker (No 63) into residential dwellings. 2No. existing first floor apartments to remain as existing. Associated elevational alterations.
PARISH	Biggleswade
WARD	Biggleswade South
WARD COUNCILLORS	Cllrs Lawrence & Woodward
CASE OFFICER	Julia Ward
DATE REGISTERED	27 September 2017
EXPIRY DATE	22 November 2017
APPLICANT	Baystrait Properties Ltd
AGENT	J&JACS Ltd
REASON FOR COMMITTEE TO DETERMINE	Application called in by Councillor Watkins on the basis that the proposal will result in the loss of an eating establishment in a growing town, lack of on-street and off-street parking in the vicinity and loss of privacy for neighbouring dwellings
RECOMMENDED DECISION	Full Application - Recommended for approval

SUMMARY OF RECOMMENDATION

The proposal will result in the loss of an existing restaurant business and loss of employment within the town centre boundary. On balance, however, having regard to the National Planning Policy Framework (2012) and policies CS1, CS12, CS14, DM3, DM4 and DM7 of the Core Strategy and Development Management Policies (2009), together with other material considerations, it is considered that the proposed residential units located in a sustainable location at the southern boundary of the town centre would not result in such a detrimental impact on the vitality and viability of the Biggleswade town centre to warrant refusal of the application.

Site Location:

The application site is a two storey building located on the eastern side of Hitchin Street within the settlement envelope of Biggleswade. The existing building comprises an Indian restaurant and vacant funeral undertakers at ground floor with storage/ living accommodation above.

The Application:

This application is seeking planning permission to change the use of the ground floor units into 2 no. residential flats with 2 no. residential flats above. One of the ground floor flats will have two bedrooms and the three remaining flats will have one bedroom each. Elevational changes are proposed including the insertion of a front entrance door on Hitchin Street, removal of the existing restaurant flue at the rear of

the building and replacement/ additional windows on the rear elevation. Private amenity space and bin storage areas would be provided for the flats at the rear of the property.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (March 2012)

2: Ensuring the Vitality of Town Centres

7: Requiring good design

Core Strategy and Development Management Policies - North 2009

DM3 High Quality Development

DM4 Development Within & Beyond Settlement Envelopes

CS1 Development Strategy

CS14 High Quality Development

CS12 Town Centres & Retailing

DM7 Development in Town Centres

Local Plan

The Central Bedfordshire Local Plan has reached pre-submission stage. The consultation ran between 11 January and 22 February 2018. The comments will now be forwarded to the independent planning inspector alongside the Local Plan when the Plan is submitted to the Secretary of State.

The National Planning Policy Framework (paragraph 216) stipulates that from the day of publication, decision-takers may also give weight to relevant policies in emerging plans unless material considerations indicate otherwise.

The apportionment of this weight is subject to:

- the stage of preparation of the emerging plan;
- the extent to which there are unresolved objections to relevant policies;
- the degree of consistency of the relevant policies in the emerging plan to the policies in the Framework.

In summary it is therefore considered that reference should be made to the emerging plan but limited weight should be applied to the Central Bedfordshire Pre-Submission Local Plan taking into account its stage of preparation, the level of consistency with the Framework and acknowledging that the draft site allocations have now been subject to statutory public consultation. The following policies are relevant to the consideration of this application:

Central Bedfordshire Local Plan - Emerging

HQ1 - High Quality Development

SP7 - Development within Settlement Envelopes

R1 - Ensuring Town Centre Vitality

R3 - Town Centre Development

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Relevant Planning History:

Case Reference	MB/07/00403/FULL
Location	61 Hitchin Street, Biggleswade, SG18 8BE
Proposal	Full: Replacement extraction system to rear.
Decision	Full Application - Granted
Decision Date	30/04/2007

Case Reference	MB/88/00153/FULL
Location	61-63, Hitchin Street, Biggleswade
Proposal	FULL: SINGLE STOREY REAR EXTENSION
Decision	Full Application - Granted
Decision Date	26/04/1988

Case Reference	MB/79/1538A/ADV
Location	61/63, Hitchin Street, Biggleswade
Proposal	ADVERTISEMENT: RESTAURANT AND WINDOW SIGN
Decision	Advertisement - Granted
Decision Date	29/09/1981

Case Reference	MB/79/01538/FULL
Location	61/63, Hitchin Street, Biggleswade
Proposal	FULL: CHANGE OF USE SHOP OFFICE TO RESTAURANT
Decision	Full Application - Granted
Decision Date	31/01/1980

Consultees:

Parish/Town Council Biggleswade Town Council - No objections to the proposal

Highways officer The existing is a ground floor restaurant and ground floor undertakers, with a 1 bedroom apartment above each. The proposal is to alter the means of access to the existing apartments and change the ground floor into 2 x 2 bedroom dwellings, with cycle parking and communal refuse storage at the rear, which is accessed by an extremely narrow and lengthy passageway between buildings to Saffron Road.

The road fronting the site is one way (north to south) with on street resident permit parking on the east side and TRO on the west side. The proposal has no parking provision but is within easy walking distance of the main

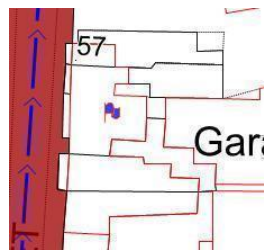
line station and the town centre, and residents can apply to the council for a parking permit if required.

There are some issues with the proposal:

- A bedroom is shown at the ground floor level with no means of access to it or belonging to the existing or proposed residential units
- Means of access to secure and covered cycle parking provision should be no less than 1.2m wide to allow access for a resident wheeling a cycle
- Where is the refuse to be collected from, clear of the public highway
- How is the refuse (paladins) to be wheeled to the collection point, as the passageway is too narrow

Following receipt of revised plans:

Note: the red line plan includes some of the public highway. I am not disputing the land registry but the applicant should be aware that there are highway rights in the public highway. The plan below shows the extent of the public highway coloured red. The applicant should be made aware of this.



The existing is a ground floor restaurant and ground floor undertakers, with a 1 bedroom apartment above each. The proposal is to alter the means of access to the existing apartments and change the ground floor into 1 x 2 bedroom and 1 x 1 bedroom dwellings, with cycle parking and communal refuse storage at the rear. There is an extremely narrow and lengthy passageway between buildings to Saffron Road, which measures 0.8m wide but this could be narrower with downpipes etc, as the plan is not a site survey.

The road fronting the site is one way (north to south) with on street resident permit parking on the east side and TRO on the west side. The proposal has no parking provision but is within easy walking distance of the main line station and the town centre, and residents can apply to the council for a parking permit if required.

It is assumed that residents will access the cycle parking provision by taking cycles through the property as the pedestrian access to Saffron Road is too narrow for a cycle. It is also assumed that the bin collection point will be located at the property frontage on Hitchin Street and bins will be taken through the property to this point?

There is some confusion on the plan; the entrance hall has an emergency escape only, to the private gardens for apartments 1 and 2 at the rear of the building, the emergency escape is for the upstairs apartments no. 3 and 4 as annotated on the plan. But it is also annotated that there is a rear access to apartments 3 and 4 from Saffron Road, which is going to be relaid to hardstanding. How do apartments 3 and 4 access their apartments from the rear of the building which is proposed as private gardens for apartments 1 and 2?

This aside, please include the following in any permission issued:

1. The cycle parking scheme as indicated on the approved drawing no. JJ17-6163F shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.

Reason

To ensure the provision of adequate cycle parking to meet the needs of occupiers of the proposed development in the interests of encouraging the use of sustainable modes of transport.

2. Details of a refuse collection point located at the site frontage and outside of the public highway and any visibility splays shall be submitted to and approved by the Local Planning Authority prior to the occupation of any dwelling. The scheme shall be fully implemented prior to occupation of any dwelling 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.

NOTES TO APPLICANT

- The applicant is advised that, under the provisions of the Highways Act 1980, no part of the structure, 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

- 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 by this link on the Council website <http://www.centralbedfordshire.gov.uk/transport/request/dropped-kerb.aspx> or contact Central Bedfordshire Council Tel: 0300 300 8301
- 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 the applicant is advised to follow this link on the Council website <http://www.centralbedfordshire.gov.uk/transport/request/dropped-kerb.aspx> or contact Central Bedfordshire Council Tel: 0300 300 8301. Under the provisions of the Highways Act 1980 the developer may be liable for any damage caused to the public highway as a result of demolition/construction of the development hereby approved
- The contractor and / or client are to ensure that any mud or building material debris such as sand, cement or concrete that is left on the public highway, or any mud arising from construction/demolition vehicular movement, shall be removed immediately and in the case of concrete, cement, mud or mortar not allowed to dry on the highway

Pollution

It has come to my attention that the application site may, not least at upper storey level, be continuous with and exposed to rooftop plant and machinery and/or windows/openings associated with adjoining commercial land uses which could lead to detrimental effects on residential amenity if not measured and/or mitigated. Therefore, in order to support this application I would favour air quality and acoustic conditions being attached to any permission granted as follows:

Reason for Recommendation:

The site is located near commercial noise sources (motor vehicle businesses and rooftop plant) and may therefore be subject to a significant amount of noise/vibration or emissions. It will therefore be necessary to ensure that residential end users are protected from excessive noise or poor air quality, therefore I recommend the following conditions to ensure that glazing/ventilation requirements and building design etc. are adequately protective following assessments by professional advisors.

Conditions Required: Without prejudice to any decision you shall make should you be mindful to grant permission against the recommendations of Public Protection I ask that the following conditions are inserted on any permission granted.

Development shall not begin until a scheme for protecting the proposed dwellings from commercial noise sources in the vicinity of the proposed development has been submitted and approved by the local planning authority. None of the dwellings shall be occupied until the approved scheme has been implemented in full accordance with the approved details, and retained in accordance with those details thereafter.

Development shall not begin until a scheme for protecting the proposed dwellings from commercial air emissions in the vicinity of the proposed development has been submitted and approved by the local planning authority. None of the dwellings shall be occupied until the approved scheme has been implemented in full accordance with the approved details, and retained in accordance with those details thereafter.

Other Representations:

Neighbours

A total of 34 objections objecting to the proposal have been received from the following addresses raising the following concerns:

The occupier of 61 Hitchin Street itself:

Strongly objects for the following reasons:

1. 2 no. commercial properties will be lost.
2. The first floor of the premises has only been used for storage, not as flats.
3. The occupiers still has the lease to the property and wishes to extend the lease.
4. Lack of parking provision - a total of 8 no. car parking

spaces are required.

5. Over-development of the site in a town centre location which will result in anti-social behaviour, crime, nuisance, vermin, noise pollution, oversteering and overshadowing. Local neighbours will be adversely affected.

6. The health centre car park is already being used occasionally by local residents.

7. Biggleswade is already over-developed for residential use.

8. Loss of community facility.

9. Inadequate private amenity space and large fire risk.

10. Inadequate bin storage area.

11. Proposal would set precedent for other commercial uses to change to residential uses in the future.

12. Increase in flood risk.

13. Loss of employment.

The occupiers of 57, 59, 80, 155 Hitchin Street, 46 Berkeley Close, 40 The Rowlands and 8 Old Mill Close have sent identical letters raising objections as set out above.

The occupiers of 14 Station Road, 10 Birch Road, Flat 4 Whitworth Court, Dells Lane, Potton Road, 6 Berkeley Close, Hitchin Street, Redman Gardens, 11 Presland Drive, 34 Saffron Road, 24 Collings Crescent, 9 Saffron Road, 14 Kayser Court, 27 Playfield Close, 15 Glebe Road, 16 Apple Tree Close, 30 Kennett Drive, 96 Brunel Drive, 135 Hitchin Street, 8 Fennel Drive, 12 Eagle Farm Road, 120 Hitchin Street and 4 Laurel View have all raised objections on the basis that a successful takeaway/restaurant business will have to close and small businesses are needed in Biggleswade to regenerate the town centre. Businesses should be maintained and supported and not evicted by greedy landlords.

36 Osprey Road - Parking problems will be made worse in the area

104 Sun Street - Objects on the basis of a lack of parking, loss of employment, loss of a popular and valuable business, and over-development of the site.

65 Hitchin Street - Concerns about noise and disruption, the back entrance to the site is blocked, concerned about bin storage and inadequate parking.

Two petitions objecting to the proposal have also been received with a total of 260 signatures.

2 no. letters of support have been received from 35A Saffron Road and 152 Shortmead Street stating that the

character of this end of Hitchin Street has changed dramatically over recent years and is now residential in character - the proposed development is more in keeping with the area. The current congestion/ parking problems in the area will be eased by the proposal.

Determining Issues:

The main considerations of the application are;

1. Principle of development
2. Impact of the proposal on the Character and Appearance of the Area
3. Impact of the proposal on the residential amenities of adjoining occupiers
4. Highway considerations
5. Other considerations

Considerations

1. Principle of development

- 1.1 The application site is located within the settlement envelope of Biggleswade and is specifically located within the defined town centre boundary, although at the southern edge of the town centre. The immediate area is mixed in character with residential units immediately to the south and opposite the site, Biggleswade Health Centre to the north of the site and a more commercial character further to the north. There is an existing garage building to the east of the site.
- 1.2 Paragraph 14 of the National Planning Policy Framework (NPPF) (2012) sets out a presumption in favour of development and paragraph 49 advises that housing applications should be considered in the context of the presumption in favour of sustainable development. The NPPF also makes clear that applications for planning permission should be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 1.3 In the local policy context, the application site is covered by the Core Strategy and Development Management Policies (2009). Policy CS1 identifies Biggleswade as a Major Service Centre and policy CS14 advises that the Council will require development to be of the highest quality. Policy DM3 provides guidance on criteria that all proposals for new development are expected to achieve, for example transport considerations, impact on the character and appearance of the area and impact on local residential amenities, and appropriateness in relation to scale and design. Policy CS12 advises that Major Service Centres have established town centre boundaries within which new retail and service provision should be focussed and policy DM7 advises that the Council will support and encourage additional convenience and comparison retail provision and other uses such as cultural, leisure and entertainment facilities inside the designated town centre boundaries in Biggleswade. The policy also states that "The Council will seek to retain existing retail uses within town centre boundaries. Permission will only be granted for changes of use away from retail (Class A1) to Classes A2, A3, A4 and A5 at ground floor level if there are no realistic prospect of the property being utilised for retail purposes

(evidence of marketing will be required) and the proposed use would enhance the vitality and viability of the town centre". It is considered that this part of the policy relating to changes of use away from Class A1 is not relevant in this instance as the existing use of the occupied unit is Class A3.

Policy DM7 goes onto state that proposals for residential development at ground floor level within town centres will only be approved if it can be demonstrated that there is no need for the premises to be used for town centre related uses.

- 1.4 Relevant policies within the emerging Central Bedfordshire Local Plan should also be considered, although these policies have limited weight at this stage of the plan-making process. Policies R1 and R3 are particularly relevant to the application site's town centre location and advise that the Council will support retail and service provision in town centres, with proposals for residential use above ground floor uses being encouraged.
- 1.5 A Central Bedfordshire Retail Study has been published (July 2017) to inform the policies of the emerging Local Plan. This study recognises that the food and drink offer within Biggleswade is mainly comprised of local cafes with very few restaurants available. However, the study also states that Biggleswade functions well with a low vacancy rate indicative of strong retailer demand. The centre provides a good convenience and service offer consistent with its role in the hierarchy. The study goes onto state that the vacancy rate in Biggleswade is relatively on par with the national average but has increased from 2 % to 7% of floorspace. The study also recognises that there is a slight clustering of vacant units at the southern end of Hitchin Street.
- 1.6 The loss of an existing restaurant business within the town centre is regrettable and will reduce the range of restaurant facilities within the town centre boundary and result in a loss of employment. The proposal will also result in the loss of 2 no. commercial units within the town centre boundary. On balance, however, it is considered that given that there are two other similar Indian restaurant businesses within the town centre boundary with another Indian restaurant located outside the town centre boundary, the loss of this Class A3 unit would not have such a detrimental impact on the restaurant provision in Biggleswade town centre to warrant refusal of the application. In addition, given the location of the units close to the southern boundary of the town centre, within a predominantly residential area, bringing back into use a previous residential use, with residential units to the north and south of the application site, the proposal will not result in a detrimental impact on the vitality and viability of the town centre and will not conflict with the findings of the Central Bedfordshire Retail Study which advises that there are a number of existing vacant retail units at the southern end of Hitchin Street. The creation of residential units will comply with the advice in paragraph 49 of the NPPF (2012) which states that housing applications should be considered in the context of the presumption in favour of sustainable development.

2. Impact of the proposal on the character and appearance of the area

- 2.1 The applicant is proposing some minor elevational alterations including the insertion of an entrance door on Hitchin Street. It is considered that the proposed alterations would not have a detrimental impact on the character and

appearance of this part of Hitchin Street. The proposal would introduce residential units at ground floor. However, whilst the application site is within the town centre boundary, the predominant character of the area to the south and west of the site is residential and it is considered that the proposed use would not appear out of keeping with the immediate area.

3. Impact of the proposal on the residential amenities of adjoining occupiers

- 3.1 The proposal will result in the introduction of residential uses at ground floor level within this part of Hitchin Street. Elevational alterations include insertion of doors and windows on the front and rear elevations. However, given the orientation of these doors and windows, it is considered that the proposal will not result in any significant overlooking or loss of privacy to adjoining occupiers. It is considered that the provision of flats in this location would not result in an overbearing impact or increased noise and disturbance to existing occupiers given the mixed character of the area with other residential uses already in close proximity to the site.
- 3.2 The applicant is proposing that the existing rear yard area is split into private amenity spaces for the ground floor flats with cycle storage and bin storage areas. Whilst these amenity spaces are limited in size, given the site's location within the built-up area, it is considered, on balance, that the amenity areas are adequate for the proposed dwellings. No amenity space is proposed for the upper flats but these could be used as residential units in any event without the requirement for amenity space.
- 3.3 There is an existing garage building immediately to the rear of the application site. This garage use has the potential to result in noise disturbance for future residents of the property. The Pollution officer has advised that the application site may, not least at upper storey level, be continuous with and exposed to rooftop plant and machinery and/or windows/openings associated with adjoining commercial land uses which could lead to detrimental effects on residential amenity if not measured and/or mitigated and has therefore recommended that a condition is attached to any permission requiring details of noise insulation and protection from commercial air emissions prior to commencement of development. It is considered that given the proximity of the garage building to the application site, a condition requiring details of noise insulation of the proposed dwellings is considered necessary in this instance. However, given the proximity of other residential uses in the area to the garage, it is considered that a condition requiring details of protection from commercial air emissions would be unreasonable in this instance.

4. Highway Considerations

- 4.1 The applicant is not proposing any off-street car parking as part of the proposal and there is no space on the site to provide such parking. A total of four cycle spaces will be provided within the private amenity space. The highways officer has not raised any objection to the proposal as the road fronting the site is one way (north to south) with on street resident permit parking on the east side and a Traffic Regulation Order on the west side. The proposal has no parking provision but is within easy walking distance of the main line station and the town centre, and residents can apply to the council for a parking permit if

required. It is considered that the proposal will not result in an adverse impact on pedestrian and highway safety in the area.

5. Other considerations

5.1 Objectors' concerns

There have been a significant number of objections to the proposal, including 2 no. petitions of a total of 260 signatures. Most of the concerns raised by objectors are covered in the above report. The issue of the lease of the property and extension of the lease are civil matters between the applicant and the owner of the property. It is considered that the proposal will not result in a significant overlooking or overshadowing impact given the existing footprint and scale of the building and the orientation of the windows in relation to existing properties along Hitchin Street. The application site is not located within a flood risk area.

5.2 Human Rights/ Equality issues

Based on the information submitted, there are no known issues raised in the context of Human Rights legislation/ The Equality Act 2010 and, as such, there would be no relevant implications.

5.3 Conclusion

The proposal will result in the loss of an existing restaurant business and loss of employment within the town centre boundary. On balance, however, having regard to the above policy framework and material considerations, it is considered that the proposed residential units in a sustainable location at the southern boundary of the town centre would not result in such a detrimental impact on the vitality and viability of the Biggleswade town centre to warrant refusal of the application.

Recommendation:

That Planning permission is GRANTED subject to the following conditions:

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.

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.
(Section 7, NPPF)

- 3 The cycle parking scheme as indicated on the approved drawing no. JJ17-6163F shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.

Reason: To ensure the provision of adequate cycle parking to meet the needs of occupiers of the proposed development in the interests of encouraging the use of sustainable modes of transport.

- 4 Details of a refuse collection point located at the site frontage and outside of the public highway and any visibility splays shall be submitted to and approved by the Local Planning Authority prior to the occupation of any dwelling. The scheme shall be fully implemented prior to occupation of any dwelling 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.

- 5 Development shall not begin until a scheme for protecting the proposed dwellings from commercial noise sources in the vicinity of the proposed development has been submitted and approved by the local planning authority. None of the dwellings shall be occupied until the approved scheme has been implemented in full accordance with the approved details, and retained in accordance with those details thereafter.

Reason: To ensure a satisfactory level of amenity for future occupiers of the property, in accordance with policy DM3 of the adopted Core Strategy and Development Management Policies (2009) and Section 7 of the NPPF (2012).

- 6 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 001/ rev F; 002/ rev B.

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 National Planning Policy Framework (NPPF) and the Core Strategy for North Central Bedfordshire.
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, under the provisions of the Highways Act 1980, no part of the structure, 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

- 4. 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 by this link on the Council website
<http://www.centralbedfordshire.gov.uk/transport/request/dropped-kerb.aspx>
or contact Central Bedfordshire Council Tel: 0300 300 8301

- 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 the applicant is advised to follow this link on the Council website
<http://www.centralbedfordshire.gov.uk/transport/request/dropped-kerb.aspx>
or contact Central Bedfordshire Council Tel: 0300 300 8301. Under the provisions of the Highways Act 1980 the developer may be liable for any damage caused to the public highway as a result of demolition/construction of the development hereby approved.

- 6. The contractor and / or client are to ensure that any mud or building material debris such as sand, cement or concrete that is left on the public highway, or any mud arising from construction/demolition vehicular movement, shall be removed immediately and in the case of concrete, cement, mud or mortar not allowed to dry on the highway.

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 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

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