

6 November 2017

AT A MEETING

of the

WIXAMS JOINT DEVELOPMENT CONTROL COMMITTEE

held in the Frank Branston Room, Borough Hall, Bedford on the 6th day of November 2017 at 6.30 pm

PRESENT:

Bedford Borough Council

Councillor Coombes (Chair)

Councillors Holland, W Hunt, S Hunt, Oliver (substitute for Councillor Masud), Smith and Wheeler

Central Bedfordshire Council

Councillors Downing, Duckett, Firth (substitute for Councillor Barker), Matthews and Morris (substitute for Councillor Clark)

Apologies for absence were received from Councillors Hill, Masud and McMurdo (Bedford Borough Council), Barker, Blair, Chapman, Clark, Jamieson and Turner (Central Bedfordshire Council)

Apologies for lateness were received from Councillors Firth & Matthews

1. QUESTIONS FROM MEMBERS OF THE CONSTITUENT COUNCILS AND MEMBERS OF THE PUBLIC

There were no questions from members of the Constituent Councils or members of the public.

2. MINUTES

RESOLVED:

That the Minutes of the meeting of the Committee held on 21 September 2017 be confirmed.

3. DISCLOSURES OF LOCAL AND/OR DISCLOSABLE PECUNIARY INTERESTS

Item and Minute Number	Member Disclosing an Interest	Nature of Interest	Present or Absent During Discussion of Item
Item 2 Minute No. 5	Councillor Holland	Local – her partner works for Network Rail	Present
Item 2 Minute No. 5	Councillor S Hunt	Local – her son-in-law works as a train driver	Present
Item 2 Minute No. 5	Councillor Smith	Local – he works for Govia Thameslink Railway	Present

4. RESERVED MATTERS FOLLOWING OUTLINE APPROVAL OF PLANNING APPLICATION MB/99/01694/OUT (CBC) AND 99/01695/OUT (BBC). THE RESERVED MATTERS ARE FOR APPROVAL OF ACCESS, APPEARANCE, LAYOUT, LANDSCAPING AND SCALE OF 187 DWELLINGS, ASSOCIATED HIGHWAYS AND ANCILLARY WORKS, VILLAGE 4, WIXAMS (LAND OFF AMPHILL ROAD, HOUGHTON CONQUEST) (16/02595/MAR (BBC) AND CB/16/04143/RM (CBC))

The Manager for Development Management, Bedford Borough Council, and the Assistant Director – Development Infrastructure, Central Bedfordshire Council, jointly reported on the proposed development of one of the first parcels within Village 4 and formed the

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western edge gateway off the B530 (Bedford Road). The application sought reserved matters approval for access, layout, landscaping and scale for 187 dwellings for parcel 4.2 of Village 4.

The Committee noted that Bedford Borough Council's Highways (Development Control) Officer had no objection to the revised plans subject to conditions relating to cycle parking (included within the report), further road details and provision of parking spaces prior to occupation. The amended plans addressed the Officer's concerns in terms of the specification of the private drives, vehicular turning, car parking provision and bus stops.

The Housing Development and Policy Officer had no objection to the revised affordable housing scheme shown on Plan B026/P/AH01 Rev D.

The Waste Services Officer had advised that Bedford Borough Council's bin crews would not enter a private driveway/road and Plots 40 to 42 and 14 to 15 would be required to pull their bins out to the bin collection points shown.

Central Bedfordshire Council's Highways Officer considered the revised scheme to be acceptable in highway terms subject to conditions attached to any permission granted regarding lockable bollards, highway layout, retention of garage accommodation, refuse collection points, cycle parking and driveway vision splays.

The Housing Development Officer welcomed the introduction of the additional unit of affordable rent which took the total number of affordable units to 47. This represented a compliant scheme in terms of the current Section 106 requirements with provision of 25% affordable housing.

RESOLVED:

That, subject to the following additional Conditions and Informative as recommended by the Manager for Development Management, Bedford Borough Council, to the deletion of suggested Condition No. 4 and to the following additional Conditions and Informatives as recommended by the Assistant Director – Development Infrastructure, Central Bedfordshire Council, permission be granted in respect of the above application in accordance with the recommendation of the Manager for Development Management, Bedford Borough Council, and the Assistant Director – Development Infrastructure, Central Bedfordshire Council.

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Bedford Borough Council Conditions

Condition No. 5

No development in relation to roads, junctions, footpaths and cycleways shall take place until the detailed plans and sections of any proposed roads, footpaths and cycleways and any junctions with the existing highway, including gradients and method of surface water disposal, have been submitted to and approved in writing by the Local Planning Authority and no building shall be occupied until the section of road which provides access to that building, together with any footpaths and cycleways, have been constructed in accordance with the approved details.

Reason for Condition:

To ensure that the proposed roadworks are built to an adequate standard in accordance with saved Policy BE30 iv), v) and vi) of the adopted Bedford Borough Local Plan 2002.

Condition No. 6

No building shall be occupied until the vehicle parking spaces have been properly surfaced and marked out in accordance with the approved drawing. The spaces shall thereafter be kept available for parking at all times.

Reason for Condition:

To ensure that there is adequate parking within the site in accordance with saved Policy BE30 iv), v) and vi) of the adopted Bedford Borough Local Plan 2002.

Important – please note the following information:

The applicant is advised that if it is the intention to request the Bedford Borough Council, as Local Highway Authority, to adopt the proposed highways as maintainable at public expense, then details of the specification, layout and alignment, width and levels of the said highways together with all the necessary highway and drainage arrangements, including run off calculations, shall be submitted to the Senior Highways Agreements Officer, Engineering Services, Bedford Borough Council, Borough Hall, Bedford,

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MK42 9AP (Tel. 01234 276952). No development can commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place. The applicant is advised that fees are applicable for the consent and approval processes and the aforementioned Officer should be contacted at an early stage for further information.

Central Bedfordshire Council Conditions

Condition No. 4

No dwelling shall be occupied until details of lockable bollards for the areas on private drives shown on Plan No. B026/P/PL01 Rev T (BCC Planning Layout) have been submitted to and approved in writing by the Local Planning Authority. The approved bollards shall be installed and operational prior to occupation and shall be retained in perpetuity.

Reason for Condition:

To enable emergency vehicles to exit from driveways without the provision of turning areas thereby avoiding the reversing over long distances of emergency vehicles on to the highway.

Condition No. 5

Before the development is first brought into use, the proposed development shall be carried out and completed in all respects in accordance with the access, siting and layout illustrated on the approved Plan No. B026/P/PL01 Rev T (BCC Planning Layout) 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 for Condition:

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

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Condition No. 6

Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995, or any amendments thereto, the garage accommodation on the site shall not be used for any purpose, other than as garage accommodation, unless permission has been granted by the Local Planning Authority on an application made for that purpose.

Reason for Condition:

To retain off-street parking provision and thereby minimise the potential for on-street parking which could adversely affect the convenience of road users.

Condition No. 7

Prior to the occupation of any dwelling 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 in writing by the Local Planning Authority. The scheme shall be fully implemented prior to occupation of any dwelling and shall be retained thereafter.

Reason for Condition:

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

Condition No. 8

No dwellings shall be occupied until cycle storage has been provided and the vehicle parking spaces have been properly surfaced and marked out/provided in accordance with the approved drawing. The spaces shall thereafter be kept available for parking at all times.

Reason for Condition:

To minimise the potential for on-street parking and thereby safeguard the interest of the safety and convenience of road users.

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Condition No. 9

Before any of the driveway accesses are first brought into use, a triangular vision splay shall be provided on each side of the new access drive and shall be 2.8m measured along the back edge of the highway from the centre line of the anticipated vehicle path to a point 2.0m measured from the back edge of the highway into the site along the centre line of the anticipated vehicle path. The vision splay so described and on land under the applicant's control shall be maintained free of any obstruction to visibility exceeding a height of 600mm above the adjoining footway level in perpetuity.

Reason for Condition:

To provide adequate visibility between the existing highway and the proposed accesses, and to make the accesses safe and convenient for the traffic which is likely to use them.

Condition No. 10

No other part of the development shall take place until the visibility splay at the junction of the access with the public highway shown on the approved drawing has been provided. All parts of the splays shall thereafter be kept free of all obstructions above the adjacent carriageway level.

Reason for Condition:

To provide adequate visibility between the existing highway and the proposed accesses, and to make the accesses safe and convenient for the traffic which is likely to use them.

Condition No. 11

This permission shall not extend to the street lighting layout and associated engineering details submitted in support of the application as shown on Plan Nos. E3598/950/C and E3598/951/C.

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Reason for Condition:

For the avoidance of doubt.

Condition No. 12

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans:

BBC Planning layout - Dwg No. B026/P/PL01 Rev U, Materials Dispersion Plan - Dwg No. B026/P/MP/01 B, Landscape Structure Plan - Dwg No. M2756.01 F, Village Street Proposals - Dwg No. M2756.02 F, Location Plan CBC/P/P01 B, Dwg No. 3007-641 Contract Plan, Affordable Housing Layout including Mobility Standard Housing B026/P/AH01 RevD

Parkland House Type - WEST/MAL/PA/P/01, WEST/MAL/PA/E/01, WEST/BOLL/PA/P/01, WEST/BOLL/PA/E/01, WEST/STAU/PA/P/01, WEST/STAU/PA/E/01, WEST/WILL/PA/P/01, WEST/WILL/PA/E/01 Rev A, WEST/WILLSA/PA/P/01, WEST/WILLSA/PA/E/01, WEST/DUN/PA/P/01, WEST/DUN/PA/E/01, WEST/WINDG/PA/P/01, WEST/WINDG/PA/E/01, WEST/MORE/PA/P/01, WEST/MORE/PA/E/01, WEST/PICK/PA/P/01, WEST/PICK/PA/E/01, WEST/APP/PLUS/PA/P/01, WEST/APP/PLUS/PA/E/01, WEST/BRAM/PLUS/PA/E/01, WEST/BRAM/PLUS/PA/P/01, WEST/WHAR/PLUS/PA/P/01, WEST/WHAR/PLUS/PA/E/01, WEST/BRER/PA/P/01, WEST/BRER/PA/E/01, WEST/STRATA/PA/P/01, WEST/STRATA/PA/E/01, WEST/STRATA/DG/PA/P/01, WEST/STRATA/DG/PA/E/01

Suburban Link - WEST/MAL/SL/P/01, WEST/MAL/SL/E/01, WEST/BOLLSA/SL/P/01, WEST/BOLLSA/SL/E/01, WEST/STA/SL/P/01, WEST/STA/SL/E/01, WEST/DUN/SL/P/01, WEST/DUN/SL/E/01, WEST/DALT/DET/SL/P/01, WEST/DALT/DET/SL/E/01, WEST/HOU/SL/P/01, WEST/HOU/SL/E/01, WEST/MORE/SL/P/01, WEST/MORE/SL/E/01, WEST/BOLLSA/SL/P/01, WEST/BOLLSA/SL/E/01, WEST/APP/PLUS/SL/P/01, WEST/APP/PLUS/SL/E/01, WEST/BRAM/PLUS/SL/P/01, WEST/BRAM/PLUS/SL/E/01, WEST/WHAR/PLUS/SL/P/01, WEST/WHAR/PLUS/SL/E/01, WEST/BRER/SL/P/01, WEST/BRER/SL/E/01, WEST/R2MID/SL/P/01, WEST/R2MID/SL/E/01, WEST/R3GE/SL/P/01, WEST/R3GE/SL/E/01, WEST/R3SA/SL/EP01, WEST/R3SA/SL/E/01

Village Street - WEST/MAL/VS/E/01, WEST/MAL/VS/P/01, WEST/BOLL/VS/P/01, WEST/BOLL/VS/E/01, WEST/DUN/VS/P/01, WEST/DUN/VS/E/01, WEST/DIDS/DET/VS/P/01, WEST/DIDS/DET/VS/E/01, WEST/MEL/VS/P/01, WEST/MEL/VS/E/01, WEST/CAP/DIDSP/VS/P/01, WEST/CAP/DIDSP/VS/E/01, WEST/CAP/DIDSP/VS/P/01, WEST/CAP/DIDSP/VS/E/01, WEST/DALT/DETR/VS/P/01, WEST/DALT/DETR/VS/E/01, WEST/DALT/DET/VS/P/01, WEST/DALT/DET/VS/E/01, WEST/CAPE2/R/VS/P/01, WEST/CAPE2/R/VS/E/01, WEST/BOLLSA/VS/P/01, WEST/BOLLSA/VS/E/01,

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WEST/EDGE/VS/P/01, WEST/EDGE/VS/E/01, WEST/R2END/VS/P/01, WEST/R2END/VS/E/01, WEST/R2MID/VS/P/01, WEST/R2MID/VS/E/01, WEST/R2GE/VS/P/01, WEST/R2GE/VS/E/01, WEST/R3/VS/P/01, WEST/R3/VS/E/01, WEST/R3SA/VS/E/01, WEST/R3SA/VS/E/01

Gateway - WEST/STAU/GA/P/01, WEST/STAU/GA/E/01, WEST/DUN/GA/P/01, WEST/DUN/GA/E/01, WEST/DIDSP/GA/P/01, WEST/DIDSP/GA/E/01, WEST/LYMM/GA/P/01, WEST/LYMM/GA/E/01, WEST/LYMMSP/GA/P/01, WEST/LYMMSP/GA/E/01, WEST/MEL/GA/P/01, WEST/MEL/GA/E/01, WEST/CAP/DIDSP/GA/P/01, WEST/CAP/DIDSP/GA/E/01, WEST/CAP/DIDSP/GA/E/01, WEST/CAPR/DIDSP/GA/P/01, WEST/CAPR/DIDSP/GA/E/01, WEST/CAPR/DIDSP/GA/P/01, WEST/CAPR/DIDSP/GA/E/01, WEST/CAPE/DET/GA/P/01, WEST/CAPE/DET/GA/E/01, WEST/DALT/S/GA/P/01, WEST/DALT/S/GA/E/01, WEST/WINSDG/GA/P/01, WEST/WINSDG/GA/E/01, WEST/BOLL2SA/GA/P/01, WEST/BOLL2SA/GA/E/01, WEST/BRER/R/GA/P/01, WEST/BRER/R/GA/E/01, WEST/BRER/GA/P/01, WEST/BRER/GA/E/01

Station Road - WEST/MAL/SR/P/01, WEST/MAL/SR/E/01, WEST/DUN/SR/P/01, WEST/DUN/SR/E/01, WEST/DIDS/DET/SR/P/01, WEST/DIDS/DET/SR/E/01, WEST/MEL/SR/P/01, WEST/MEL/SR/E/01, WEST/DALT/DET/SR/P/01, WEST/DALT/DET/SR/E/01, WEST/MORE/R/SR/P/01, WEST/MORE/R/SR/E/01, WEST/MORESA/R/SR/P/01, WEST/MORESA/R/SR/E/01, WEST/MORE/SR/P/01, WEST/MORE/SR/E/01, WEST/CAPE2/R/SR/P/01, WEST/CAPE2/R/SR/E/01, WEST/EDGE/SR/P/01, WEST/EDGE/SR/E/01, WEST/R1/SR/P/01, WEST/R1/SR/E/01, R3/END/SR/P/01, WEST/R3/END/SR/E/01

Garages and Car Ports - WEST/CARBARN/01, WEST/GARAGE/01

Street Scenes - WEST/P/ST01, WEST/P/ST02, WEST/GATE/E/01, WEST/PARK/E/01, WESTSTAT/E/01, WEST/SUB/E/01, WEST/VILL/E/01

Details - WEST/BAYS/01, WEST/DOOR/01, WEST/DORM/CHIM/01, WEST/CILL/HEADS/02, WEST/CILL/HEADS/01, WEST/MASONRY/01, WEST/PORCH/01, WEST/STONE/01, WEST/ENCLOSURE/01

Street Lighting – 950C Sheet 1, 951C Sheet 2

Drainage - E3598-500C, E3598-501C, E3598-502C

Refuse Tracking - E3598-790B, E3598-791B

Parking Layout Plan - B026/P/PRK01

Resound Acoustic Noise Report RA00317 – Rep 1 for Village 4, Wixams June 2014, Village 4 Design, Access and Code Compliance Statement August 2016, Morris Homes Affordable Housing Statement November 2017, Project Construction Environmental Plan Ph2 Wixams July 2016, The Institution of Lighting Engineers Guidance Notes For the Reduction Of Light Pollution, Public Art Statement

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Reason for Condition:

To identify the approved plans and to avoid doubt.

Important – please note the following information:

The applicant is advised that as a result of the development, new highway street lighting will be required and the applicant must contact the Development Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ for details of the works involved, the cost of which shall be borne by the developer. No development shall commence until the works have been approved in writing and the applicant has entered into a separate legal agreement covering this point with the Highway Authority.

The applicant is advised that if it is the intention to request Central Bedfordshire Council, as Local Highway Authority, to adopt the proposed highways within the site as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways together with all the necessary highway and drainage arrangements, including run off calculations, shall be submitted to the Highways Agreements Officer, Highways Contract Team, Community Services, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ .

5. RESERVED MATTERS APPLICATION PURSUANT TO OUTLINE CONSENT 11/01380/M73 (BBC) AND CB/11/02182/VOC (CBC) FOR STRATEGIC INFRASTRUCTURE WORKS ASSOCIATED WITH VILLAGE TWO OF THE WIXAMS SETTLEMENT, VILLAGE 2, BEDFORD ROAD, WIXAMS, BEDFORDSHIRE (FORMER ELSTOW STORAGE DEPOT, AMPHILL ROAD, HOUGHTON CONQUEST) (17/02241/MAR (BBC) AND CB/17/04247/RM (CBC))

The Manager for Development Management, Bedford Borough Council, and the Assistant Director – Development Infrastructure, Central Bedfordshire Council, jointly reported on the application for a 330 metre long extension to the Southern Link Road within Village 2 which was one of the three proposed road links between Village 1 to Village 3.

The Committee noted that neither the Bedford Borough Council Highways (Development Control) Officer nor the Central Bedfordshire Council Highways Officer had any objection to the revised plans subject to revised details of the footway/cycleway on the northern side of the Station Access Road.

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Members welcomed the relief the proposed road would bring to congestion whilst acknowledging that there might be an increase in traffic through Ampthill.

In response to a question on a Station for Wixams the Chair advised that he had attended a meeting with Network Rail which was in favour of a station but funding was the issue. Network Rail suggested that the cost could be reduced from £30 million down to £27 million, and may be willing to invest £16.5 million in the project. The Chair advised that he had written to Mayor Hodgson to ask for funding to bring the shortfall down to a manageable level. The bid to SEMLEC had been unsuccessful. It was understood that Govia was not in favour of a station for the Wixams.

RESOLVED:

That, subject to the following additional Condition and Informative as recommended by the Manager for Development Management, Bedford Borough Council, to the deletion of suggested Condition No. 1 and to the following additional conditions and Informative as recommended by the Assistant Director – Development Infrastructure, Central Bedfordshire Council, permission be granted in respect of the above application in accordance with the recommendation of the Manager for Development Management, Bedford Borough Council, and the Assistant Director – Development Infrastructure, Central Bedfordshire Council.

Bedford Borough Council Conditions

Condition No. 2

No development in relation to the footway/cycleway shall take place until revised details of the footway/cycleway on the northern side of the Station Access Street have been submitted to and approved in writing by the Local Planning Authority. The footway/cycleway shall be 3.5m in width as set out in the Wixams Design Code 2015, have raised priority crossings at the junctions and radii suitable for cycle use at all connections. No building shall be occupied until the section of road which provides access to that building, together with any footpaths and cycleways, have been constructed in accordance with the approved details.

Reason for Condition:

To ensure that the proposed roadworks are built to an adequate standard in accordance with saved Policy BE30 iv), v) and vi) of

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the adopted Bedford Borough Local Plan 2002.

Important – please note the following information:

The applicant is advised that if it is the intention to request the Bedford Borough Council, as Local Highway Authority, to adopt the proposed highways as maintainable at public expense, then details of the specification, layout and alignment, width and levels of the said highways together with all the necessary highway and drainage arrangements, including run off calculations, shall be submitted to the Senior Highways Agreements Officer, Engineering Services, Bedford Borough Council, Borough Hall, Bedford, MK42 9AP (Tel. 01234 276952). No development can commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place. The applicant is advised that fees are applicable for the consent and approval processes and the aforementioned Officer should be contacted at an early stage for further information.

Central Bedfordshire Council Conditions

Condition No. 1

No development in relation to the footway/cycleway shall take place until revised details of the footway/cycleway on the northern side of the Station Access Street have been submitted to and approved in writing by the Local Planning Authority. The footway/cycleway shall be 3.5m in width as set out in the Wixams Design Code 2015, have a distance of 5m to the bottom of the ramp, have raised priority crossings at the junctions and radii suitable for cycle use at all connections. No building shall be occupied until the section of road which provides access to that building, together with any footpaths and cycleways, have been constructed in accordance with the approved details.

Reason for Condition:

To ensure a safe connection for pedestrians and cyclists, in accordance with the Wixams Design Code 2015 and Policy DM3 of the Core Strategy and Development Management Policies for Central Bedfordshire (North).

Condition No. 2

No other part of the development shall take place until the visibility splay at the junction of the access with the public highway

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shown on the approved drawing has been provided. All parts of the splays shall thereafter be kept free of all obstructions above the adjacent carriage way level.

Reason for Condition:

To provide adequate visibility between the existing highway and the proposed access(es), and to make the access(es) safe and convenient for the traffic which is likely to use it (them). (Policy DM3, CSDM)

Condition No. 3

Visibility splays shall be provided at the junction of each access with the public highway before the development is brought into use. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed access from its junction with the channel of the public highway and 43m measured from the centre line of the proposed access along the line of the channel of the public highway. The required vision splays shall for the perpetuity of the development remain free of any obstruction to visibility.

Reason for Condition:

To provide adequate visibility between the existing highway and the proposed access(es), and to make the access(es) safe and convenient for the traffic which is likely to use it (them). (Policy DM3, CSDM)

Condition No. 4

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, 000; 7369-01-RL-150; 7369-01-RL-151 Rev A; 7369-01-RL-152 Rev A; 7369-01-RL-153 Rev A; 7514-01-ADR-551; 7514-01-ADR-552; 7514-01-ADR-553; 7514-01-DET-115; 7369-01-SEC-170.

Reason for Condition:

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

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Important – please note the following advice:

The applicant is advised that if it is the intention to request Central Bedfordshire Council, as Local Highway Authority, to adopt the proposed highways within the site as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways together with all the necessary highway and drainage arrangements, including run off calculations, shall be submitted to the Highways Agreements Officer, Highways Contract Team, Community Services, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.

6. MEETING ARRANGEMENTS

The Chair referred to the start time of meetings of this Committee. He suggested that it was challenging for some Members to attend meetings which began in late afternoon and asked that a mutually agreeable time be considered.

The Manager for Development Management, Bedford Borough Council, reported that Gallagher Estates had agreed to arrange a guided tour of Wixams for Members and Officers. It was proposed that they be shown the development completed to date (Village 1, earthworks, Village 2 schools and etcetera) and to highlight the location of future development making up the rest of the settlement. It was hoped that such a visit would allow Members to be better informed of progress to date and of development to come forward in the coming years.

RESOLVED:

- (1) That future meetings of this Committee should usually begin at 6.30 pm.
- (2) That the Manager for Development Management, Bedford Borough Council, be requested to arrange a site visit to Wixams for Members and Officers

The meeting closed at 6.45 pm