

with 28 Ivel Road.

Vehicular access is proposed to the site by creating a new access point directly onto the bridleway close to the point it meets Ivel Road. Residential curtilage will be defined by appropriate boundary treatment with a grassland area close to the River Ivel left as such.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (March 2012)

Core Strategy and Development Management Policies - North 2009

CS1 Development Strategy

CS14 High Quality Development

CS15 Heritage

DM2 Sustainable Construction of New Buildings

DM3 High Quality Development

DM4 Development within and Beyond Settlement Envelopes.

DM13 Heritage in Development

Development Strategy

At the meeting of Full Council on 19 November 2015 it was resolved to withdraw the Development Strategy. Preparation of the Central Bedfordshire Local Plan has begun. A substantial volume of evidence gathered over a number of years will help support this document. These technical papers are consistent with the spirit of the NPPF and therefore will remain on our website as material considerations which may inform further development management decisions.

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Relevant Planning History:

None

Consultees:

Sandy Town Council

Following lengthy debate members resolved unanimously to object to this application on the grounds that the applicant had failed to demonstrate any adequate plans by which traffic to and from the proposed new house could and would be safely separated from all persons and horses using Bridleway 8. Members believed the applicants have failed to show what arrangements were to be made to both maintain the minimum required width of the bridleway combined with providing proper safe vehicular access to and egress from the proposed new property onto Ivel Road. Members were also concerned with the potential risks attached generally with the movement of additional

traffic to and from the proposed new house with restricted lines of sight when both entering and leaving the new property along the bridleway and Ivel Road. Members were also sympathetic to the views expressed by one of the near neighbours believing that the presence of the property would have a detrimental effect on the area and detract from the enjoyment of all of the very many persons using the bridleway.

Highways

In a highway context the proposed plans indicate an acceptable scheme and as such I am content with just the standard '...carried out in accordance with the approved plan' condition rather than requiring numerous highway conditions. However I would request inclusion of the following advice note.

Advice Note 1/. The applicant is advised that no works associated with the reconstruction of the vehicular access should be carried out within the confines of the public highway without prior consent, in writing, of the Central Bedfordshire Council. Upon receipt of this Notice of Planning Approval, the applicant is advised to contact Central Bedfordshire Council's Highway Help Desk on 03003008049. This will enable the necessary consent and procedures under Section 184 of the Highways Act to be implemented. The applicant is also advised that if any of the works associated with the construction of the vehicular access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) then the applicant will be required to bear the cost of such removal or alteration.

AN 2/. The applicant is advised that parking for contractor's vehicles and 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 contact Central Bedfordshire Council's Highway Help Desk on 03003008049. 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 construction of the development hereby approved.

Conservation Officer

Seems acceptable in principle so long as you are satisfied with the wider planning policy position. The proposed dwelling is quite large-long and relatively tall for a 1 & a half storey dwelling but relates reasonably comfortably with the site and context.

The D&AS/ Heritage Statement is comprehensive and explains the justification for the proposals in some detail. With suitable conservation area high quality materials and close attention to architectural detailing this design is considered to be acceptable.

Ecology

Having read through the submitted ecological report I am satisfied that there no evidence of protected species was found on the site. However, as it lies adjacent to the River Ivel CWS and also within the Greensand Ridge Nature Improvement Area there is every reason to expect any development of the site to deliver a net gain for biodiversity in line with NPPF requirements. The design and access statement refers to the new neighbouring house at number 30 Ivel road which is in a similar location in relation to biodiversity.

Planning permission granted for this new dwelling required the provision of a scheme of ecological enhancement measures. Such a requirement should form a condition for this application, enhancements should include details of works to the river bank to improve habitat opportunities for water voles and otter, of which there are many records in the immediate vicinity. I would also like to see an integral bird / bat box be provided on the main house on southern elevation above 4m.

Additional planting should also use locally native, nectar and berry rich species.

Trees and Landscape

Proposal is for the development of this area of land to allow the construction of one detached dwelling.

Pre application advice asked for a tree survey and arboricultural impact assessment to identify trees on site, condition and tree protection details. Looking at the documents scanned in there does not appear to be a tree survey plan, just two copies of the tree survey. As such I cannot identify which trees in the survey are to be removed although I would assume that it is the trees on the north edge closest to the proposed building. The survey refers to a drawing number TIP 15 178 which I suspect is the missing survey plan.

We do need to find this plan just to confirm that it includes tree protection fence distance and detail and that it is acceptable. We also need to confirm the trees to be removed. Until then I cannot complete my comments, but provided that all details are acceptable then there should be no objections just landscape and boundary treatment details.

Updated

Details regarding tree protection fencing during development of this site. The indicated location of the tree protection fencing is to be as shown on the supplied drawing number TIP 15 178.

Environment agency

No comments received.

Internal Drainage Board

Had no comments to make

Sustainable Urban
Drainage Officer

The application and associate documents submitted with CB/15/03250/FULL does not provide sufficient details on the proposed mitigation for the management of surface water implications associated with the proposed development.

The 'Planning, Design & Access Statement' (August 2015, C-694/P) which has been submitted does not acknowledge under 'relevant policies' the requirement under section 103 of the National Planning Policy Framework (NPPF) that:

(103). When determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment (see footnote) following the Sequential Test, and if required the Exception Test, it can be demonstrated that:

- within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and
- development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems (see footnote).
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Paragraph 103 of the NPPF should also be read in conjunction with the 'Sustainable drainage systems: Written statement - HCWS161', which outlines:

"...Government's expectation is that sustainable drainage systems will be provided in new developments wherever this is appropriate".

Further to the above policy requirements, the emerging Development Strategy for Central Bedfordshire has two

main objectives for surface water management. As per Policy 48: Adaptation, it is important to first focus on using sustainable drainage systems as a means to prevent surface water flooding, and second on the use of sustainable drainage systems to deliver benefits beyond flood risk. See also the Mid-Bedfordshire policy CS13; and South Bedfordshire policy CS12.

Sustainable drainage systems can also satisfy other local policies within the emerging Development Strategy, such as: protect and enhance existing open space (Policies 39 – 41); contribute to the requirement for all developments to be designed to a high quality (Policy 43); improve water quality and protect health (Policy 44); sequester carbon and mitigate climate change impacts (Policy 47); and maintain Central Bedfordshire's rural character (Policy 50).

We therefore do not support the comment made in para 6.1 of the 'Planning, Design & Access Statement' that the proposed development will "...be consistent with national and development plan policy promoting housing development in accessible and sustainable locations".

We note that the 'Application for Planning Permission Town and Country Planning Act 1990' form submitted with the application states that surface water will be discharged via a soakaway, however details regarding the proposed standard of operation and design criteria of this approach have not been provided, and it is therefore not possible to determine whether the storage/disposal of surface water from the site is satisfactory and that this will prevent flooding on site and manage the risk of flooding to others downstream of the site.

In order to demonstrate compliance with section 103 of the NPPF and associated policies outlined above, we ask that details be provided to demonstrate that surface water implications and flood risk to and from the site will be mitigated, where possible using sustainable drainage systems, with details of the design measures proposed to attenuate to greenfield runoff and the associated long term operation and maintenance requirements of the drainage system for the lifetime of the proposed development.

Other Representations:

Neighbours

2 letters of objection received raising the following objections:

- Access proposed over the bridleway which is well used by horses and pedestrians and causes a safety risk.
- Access enters Ivel road in an unsafe location.
- Would harm the outlook from 29 Ivel Road.

Determining Issues:

The main considerations of the application are;

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

Considerations

1. The Principle Of Development

- 1.1 The National Planning Policy Framework (NPPF) paragraph 49 states that 'housing applications should be considered in the context of the presumption in favour of sustainable development'. In the local context, the site falls within the Settlement Envelope of Sandy which is designated as a Major Service Centre under Policy CS1 of the Core Strategy, wherein the principle of new development is considered acceptable.
- 1.2 Policy DM4 (Development within Settlement Envelopes) of the Core Strategy and Development Management Policies (CSDMP) states that the Council will approve housing development within Major Service Centres, subject to compliance with any other relevant policies. Most relevant is Policy DM3 (High Quality Development) which seeks to ensure new development is well designed and complements the character of the area in which it is located, respects the amenity of neighbouring properties and provides adequate access and parking arrangements.
- 1.3 The development of this site with housing is therefore generally supported in principle by both the NPPF and Policy DM4 of the CSDMP. However any proposal submitted will need to complement the surrounding pattern of development, particularly in terms of scale, massing and plot coverage, and design. These issues will be an important consideration in the determination of any planning application in accordance with Policy DM3 and are discussed below. Development will also need to be acceptable in terms of its impact on the historic environment and the existing right of way/highway network which are also considered below.

2. Affect on the Character and Appearance of the Area

- 2.1 There will be a notable change in the character of the site as currently it is undeveloped. The proposed dwelling will not occupy the full extent of the site and will sit adjacent the existing built form in the area, albeit set back from the front line of adjacent dwelling, No. 28 Ivel Road. From Ivel Road the development will be visible but not overly prominent in the streetscene.

- 2.2 The dwelling is proposed to provide accommodation over two floors but it would sit as a subservient building to the more established and prominent dwelling at No 28 but larger than the ancillary barns associated with the same adjacent site. The scale represents a good transition between the undeveloped area south and the existing urban form to the north. It will not sit as a cramped and overdeveloped addition to the area and is therefore not considered to have a detrimental impact on the character and appearance of the area in this respect.
- 2.3 The proposal does not state the external materials to be used on the building and this can be reserved for approval by condition. The character of the immediate area sees a mixture of brick faced, painted brick and rendered dwellings so there is scope for differing finishes and it would be possible to ensure this does not harm the character of the area.

3. The Historic Environment

- 3.1 The site is located within the conservation area and is considered to be within the setting of a Grade II listed Dovecote sits west of the site within the grounds of Sandy Place Academy. Consideration into the impact on the character and appearance of the area therefore goes beyond the previous section and considers the impact on designated heritage assets as well.
- 3.2 In terms of the Conservation Area the proposal has been considered by the Conservation Officer who has raised no objection. As previously stated the development proposed is subservient to neighbouring dwellings and this results in a proposal that would not prominently impact on the character and appearance of the Conservation Area. It is noted that this area has a number of modern dwellings and these, while outside of the designation are within its immediate setting. The proposal is considered to have a more positive impact on the character and appearance of the Conservation Area and, subject to detail conditions such as external materials and landscaping, is not considered to have such an impact that it would be regarded as detrimentally harmful to its significance.
- 3.3 In terms of the setting of the listed Dovecote the heritage asset itself is not immediately adjacent the application site. However there are long views afforded to it from the public realm of the adjacent bridleway which would be affect in principle by developing this site. The view itself is highlighted in the Sandy Conservation Area appraisal 2003 as one of the... *'Important views into and out of the Conservation Area'*. It is highlighted as such due to the view of this Dovecote from the location. The development will affect this view by virtue of constructing a building on the site. However, the built form will not occupy the majority of the site and views across it to the Dovecote from the bridleway are retained for a significant part. The development has taken account of this view and retained it to the extent that it is considered the impact is not harmful and the impact on the setting of the listed dovecote can be regarded as negligible. A site wide landscaping scheme can ensure that appropriate species are planting to preserve these views.
- 3.4 As a result the proposal is considered to have an impact on designated heritage assets in the area but not to the extent that it is considered to be harmful to their significance.

4. Neighbouring Amenity

- 4.1 The dwelling is proposed in a set back location and will have a direct outlook onto the adjacent bridleway and the extremities of the playing fields at the Academy. There are no first floor side windows proposed and as a result there is no direct overlooking to neighbouring residents.
- 4.2 The dwelling is located adjacent to ancillary neighbouring barns and the location of these reduces the prominence when viewed from the rear of No 28 Ivel Road, which is the only residential property abutting the site. This reduced prominence means that the proposal will not be considered overbearing and would not have a detrimental impact in terms of loss of light and overshadowing.
- 4.3 The objection from the occupier of No. 29 is noted in terms of their outlook. The site is located approximately 45 metres from this dwelling. While the proposal will be visible from the outlook of this property it is not considered to do so to the extent that there is a detrimental impact on the amenity of its occupiers.
- 4.4 It is considered that there would be no detrimental harm to neighbouring amenity as a result of this scheme.

5. Highway Considerations

- 5.1 The access as proposed is considered to be acceptable in highway terms. That is to the extent that it accommodates the traffic associated with a single dwelling. Within the site sufficient space is provided for parking and manoeuvring and no objection is raised from the Highways Officer as a result.
- 5.2 Objection has been raised by neighbouring residents with regards to safety concerns over the access and on street parking. At the point vehicles would leave the site it is considered that there would be suitable visibility to manoeuvre safely and this is also considered to be the case when joining Ivel Road. It was noted on site that there are vehicles parked on the street in this area but it is not considered to have such a detrimental impact that highway safety is compromised from the access formation required to accommodate this single dwelling. As a result there are no objections from a highway point of view.
- 5.3 The application site limit ends adjacent the recently upgraded bridleway. In order to get to and from Ivel Road the access will need to cross the bridleway. Currently this is a hard surfaced right of way that is capable of accommodating the access however there will be a requirement to relocate existing bollards to allow vehicles to pass and to restrict further progression along the bridleway beyond what is necessary. Delineation will also be required to raise awareness of the multipole use of this short extent of bridleway. The area for these works lies outside of the red line area and will require completion before development begins in order to allow access to the site. Therefore a specification of works (and implementation) will need to be secured through a Grampian style condition on the decision. This is considered reasonable in this respect as the bridleway is owned by the Council and therefore works can be carried out in this way.

6. Other Considerations

6.1 Human Rights/Equality issues

Based on the information submitted there are no known issues raised in the context of Human Rights/equalities Act 2010 and as such there would be no relevant implications with this proposal.

6.2 Ecology

The application was accompanied with an ecological survey. The Ecologist has acknowledged its findings and the location of the site adjacent to the river and its potential for biodiversity enhancements. An adjacent dwelling (28a Ivel Road) was granted permission under ref CB/11/04140/FULL and included a condition for enhancements. This site is comparable in location and scale of development and the area of grassland left as part of the proposal means there is potential to provide biodiversity gains with this scheme. As a result a condition requiring approval of such enhancements is considered reasonable and will be included. The ecologist has also requested that a bat/bird brick is included in the dwelling. It is considered that if this is a proposed enhancement it can be included within the plan as put forward by the applicant and should not be requested separately.

Recommendation:

That Planning Permission be granted subject to the following:

RECOMMENDED CONDITIONS / REASONS

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

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

- 2 **No development shall take place, notwithstanding the details submitted with the application, until details of the materials to be used for the external walls and roofs of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.**

**Reason: To control the appearance of the building in the interests of the visual amenities of the locality.
(Section 7, NPPF)**

- 3 **No development shall take place until a landscaping scheme to include all hard and soft landscaping and a scheme for landscape maintenance for a period of five years following the implementation of the landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented by the end of the full planting season immediately following the completion and/or first use of any separate part of the**

development (a full planting season means the period from October to March). The trees, shrubs and grass shall subsequently be maintained in accordance with the approved landscape maintenance scheme and any which die or are destroyed during this period shall be replaced during the next planting season.

**Reason: To ensure an acceptable standard of landscaping.
(Sections 7 & 11, NPPF)**

- 4 A scheme shall be submitted for approval in writing by the Local Planning Authority indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with the approved scheme [before the use hereby permitted is commenced / before the building(s) is/are occupied] and be thereafter retained.

Reason: To safeguard the appearance of the completed development and the visual amenities of the locality.
(Section 7, NPPF)

- 5 No development shall take place on site until a detailed scheme for the provision and future management and maintenance of surface water drainage, together with a timetable for its implementation, has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be implemented in accordance with the approved details and timetable and shall be retained thereafter.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, to improve habitat and amenity, and to ensure future maintenance of the surface water drainage system in accordance with policy CS13 of Central Bedfordshire Council's Core Strategy and Development Management Policies.

- 6 No equipment, machinery or materials shall be brought on to the site for the purposes of development until protective fencing for the protection of retained tree(s) has been erected in the positions shown on Drawing No. TIP15 178. The approved fencing shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made.

Reason: To protect the trees so enclosed in accordance with Section 8 of BS 5837 of 2012 or as may be subsequently amended. (Sections 7 & 11, NPPF)

- 7 **No development shall take place until details have been submitted to and approved in writing by the Local Planning Authority of proposed works to the bridleway to create vehicular access to the site. The details shall include a specification of works, wayfinding and safety measures for users and the relocation of bollards. The works shall then be carried out in accordance with the approved details prior to the commencement of development and thereafter be retained.**

Reason: To ensure vehicular access is provided cohesively and access to and through the existing right of way is not detrimentally affected in the interests of highway safety and accessibility in accordance with policy DM3 of the Core Strategy and Development Management Policies 2009.

- 8 **No development shall take place until a scheme outlining measures for ecological enhancements on the site through the development, has been submitted to and approved by the Local Planning Authority. The scheme shall include the provision of bird and bat boxes and works to the river bank to improve the vegetation and riparian habitat for the benefit of otters and water vole known to be in the area.**

Reason: To ensure that the development does not have an adverse impact and supports the ecology and biodiversity on the site, in accordance with Policies CS18 and DM15 of the Adopted Core Strategy.

- 9 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers C-694P/1, 1543/02A, 1543/03A, 1543/04A, ASC.14.101 and TIP15 178.

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

INFORMATIVE NOTES TO APPLICANT

1. This permission relates only to that required under the Town & Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.
2. The applicant is advised that no works associated with the reconstruction of the vehicular access should be carried out within the confines of the public highway without prior consent, in writing, of the Central Bedfordshire Council. Upon receipt of this Notice of Planning Approval, the applicant is advised to contact Central Bedfordshire Council's Highway Help Desk on 03003008049. This will enable the necessary consent and procedures under Section 184 of the Highways Act to be implemented. The applicant is also advised that if any of the works associated with the construction of the vehicular access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) then the applicant will be required to bear the cost of such removal or alteration.
3. The applicant is advised that parking for contractor's vehicles and 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 contact Central Bedfordshire Council's Highway Help Desk on

03003008049. 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 construction of the development hereby approved.

Statement required by the Town and Country Planning (Development Management Procedure) (England) Order 2015 - Part 5, Article 35

Planning permission is recommended for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. 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) Order 2015.

DECISION

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