

Item No. 7

APPLICATION NUMBER	CB/16/03048/FULL
LOCATION	Warehouse, Bonds Lane, Biggleswade, SG18 8AY
PROPOSAL	Erection of 6 x 3 bedroom houses & 3 x 2 bedroom flats associated parking, cycle stores, bins and landscaping.
PARISH	Biggleswade
WARD	Biggleswade South
WARD COUNCILLORS	Cllrs Lawrence & Woodward
CASE OFFICER	Alex Harrison
DATE REGISTERED	29 July 2016
EXPIRY DATE	23 September 2016
APPLICANT	Whitebarn Developments Ltd
AGENT	Wastell & Porter Architects Ltd
REASON FOR COMMITTEE TO DETERMINE	Call in by Cllr Woodward <ul style="list-style-type: none">• Concerns regarding safe vehicle access and egress onto Bonds Lane and Palace Street• Insufficient parking spaces• Development allows for 24 beds and visitors and only 9 parking spaces in a busy town centre location where parking is already an issues
RECOMMENDED DECISION	Full Application - Approval recommended

Reason for recommendation:

The proposal for residential development is considered to be acceptable in light of the Core Strategy and Development Management Policies Document 2009. The site is in a sustainable location and will propose dwellings that would make a contribution to the Council's five year housing land supply. The development would serve as an enhancement to the character and appearance of the conservation area and would not adversely affect the setting of an adjacent listed building. There would be no amenity harm to existing residents. The scheme does not accord with the Biggleswade Masterplan which seeks mixed use development however on balance the benefits of the scheme are considered to outweigh this impact. The scheme proposes a shortfall in on plot parking but in this instance there is not considered to be significant and demonstrable harm from this given its town centre location.

Site Location:

The application site consists of a commercial warehouse which is redundant. The building effectively occupies the entire site and sits hard up to the highway. There is no roof on the building.

The site lies within Biggleswade Town Centre and is within the Conservation Area. The site is also within the Biggleswade Masterplan Study Area.

South east of the site lies the Aldi supermarket, immediately south is the Sea Cadets building with residential beyond. To the east lies a mixture of post office and commercial uses, police station and bingo hall. To the north lies a public car park with the High Street shopping area beyond.

The Application:

Planning permission is sought to demolish the existing building and construct nine residential units on the site with associated amenity space and parking. The accommodation will be provided in the form of 6 no. 3bed dwellings, in two terraces of three, and 3 no. 2-bed flats over three storeys in a corner building at the north eastern part of the site.

Access will be gained from the western side of the site via Palace Street in a one way entrance and exit arrangement, with egress onto Bonds Lane. 9 parking spaces are provided to serve the development.

Private gardens are proposed for the 6 dwellings.

The plans have been amended following their initial submission in response from comments made by consultees.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (March 2012)

Core Strategy and Development Management Policies - North 2009

CS1 Development Strategy

CS5 Providing Homes

CS14 High Quality Development

CS15 Heritage

DM2 Sustainable Construction of New Buildings

DM3 High Quality Development

DM4 Development Within and Beyond the Settlement Envelopes

DM13 Heritage in Development

DM15 Biodiversity

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)

Biggleswade Town Centre Adopted Strategy and Masterplan (2011)

Relevant Planning History:

Application Number	CB/14/04972/FULL
Description	Demolition of existing building
Decision	Under consideration
Decision Date	-

Consultees:

Biggleswade Council	Town	<p>It was resolved that the Town Council object to this Planning Application on the grounds of:</p> <ul style="list-style-type: none">• Highway Safety due to concerns regarding access and egress onto Bonds Lane and Palace Street, and• Parking, due to the development including accommodation for 24 residents and parking spaces for only 9 cars in a busy town centre location where parking is already an issue. It is understood that the provision for parking is below the CBC planning guidance regarding residential parking and not in keeping with the Town Centre Strategy and Masterplan.
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The development site is identified within the Town Centre Strategy and Masterplan as a key opportunity area, (Key Area 4), Bonds Lane and Foundry Lane area to Regenerate the area to provide a mix of uses including potential for car parking, shops, residential, commercial, food and drink and healthcare uses.

It was further resolved that this application should be called in to Development Management Committee and this request has been made to Cllr T Woodward.

Following the submission of amended plans.

- Highway safety due to concerns regarding access and egress onto Bonds Lane and Palace Street.
- Parking, due to the development including accommodation for 24 residents and parking spaces for only 9 cars in a busy town centre location where parking is already an issue. It is understood that the provision for parking is below the CBC planning guidance regarding residential parking.
- Not compliant with the Master Plan which specifies mixed retail and residential units in this location.

It was requested that this application be called in to

Development Management Committee by Cllr T Woodward if planning time restrictions allow.

Highways

Whilst there is no fundamental highway objection to the principle of residential on this town centre site I do have concerns with the layout that I believe would justify a highway safety objection as submitted.

In the main I am unhappy with the lack of pedestrian facility around the perimeter of the site. It would be hugely beneficial to the prospective residents if a 2m (1.8m min) footway were provided as part of the scheme. In addition the proposed access from Palace Street has zero visibility adding to the unsafe pedestrian environment.

Following amendments

Comments awaited.

Conservation Officer

Conservation area; nos. 4 and 6 Station Road- Grade II listed buildings- immediately to south of application site.

With refinement of the elevational designs and additional specification information of all materials- for the building and spaces around- this now, more-or-less, accords with the general form and scale of the townscape approach previously agreed - although some spans still seem wide, which may create an undesirable slightly over-scaled, bulky feel.

The nearby listed buildings are discrete, low-key, refined, early 19th century houses, with restrained pale Gault brickwork with low slate roofs. The corner site- Bonds Lane/ Station Road/ Palace Street- is prominent and sensitive- so weaving these 2 relatively large blocks into the fabric of this part of the town requires careful handling. The former cinema opposite is also a key reference point in terms of townscape context.

The Bonds Lane/ Station Road corner (main entrance/ stair well) is the key focal feature of the proposed building group. This needs to be designed to a greater scale- to show just how the entrance door and curved roof achieve the high quality of design refinement required. This might need further consideration- of perhaps some alternative approaches.

All materials- red brick/ bond, window/ door arches, natural slate, dormer windows- and some architectural detailing- doors/ window openings and joinery, still needs to be fully defined/ detailed.

The margins between frontage walls and pedestrian footway/ highway need proper designing- in terms of surfacing materials, railings. Is planting practical in this urban space?

So basically almost there but still some lingering questions about the scale/ bulk/ spans- in particular with regard to no. 4 adjacent to the site to the south and wider context/ setting; architectural detail- windows/ doors/ corner feature; edge space between buildings and highway; choice of brick- would Gault-like buff be more subtle?

Following amendments

From conservation and design point of view- this seems an imaginative and positive way forward for the corner projection detail. As always - much will depend on the fine detail and high quality materials throughout.

Pollution Team

The site is located close to commercial food outlets and associated odour and noise sources. It will therefore be necessary to ensure as with any development that the end users are protected from odour and noise.

Previously the Public Team with respect to a similar application raised an objection on the basis that odour and noise from the extract systems serving neighbouring commercial premises was likely to be to the detriment of future occupiers. In addition noise from deliveries and commercial deliveries to existing premises has not been considered and therefore technical assessments would be required to determine the impact(s) in order to make an informed planning decision.

As the applicant has failed to provide such information I have no option but to object to the application.

Sustainable
Drainage Officer

Urban

In accordance with PPG paragraph 80, all planning applications must follow the hierarchy for surface water discharge destinations. Where it is not possible to achieve the first hierarchy, discharge through the ground, applicants must demonstrate in sequence why the subsequent discharge destinations were selected.

Indicative data held by the council shows significant constraints at the site for infiltration. The application has not considered the drainage potential of the ground or provided an indicative approach to disposal of surface water. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate

assessment carried out under Building Research Establishment (BRE) Digest 365. All designs shall be based on actual infiltration figures obtained through percolation tests, carried out in accordance to BRE Digest 365.

If infiltration is not viable, subject to evidence being provided to support the choice of discharge destination, proposals to dispose of surface water in to a watercourse, surface water sewer, highway drain or another drainage system, should be accompanied by evidence of the system having spare capacity downstream.

A combined sewer is present in the adjacent road Foundry Lane and in accordance with the discharge hierarchy and adopted local standards for surface water ('Central Bedfordshire Sustainable Drainage Guidance' Adopted April 2014, Updated May 2015) discharge to combined sewers must be avoided.

The site has also been previously developed and there may be an increased risk of contamination. The detailed design must have regard to the nature of potential ground contamination, this should be appropriately investigated and managed so as not to cause damage to local water bodies.

On brownfield sites, existing drainage infrastructure could be usefully reused as part of a cost-effective drainage strategy. As such it will be important to understand the location and capacity of existing drainage to determine its potential.

No objection subject to condition.

Internal Drainage Board	Had no comments to make
Ecologist	I have no objection to the proposal but advise that the NPPF calls for development to deliver a net gain for biodiversity and opportunities for enhancement should be considered. The inclusion of integrated bird bricks and flower/ nectar rich planting would support biodiversity gains.
Trees and Landscape	No objection to the proposal. Details of landscape and boundary treatment details will be conditioned.
Landscape Officer	This is an urban redevelopment which I think will enhance the street scene. It is important that the architecture dominates but I think more consideration needs to be

given to the landscape treatments planned- at present some frontage planting is proposed - but I am not sure how effective this will be. Brick built low planters might be one solution.

I do not think there is sufficient space for the trees indicated on the elevation drawings.

I would welcome a more imaginative treatment of the carpark boundary eg planted fences would help to "green up" the internal courtyard.

Some trees are proposed for the garden are - flowering trees with good autumn colour are recommended to provide interest.

I do not object to the proposal but request that further details are prepared to formalise the planting proposals - at present there is insufficient information.

Archaeology

The proposed development site lies within the core of the historic town of Biggleswade (HER 17124) and under the terms of the *National Planning Policy Framework* (NPPF) this is a heritage asset with archaeological interest.

Biggleswade was recorded in the Domesday Survey of 1086 AD and is therefore likely to have late Saxon origins. Between the 12th and 13th centuries Biggleswade developed a number of urban characteristics, and was granted the right to hold a weekly market in the 13th century. A trapezoidal market place developed and a series of streets that probably included the High Street, Church Street, Shortmead Street and Mill Lane became formalised routes at this time. Biggleswade was given town status in the 14th century.

The initial post medieval expansion of the town was probably fairly slow, however the proximity of the Great North Road (A1) clearly had an impact on Biggleswade and the town was at its most successful between the middle of 17th and 19th centuries. Following the creation of the Turnpike Trusts in the early 18th century Biggleswade's position as an important stopping point along the route became well established and by 1824 there were 15 coaches leaving Biggleswade each day. Amongst the other trades associated with the town's provision for travellers of the Great North Road a successful brewing industry developed in Biggleswade from the middle of 18th century onwards. The site of the former Greene King Brewery was on Church Street (HER 7322) and Samuel Wells, the major brewer in town began brewing there in 1764. At one time Biggleswade had 26

maltings supplying both the local area and further afield via the Ivel Navigation (HER 14539) which canalised the river in 1757.

Very few archaeological investigations have been carried out within the area of the medieval town. These include a trial trench evaluation in the market place where numerous stake holes and burgage plots were recorded (HER 16080) and another at 10 Hitchin Street where a number of pits and other archaeological features, including a substantial boundary ditch dated to the medieval period were found (EDB 957) together with a post-medieval quarry pit (19456). Further excavations at this site by Albion Archaeology has confirmed the presence of archaeological deposits dating from the medieval period onwards and demonstrate the survival of largely intact archaeological deposits within this part of Biggleswade. In addition, a number of Roman urns found in 1843 appear to have been situated adjacent to the site within or near to the junction of Bonds Land and Station Road (HER 177). As a consequence, the proposed development site is considered to have the potential contain heritage assets with archaeological interest.

The ground works associated with the proposed development (ground reduction, new foundations, services etc) will have a negative and irreversible impact upon any surviving archaeological deposits present on the site, and therefore upon the significance of the heritage assets with archaeological interest. This does not present an over-riding constraint on the development providing that the applicant takes appropriate measures to record and advance understanding of the archaeological heritage assets. This will be achieved by the investigation and recording of any archaeological deposits that may be affected by the development; the post-excavation analysis of any archive material generated and the publication of a report on the works. In order to secure this, please attach a condition to any permission granted in respect of this application.

Economic Development Officer Comments awaited

Waste Officer .
Comments awaited

Other Representations:

Neighbours One letter of objection received and one letter of support received.

- The letter of objection raises the following grounds:

- Palace Street is for access only and is of poor quality. There is no where for pedestrians on Palace Street.
- Signage should be erected if approved to make drivers aware.

The letter of supports raises the following points:

- Town centre has a history of difficulty in filling and retaining existing retail units.
- Existing building has not had long term occupiers.
- Addition of retailing/mixed use would result in more empty units and not create vibrant town centre.
- Proposal is an attractive redevelopment; existing building offers nothing in terms of the conservation area. May inspire other landowners to redevelop.
- Bin store is prominent and should be enclosed.
- Construction Management Plan would ensure no construction traffic on Palace Street.

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. Principle

- 1.1 It is considered that the site was previously an established a commercial site although it has been vacant for a considerable period. The proposal will result in the loss of employment land, however it is also noted that the site is not a safeguarded employment site as set out in the adopted Site Allocations Document 2011.
- 1.2 However it does sit within the designated town centre and forms a Key Site in the area designated under the Biggleswade Master Plan. This site is identified as Key Site 7 (within Area 4, Bonds Lane and Foundry Lane) of the Masterplan which highlights the importance of this area (and this site within it) as providing a valuable opportunity to expand the retail offer of the town centre. The masterplan highlights several objectives for Area 4. The most pertinent of these to this specific application are: to maximise the retail and food and drink uses at ground floor in this area to create active uses and secondly, to provide a high quality environment with a group of well designed buildings and spaces which work together to maximise the opportunity of this area.
- 1.3 The application proposal will not provide any additional space for typical town

centre uses such as retail, food or drink or other employment based uses. It is therefore apparent that this proposal will not meet the goals of the Masterplan, one of the reasons the Town Council objects. There are no site specific policies in the Core Strategy that allocate development to this site or the wider area. The Masterplan, as adopted SPD, should therefore be read in context with the planning policy overall, including the NPPF and Core Strategy with appropriate weight provided to its supplementary status.

- 1.4 The scheme proposes residential development and policy DM4 of the CSDMP states that, within the settlement envelope of Major Service Centres such as Biggleswade, residential development of appropriate scales are considered to be acceptable in principle. At the time of writing the Council cannot demonstrate a five year supply of deliverable housing land. This means that under the provisions made in paragraph 49 of the National Planning Policy Framework 2012, policies concerned with the supply of housing must be regarded as 'out-of-date', and the NPPF states that permission should be granted unless the harm caused "significantly and demonstrably" outweighs the benefits.
- 1.5 Recent case law tells us that these policies should not be disregarded. On the contrary, 'out of date' policies remain part of the development plan, and the weight attributed to them will vary according to the circumstances, including for example, the extent of the five year supply shortfall, and the prospect of development coming forward to make up this shortfall.
- 1.6 The provision of 9 dwellings will make a contribution to the Council's housing land supply. A site within the settlement envelope and within the town centre, close to services and transport links is considered to be a sustainable location.
- 1.7 It is acknowledged that the proposal would not realise the intentions of the Masterplan however the Council's housing land supply position is such that weight has to be afforded to the provision of housing, regardless of its scale. Furthermore the Masterplan is a document that has been in place for a number of years and this site has been vacant for a significant period with no formal interest outside of this proposal. It currently has a negative impact on the character of the conservation area and the scheme would improve this. There is no policy that restricts the development of the site for residential development and in this instance it is considered that greater weight is applied to the provision of housing. The fact that the site would be redeveloped in a conservation area location is also considered to be a benefit. On this basis it is considered that the principle of development can be considered acceptable.

2. Affect on the Character and Appearance of the Area

- 2.1 The proposed development will remove a prominent feature in the streetscene however it is currently seen as a dilapidated building, unused and without a roof. The proposed development would have a positive impact on the character of the area.
- 2.2 The design of the scheme creates a proposal with frontages to its most prominent facades, those fronting Bonds Lane and Station Road. These frontages enhance the streetscene in this location. The scale of the proposal is considered to be appropriate. The 2.5 storey scale of the dwellings reflects the

scale of buildings in this area and the corner block housing the proposed flats have been designed to have a scale that reflects the bingo hall directly opposite. The plans were amended since their original submission, in part, to enhance the design of the scheme. The external elevation treatment of the corner block has been improved to reflect the character of the bingo hall.

- 2.3 The frontage landscape areas have been amended to remove the previously shown soft landscaped areas and change them to show a widened footpath and hard landscaped areas. It is considered that appropriate surfacing and enclosures to these small front curtilage areas would have a better impact on the streetscene than planting as these can prove problematic in terms of management and upkeep. The hard landscaping would contribute to providing consistency in the streetscene in the frontage locations. The comments from the Landscape Officer are noted however so is the fact that this is an urban site with no landscaping at present. The proposal is considered to make a better streetscene impact from the increased footpath width and hard landscaping frontage than would be achieved through soft landscaping in this instance.
- 2.4 The design of the scheme is considered to be an enhancement of the area and as a result there are no objections to the impact on the character and appearance.

3. The Historic Environment

- 3.1 The site also lies within Biggleswade Conservation Area. In terms of the historic context, policy CS15 states that the Council will protect, conserve and enhance the district's heritage including its Conservation Areas and their setting and policy DM13 states that applications within Conservation Areas will be assessed against the relevant Conservation Area Appraisal and inappropriate development will be refused. The site is also adjacent to 4 and 6 Station Road which is Grade II listed building. The Local Planning Authority has particular duties when considering applications that affect the setting of listed buildings. These are set out in the Planning (listed Buildings and Conservation Areas) Act 1990. Section 66 states that... 'In considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority...shall have special regard to the desirability of preserving the building or its setting...'. Section 72 makes it a duty to '*pay special attention... to the desirability of preserving or enhancing the character of appearance*' of a conservation area.
- 3.2 The existing building is an established feature in the conservation area. However in its current state it is not a building that makes a positive contribution to the character or appearance of that area. The Conservation Officer has considered the application and did not raise objections in principle to the proposal. The scheme was amended taking account of comments aimed at improving the scheme and this is considered to have been achieved, particularly in the scheme drawing influence in its elevations from the bingo hall, which is the former town cinema.
- 3.3 In terms of the setting of the listed building the proposal will remove built form from being directly on the boundary as it currently does. The scale of development will still be visible in the setting of the listed building and the impact of this current proposal is considered to have a negligible impact on the setting

of the building given its relationship with the existing building.

- 3.4 The scheme is considered to provide a number of public benefits, namely the provision of town centre housing and an improved streetscene in the conservation area. In this instance the impacts on designated heritage assets are not considered to be adverse on their own merits and in any case there are public benefits to the scheme that outweigh any perceived harm that would be identified.
- 3.5 As a result it is considered that there is no significant harm to designated heritage assets that would warrant a reason to refuse this application.

4. Neighbouring Amenity

- 4.1 The site does not abut any residential properties. The nearest properties are located further south on Station Road, flats to the east on Back Street, or in flats above shops on the High Street to the north. There is a significant distance between nearby existing dwellings and the application site to the extent that there would be no impact of significance on any existing neighbouring residential amenity.
- 4.2 Consideration has to be given to the extent to which amenity levels are achieved within the development itself. The proposed houses are provided with private rear gardens. Not all of the gardens proposed directly comply with the design guide standards for size and depth but provision is made. The proposed flats are not afforded any amenity space as a result of the proposal. A lack of amenity space is therefore considered to be detrimental to the application however consideration should be given to the town centre location of the development and the view that in such locations a reduction in the level of amenity space can be apparent. The provision of garden space for the proposed dwellings is considered acceptable in this instance. The lack of provision for the proposed flats is not ideal however in this instance it can be considered acceptable on balance.
- 4.3 The layout is such that there is a window arrangement that shows the kitchen windows of the flats will look directly into one of the private dwellings gardens. The plans show awareness to this and they have been annotated to be fitted with obscure glazing. Although serving a prominent room for the flats the layout of these is open plan meaning the kitchen window is secondary in terms of light source and outlook and therefore while this is not ideal of occupiers it does not amount to a poor living arrangement for occupiers. The case is the same for the bathroom windows but it is assumed these would be fitted with obscure glazing. The obscure glazing can be secured through condition.
- 4.4 Subject to the condition detailed above the scheme is considered to provide appropriate amenity levels for occupiers in this town centre location.
- 4.5 The Pollution Officer has raised objection on the grounds that there is insufficient detail to assess the noise and odour impacts from nearby food outlets. There are no immediate food outlets adjacent to the site but there would be such facilities in a town centre. An objection is not considered to be sustainable in this location and it is considered that a condition requiring appropriate mitigation can be included on an approval to address this matter.

5. Highway Considerations

- 5.1 The access proposal sees vehicles enter from Palace Street and leave onto Bonds Lane. The access is not wide enough to allow two vehicles to pass within the site and therefore the application would need to ensure that this arrangement remains in place. Measures such as collapsible plates are one idea, but the detail can be reserved by condition. The egress point onto Bonds Lane is such that suitable pedestrian visibility splays can be provided. The access into the site from Palace street means that the arrangement can be considered acceptable and will not lead to congestion on the site.
- 5.2 Initially the Highway Officer raised concerns over the extent of public space around the perimeter of the site citing it would lead to highway safety concerns. The footpaths around the site are to be retained as existing and have always been in situ and the amended plans show that the applicant has agreed to increase the footpath provision as part of the scheme. The amended plans also show the access to come from Palace Street which has no footway and is unlikely to be subject to pedestrian movement. The egress onto Bonds Lane has been designed to include visibility splays and while it will cross a footpath that is used by pedestrians, this is not an uncommon relationship. The Highway Officer has not formally commented on the revised plans at the time of drafting this report and comments will be form part of the late sheet.
- 5.3 The proposal shows an under-provision of parking. Under the Design Guide standards the development would necessitate 2 on plot parking spaces per unit and 3 visitor spaces, 21 in total. The application proposes 9 spaces, one per unit. Justification was provided by the applicant for the shortfall citing the sustainable location of the site in the town centre reducing the need for the private car. The justification provided is considered to be appropriate. The site is in a wholly sustainable location with a number of services yards from the site. The under-provision is unlikely to lead to problems of on street parking as the immediate roads in the area are subject to parking controls in the forms of double yellow lines. Where there are on street parking bays these are limited to and hour long stay between 0800 and 1800.
- 5.4 It is considered in this instance that the application is acceptable in spite of an under-provision of parking spaces. The town centre location is wholly sustainable and reliance on the car is lessened. The concerns of the Town Council have been addressed and while acknowledged are not considered to be sufficient to warrant refusal. Subject to confirmation from the Highway Officer that the scheme is acceptable in regards to footpath provision, the proposal is therefore considered acceptable in highway terms.

6. Other Considerations

6.1 Human Rights 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.

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 relating to the construction of the dwellings hereby approved 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 dwellings hereby approved shall be occupied 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 The development hereby approved shall not be brought into use until a Landscape Maintenance and Management Plan for a period of ten years from the date of its delivery in accordance with Condition 3 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the management body, who will be responsible for delivering the approved landscape maintenance and management plan. The landscaping shall be maintained and managed in accordance with the approved plan following its delivery in accordance with Condition 3.

Reason: To ensure that the appearance of the site would be acceptable in accordance with Policy DM3 of the Core Strategy and Development

Management Policies 2009

- 5 No development relating to the construction of the dwellings hereby approved shall take place until a detailed surface water drainage design has been submitted to, and approved in writing by, the local planning authority.

The approved design shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority. The scheme to be submitted shall include:

- Plans and calculations showing appropriate disposal, storage and conveyance of surface water.
- Details of infiltration rates and ground water assessment.
- Details of to whom the surface water drainage system, in its entirety, will be managed by and how it will be maintained for the lifetime of the development.

The final detailed design shall be compliant with the standards set out in the 'Non-statutory technical standards for sustainable drainage systems' (March 2015, Ref: PB14308), 'Central Bedfordshire Sustainable Drainage Guidance' (Adopted April 2014, Updated May 2015), and recognised best practise including the Ciria SuDS Manual (2016, C753).

Reason: To ensure the approved system will function to a satisfactory minimum standard of operation and prevent the increased risk of flooding both on and off site for the lifetime of the development in accordance with para 103 & 109 NPPF; and to ensure that the implementation and long term operation of a sustainable drainage system (SuDS) is in line with what has been approved, in accordance with Written statement - HCWS161.

- 7 No development beyond demolition shall take place until an Environmental Construction Management Plan detailing access arrangements for construction vehicles, on-site parking, loading and unloading areas, materials storage areas and wheel cleaning arrangements shall be submitted to and approved in writing by the Local Planning Authority. The construction of the development shall be carried out in accordance with the approved Environmental Construction Management Plan.

Reason: In the interest of highway safety, to ensure a satisfactory standard of construction and layout for the development and to comply with Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 8 No development relating to the construction of the dwellings hereby approved shall take place until details of the existing and final ground, ridge and slab levels of the buildings. The details shall include sections through both the site and the adjoining properties and the proposal shall be developed in accordance with the approved details.

Reason: To ensure that an acceptable relationship results between the new

development and adjacent buildings and public areas in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 9 Prior to the occupation of any dwelling hereby approved, details of proposed noise and odour mitigation measures shall be submitted to and approved in writing by the Local Planning Authority that demonstrates how acceptable amenity levels will be achieved for the occupiers of these plots in light of their proximity to nearby commercial uses. The works shall be carried out in accordance with the approved details and shall be in place prior to the occupation of the dwelling to which each works relate and thereafter be retained to the same standard.

Reason: To ensure suitable levels of amenity are provided for residents in accordance with policy DM3 of the Core Strategy and Development Management Policies 2009.

- 10 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 dwellings hereby approved 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)

- 11 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).

- 12 Notwithstanding the details in the approved plans, no development relating to the construction of the dwellings shall take place until details have been submitted to and approved in writing by the Local Planning Authority of the proposed bin stores enclosures. The works shall be carried out in accordance with the approved details and therefore be retained.

Reason: To ensure the development proposes details that do not adversely affect the character and appearance of the conservation area in the interests of policy DM13 of the Core Strategy and Development Management Policies 2009.

- 13 Notwithstanding the provisions of Part 1, Class A of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions to the houses or material alterations to the external appearance,

including the roofs, hereby permitted shall be carried out without the grant of further specific planning permission from the Local Planning Authority.

Reason: To control the external appearance of the building/s in the interests of the amenities of the area.
(Section 7, NPPF)

- 14 No demolition or development shall take place until a written scheme of archaeological resource management; that includes provision for post excavation analysis and publication, has been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall only be implemented in full accordance with the approved archaeological scheme.

Reason: This condition is pre-commencement as a failure to secure appropriate archaeological investigation in advance of development would be contrary to paragraph 141 of the *National Planning Policy Framework* (NPPF) that requires developers to record and advance of understanding of the significance of any heritage assets to be lost (wholly or in part) as a consequence of the development.

- 15 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1702 PL10D, 1702 PL11C, 1702 PL12C, 1702 13D and 1702 PL14C.

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.

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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