

Item No. 7

APPLICATION NUMBER	CB/17/01585/FULL
LOCATION	Land between Taylors Road and Astwick Road North of 51 Astwick Road, Astwick Road, Stotfold
PROPOSAL	Residential development of 26 dwellings to include landscaping, access, parking and all ancillary works
PARISH	Stotfold
WARD	Stotfold & Langford
WARD COUNCILLORS	Cllrs Dixon, Saunders & Saunders
CASE OFFICER	Nikolas Smith
DATE REGISTERED	31 March 2017
EXPIRY DATE	30 June 2017
APPLICANT	GPS Estates Ltd
AGENT	Woods Hardwick Planning Ltd
REASON FOR COMMITTEE TO DETERMINE	This is a major application and the Town Council has objected
RECOMMENDED DECISION	Full Application - approve

Reason for Recommendation

Outline planning permission was granted for residential development at this site in 2016. That permission established the principle of development here as being acceptable. This is a full application, rather than an outline and the layout, design, landscaping and highways implications of the scheme would be acceptable. Planning permission should be granted, subject to conditions and a s106 agreement.

Site Location:

The application site forms a triangular parcel of arable land located at the northern extent of Stotfold. The site lies outside of the settlement envelope for the town but is adjacent its limits. It is regarded as an open countryside site. The site is adjacent to both Astwick and Taylors Road and abuts a small grouping of dwellings to the south. The northern side of the site sits adjacent arable farmland.

To the east of the site sits the recent redevelopment scheme known as Beauchamp Mill and a number of dwellings front Taylors Road and look onto the site. To the west is a mixture of residential properties and an employment area.

The Application:

Full planning permission is sought for the erection of 26 dwellings at the site. They would range from one and half to two and half storeys in height. Nine of the units (35%) would be affordable.

The main vehicular access would be from Taylor's Road. There would also be an

access to a car parking area from Astwick Road.

There are gaps in the footpaths running along the Astwick Road and Taylors Road boundaries of the site and it is proposed to install footways in those spaces.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (March 2012)

Core Strategy and Development Management Policies - North 2009

CS1 Development Strategy

CS5 Providing Homes

DM1 Renewable Energy

DM2 Sustainable Construction of New Buildings

DM10 Housing Mix

DM4 Development Within & Beyond the Settlement Envelopes

CS14 High Quality Development

DM3 High Quality Development

CS7 Affordable Housing

CS2 Developer Contributions

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:

CB/15/04226/OUT Outline Application: Development of 0.84 hectares to provide bungalows and additional residential accommodation and other associated works

Approved: 8th August 2016

Consultees:

Stotfold Town Council Object – this is an opportunistic application, confirmed as falling outside of the recognised development envelope for Stotfold on previously undeveloped and predominantly high grade agricultural land. This would fail to qualify as making the most efficient use of land under NPPF.

It is not demonstrated in the application documents that this applicant has pursued other, more appropriate sites

within the defined Settlement Envelope. There are many outstanding identified potential development sites across that area and within development envelopes that would suffice without 'stretching' existing Central Beds Council guidelines.

The suggested density of development on that area of land would suggest an overdevelopment of the site, leading to insufficient road widths to accommodate realistic potential vehicle ownership with on-road parking and the associated problems this creates.

Below is an extract from the NPPF:

2.2 National Planning Policy Framework (NPPF) March 2012

The NPPF includes policy guidance on 'Conserving and Enhancing the Natural Environment' (Section 1.1). Paragraphs 109 (page 25) and 112 (page 26) are of relevance to this assessment of agricultural land quality and soil and state that:

'109 ...The planning system should contribute to and enhance the natural and local environment by ... protecting and enhancing valued landscapes, geological conservation interests and soils'... and

'112...Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poor quality land in preference to that of a higher quality ...

Sustainability

The entire access road system to this site in the form of Astwick Road, Taylors Road, Regent Street and Rook Tree Lane is already overloaded, narrow and dangerous. The junctions of both Astwick Road and Taylors Road with the A1 trunk road do not have adequate slip roads for safe joining of the road, and permit egress only in a northerly direction. Further loading without a major restructuring of the road pavement systems would create a dangerous and undesirable environment for residents.

Lower schools in Stotfold are at capacity with some children having to be accommodated in schools outside of Stotfold in recent times.

Health care is extremely stretched, the local surgery has difficulty in retaining sufficient doctors to meet the health care needs of an ever-expanding population.

NHS dentistry is limited in Stotfold.

There is no bank in Stotfold, simply ATM services in three places.

Some of the public houses shown have been demolished and replaced with housing.

The café has become a small shop.

The development will be at the further extremity of the town placing it some distance from the library, surgery the Co-op and other very limited shops, all of which is likely to induce travel by car rather than as a pedestrian.

Bus services for the most part are extremely sparse, stopping at most times when people would be unlikely to use them.

The list of amenities within Stotfold is very dated and needs to be readdressed – particularly as prospective residents are to be given a handbook – which will be inaccurate.

Neighbours

Press and site notices were displayed. Two letters of objection were received, commenting as follows:

- The site is greenfield and outside of the Settlement Envelope
- The site forms part of an important green corridor
- The development could result in flooding
- Stotfold does not have sufficient infrastructure
- The site is agricultural land
- The amenity value of the site would be lost
- There would be harm caused to biodiversity and ecology

SUDS

Although there are problems with the existing design, and our previous recommendations (23 November 2015) have not been addressed. We consider that planning permission could be granted to the proposed development and the final design and maintenance arrangements for the surface water system agreed at the detailed design stage, if the following recommendations and planning conditions are secured.

- There are drainage ditches along Astwick Road and Taylors Road that will need to be retained, this is not only a field drain but also serves the highway. Soakaways should not be within 5 metres of a watercourse. These ditches are not shown on the drawings and if modelled, and permissions granted, may be able to be used

as an outfall point.

- The soakaway design calculations are not easy to understand, it looks as though you are providing 9m of storage per property regardless of actual requirement, in individual soakaways. Though this is not a problem the proximity to footings and other soakaways is.
- The design of the soakaways could be changed, a shared trench style soakaway with access in each property could be utilised to move the soakaway further from footings and prevent a cluster problem.
- A better solution is likely to be to provide an area of open space (by, repositioning property or proposed parking area positions or reducing the number of properties.) that is designed to flood during heavy rainfall events rather than trying to utilise many separate soakaways that need to be large due to soakage rates and are likely to flood gardens and cause distress in larger rainfall events.
- Although there seems to be sufficient surface water storage, the connection and use of the storage needs more attention and detail on the drawing.
- Soakaway design BRE Digest 365 states soakaways should be a minimum of 5 metres from foundations, and adopted highways and goes on to suggest 5 meters from property boundary and 10 meters separation from other soakaways and water infiltration devices.
- Evidence to show foundations and soakaways are designed to take into account the close proximity and Justification for soakaways being only 3metres from footings is required. A geotechnologist report would be useful.
- The soakaway system is designed for a 1 in 10 rainfall event, in any larger event the entire garden area of these properties will flood, this is not good practice, and will cause distress to residents.

- Soakaways in permeable paving are shown on the drawing B01846-001 Rev P03. Are the soakaways deeper than the sub-base of the permeable paving? Are they separated by an impermeable membrane? If they are deeper, then the extra depth of storage can be utilised in calculations providing there is a 1 metre clearance between the base of the soakaway and the highest water table level however the entire volume can not be used as this will be double counted with the permeable storage.
- It is acceptable to use the storage under permeable paving for property roof water if the input/output calculations allow.
- There is no storage/collection shown from garage roofs.
- Drawing B01846-001 Rev P03 does not show any of the permeable paving to be connected to the swale or exceedance routes should the drainage fail.
- If the road is to be adopted Highways should be consulted on there design requirements as this may not be to an adoptable standard.
- Please note that Land drainage Consent under the Land Drainage Act 1991 must be secured to discharge surface water and details of this provided with the full detailed design. An easement should be provided on the developable side of the watercourse to allow for access for maintenance, this should be 9m but may depend on the maintenance requirements considered appropriate.
- We require detailed plans and drawings showing the proposed drainage system in its entirety, including location, pipe run reference numbers, dimensions, gradients and levels (in metres above Ordinance Datum). This shall include all elements of the system proposed, including source control, storage, flow control and discharge elements;
- We will expect that any components that

require replacement and/or maintenance will be designed to be accessible without undue impact on the drainage system and adjacent structures or infrastructure.

- Where the use of permeable surfacing is proposed, this should be designed in accordance with the 'CIRIA RP992 The SuDS Manual Update: Paper RP992/28: Design Assessment Checklists for Permeable/Porous Pavement'.
- The final detailed design including proposed standards of operation, construction, structural integrity and ongoing maintenance must be compliant with 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).
- To ensure future homeowners and subsequent homeowners will be aware of any maintenance requirements / responsibilities for surface water drainage; further measures should be proposed by the applicant and may include, for example, information provided to the first purchaser of the property and also designation/registration of the SuDS so that it appears as a Land Charge for the property and as such is identified to subsequent purchasers of the property. Any methods involving designation or registering a Land Charge are to be agreed with the LPA.
- The Council does not, and is not required to, adopt any SuDS feature. It is the responsibility of the applicant to ensure that the surface water drainage system, in its entirety, will be effectively maintained in the long-term. We therefore expect confirmation of the proposed arrangements for maintenance to be provided with the final detailed design, including the future maintenance and operational needs and the responsible bodies for undertaking maintenance (for all public and private drainage

components).

Condition 1 : No development shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment and Surface Water Drainage Strategy (15 March 2017) and assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include provision of attenuation for the 1 in 100 year event (+40% allowance for climate change) and QBar restricted run-off rates and a geotechnical report providing evidence that the foundations and soakaways will work as required given their close proximity. Any revisions to the agreed strategy shall be fully justified and approved before the development is completed and shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan. Details of how the system will be constructed including any phasing of the scheme, and how it will be managed and maintained after completion will also be included.

The scheme shall be implemented in accordance with the approved final details before the development is completed, and shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

To Discharge this condition recommendations 1 to 16 (above) must be addressed to an accepted standard.

Reason: To ensure the approved system will function to a satisfactory minimum standard of operation and maintenance and prevent the increased risk of flooding both on and off site, in accordance with para 103 NPPF.

Condition 2: No building/dwelling shall be occupied until the developer has formally submitted in writing to the Local Planning Authority a finalised 'Maintenance and Management Plan' for the entire surface water drainage system, inclusive of any adoption arrangements and/or private ownership or responsibilities, and that the approved surface water

drainage scheme has been correctly and fully installed as per the final approved details.

To Discharge this condition recommendations 17 to 20 (above) must be addressed to an accepted standard.

Reason : 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.

Pollution Control

In the planning supporting statement paragraph 6.46 the applicant has referred to a Listed Geo February 2017 Geo Environmental Investigation which it states identified a low risk of potential contaminants however the report does not appear to be available on the planning portal. The land is currently in agricultural use but no information has been provided on historic use. There may also be unforeseen contamination that is identified during the development. I would therefore ask that the condition below is attached to any approval to ensure that any contamination identified during the development phase is effectively remediated and no action is required under the contaminated land regime;

I note that close boarded timber fences are proposed along amenity area boundaries with Astwick Road presumably to minimise road traffic noise in these areas. It is not clear if these are acoustic fences or what noise reduction they will achieve. A previous application (outline application ref CB/16/03344) on this site submitted a Wardell Armstrong noise assessment , dated July 2016, Job no LEI334, report 2. The report concluded that road traffic noise is the dominant noise source affecting the site and monitoring had indicated that properties with habitable rooms facing or having line of sight to Astwick Road and Taylors road would require noise mitigation measures including glazing and acoustic ventilation. The report stated in section 6 that the requirement for glazing and ventilation would be confirmed on a plot by plot basis at the detailed reserved matters stage. I would therefore advise that the following conditions are attached to any permission granted;

1. In the event that contamination is found at any time when carrying out the approved development, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall then be undertaken by a competent person, in accordance with 'Model Procedures for the

Management of Land Contamination, CLR 11'. A written report of the findings should be forwarded for approval to the Local Planning Authority. Following completion of remedial measures a verification report shall be prepared that demonstrates the effectiveness of the remediation carried out. No part of the development should be occupied until all remedial and validation works are approved in writing.

Reason: To ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990.

2. Prior to the commencement of the development hereby permitted, the applicant shall submit in writing for the approval of the local planning authority a scheme of noise attenuation measures which will ensure that internal noise levels from industrial and road traffic noise sources shall not exceed 35 dB LAeq, 07:00 – 23:00 in any habitable room or 30 dB LAeq 23:00 – 07:00 and 45 dB LAmax 23:00-07:00 inside any bedroom, and that external noise levels from industrial and road traffic noise sources shall not exceed 55 dB LAeq, (1hr) in outdoor amenity areas. Any works which form part of the scheme approved by the local authority shall be completed and the effectiveness of the scheme shall be demonstrated through validation noise monitoring, with the results reported to the Local Planning Authority in writing, before any permitted dwelling is occupied, unless an alternative period is approved in writing by the Authority.

Reason: To protect the amenity of future occupiers.

Highways

The proposal shown on Planning Layout 17772/1003 is for full planning permission is for 26 dwelling, parking and garages and other ancillary development. It is to be served off Astwick Road and Taylors Road by four all movement accesses and one pedestrian only access. 19 dwellings are to be served off Taylors Road with the primary serving 16 dwellings, plots 3 to 11 and 18 to 25, with a further two plots, 1 and 2, served off a shared private drive at the north of the site and, another, plot 26, served off a driveway at the south adjacent no. 1. On Astwick Road, the remaining six plots, 12 to 17, will be served by a private drive. A pedestrian link passes by plots 18 to 20 towards the west. The main access is to be provided with 6.0m

radii and is to lead to a 5.5m cul-de-sac road with 2.0m footways, a turning head and will provide direct access to dwellings. Each of the accesses will have visibility splays with the primary access and that to the private drive having dimensions of 2.4 x 43.0m compliant with a 30mph speed limit. Outside the site, the existing footways are to be extended on both Astwick Road and Taylors Road by approximately 92m to the boundary with no. 51 and 25m to the boundary with no.1 respectively.

The site is subject to an outline consent CB/15/04226 with permission for two main accesses and a connecting road between Astwick Road and Taylors Road. This would be superseded should consent be granted for this proposal. The supporting information includes a Transport Statement and Travel Plan. The latter will be subject to a separate response by Strategic Transport.

At the site, both Astwick Road and Taylors Road are single carriageways with verge and hedgerows. Additionally, Astwick Road has a watercourse. There is street lighting, signs and utility apparatus within the highway boundary. Footways exist on the opposite side of the road and more limited on the side of the site serving the existing dwellings at the junction of these roads. Two speed limits apply with the start and terminating point of a 20 and 30mph restriction.

The layout is acceptable in the main and prevents through traffic which was a concern of the Highway Authority at outline stage and represents a betterment in one aspect of this proposal over the outline consent; although fewer accesses onto Taylors Road would be preferred for safety reasons to reduce the number of points where opposing movements occur. The private drive should be considered for adoption given six units are to be served. The primary street allows a waste collection vehicle of appropriate size to turn and to enter and leave the site in a forward gear. The amount of parking meets standards with 67 spaces to be provided. There are to be seven visitor bays placed throughout the development. A few plots have more than two tandem spaces when garages are considered, such as plot 7 which could give rise to some inconvenience from manoeuvres and , currently

is contrary to guidance. The size of parking bays is adequate as are garages. Cycle parking is incorporated in garages or elsewhere on plot. Waste collection points are considered necessary for the private drive and shared driveway.

The extension of footways is welcomed, but that on Taylors Road should be extended to the private drive by approximately 25m or a short section / hardstanding platform provided to facilitate crossing to the footway opposite. Consideration could have been given to further enhance safety by reducing the visibility splays on submission of a speed survey with an opportunity to extend the 20mph zone by a Traffic Regulation Order; although there would have been a likely requirement for additional physical speed control measures where there is need to access industrial units and such features would be incompatible with such use. The pedestrian link, shared driveway and drive would require 2.0 x 2.0m vision splays on joining the public highway.

The Transport Statement is satisfactory indicating that the development is well placed to access local services and that the amount of traffic generated by the proposal would be small during the traditional morning and evening peak hours adding 13 two-way trips in each period. The trip rates used are at the lower end of the range typically found in Central Bedfordshire, but it is still within tolerance levels suggesting that the proposal is unlikely to cause operational issues.

Should planning consent be granted works would be required in the existing highway and for the primary street and the private drive, potentially, to become adopted highway and further authorisations would be required from the Highway Authority under s278 and s38 respectively. Street furniture may require relocation and utility apparatus protection which would be at the developer's expense. It is considered prudent for a construction management plan with wheel wash and contractor parking to apply to protect roads on approach to the site.

The Highway Authority considers that there is unlikely to be adverse impacts to the adjacent highway and

transport networks and raises no objection subject to condition and informatives being applied to any planning consent granted:

Conditions

Access Junctions, shared driveway and driveway, path

Before the development hereby authorised is brought into use the access facilities shall be laid out and constructed in accordance with the submitted details, including the visibility splays.

Reason – To ensure a satisfactory means of access is provided in the interests of highway safety

Estate Road – Primary - Taylors Road; Drive – Astwick Road

No development shall be commenced until full engineering, drainage, street lighting and constructional details of the street proposed for adoption have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be laid out and constructed in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority:

Reason – In interests of highway safety to ensure a satisfactory construction and appearance of highway infrastructure.

Streets surfacing prior to occupation

Before any dwelling is occupied the roads, footways, paths and any turning shall be laid out in accordance with the submitted plans and constructed to base course surfacing level from the dwelling to the adjoining adopted highway.

Reason – to ensure the approaches to dwellings are completed to a standard suitable for occupants of the dwellings in the interests of highway and public safety.

Parking

Before the development hereby authorised is brought into use the parking facilities shall be completed in all

respects in accordance with the submitted details and shall be retained thereafter for that purpose.

Reason – To ensure that adequate off-road parking is provided

Waste Collection Point for Drive, Astwick Road and shared driveway, Taylors Road

The proposed dwellings shall not be occupied until details of a waste collection point has been submitted to and approved by the LPA. The waste collection point shall be completed in all respects in accordance with those details and shall be retained as such thereafter.

Reason: In interests of highway safety

Footway Extensions

No works shall commence on site until a details of the footway extension along Astwick Road from the Drive to the existing footway at the boundary of no 51 and along Taylors Road from the shared driveway and existing footway at no.1 have been submitted to and approved in writing by the Local Planning Authority. No dwelling hereby permitted shall be occupied until the existing carriageway is kerbed and a footway constructed in accordance with Central Bedfordshire design specifications.

Reason: To provide for pedestrian safety

Construction Management Plan, Wheel washing facilities and contractor parking

As per HP22 – 24

Informatives

- The involves works within the public highway that requires written permission of the Highway Authority at Central Bedfordshire Council. The Applicants / Developers should note that it is the Applicants' / Developers' responsibility to ensure that in addition to planning permission, any necessary consents or approvals under the Highways Act 1980, the New Roads and Streetworks Act 1991 and other related legislation as amended are obtained from the

Council. The Applicants / Developers, upon receipt of this Notice of Planning Approval, are advised to contact Central Bedfordshire Council's Highway Help Desk on 0300 300 8049, to write to Central Bedfordshire Highways, Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire, SG17 5TQ quoting the Planning Application number and supplying a copy of the Decision Notice and a copy of the approved plan. This will enable the necessary consent and procedures under s278 or other sections of the Highways Act, 1980 to be implemented.

- The Applicant is encouraged to offer the internal road for adoption as highway maintainable at public expense under S38 of the Highways Act, 1980 for which further technical approval and agreement is required. The Applicant is advised to contact Central Bedfordshire Council as per note 1.
- HN15 Non Adoption - The applicant is advised that Central Bedfordshire Council as highway authority will not consider the proposed private drive, shared driveway, driveway and parking courts as areas for adoption as highway maintainable at public expense and a management company arrangement should be considered.
- Any repositioning of street furniture will be at the permission of the Highway Authority and public utility apparatus under the agreement of the service provider, and will be at the Applicants' / Developers' expense.

Housing Development

I support this application as it provides for 9 affordable homes which reflects the affordable housing policy requirement of 35% and complies with the S106 requirements (Dated 8th August, 2016). The supporting documentation indicates the application fully complies with the S106 requirements in terms of tenure of the affordable units with 73% affordable rent (6 units) and 27% shared ownership (3 units).

I would like to see the affordable units dispersed throughout the site and integrated with the market housing to promote community cohesion & tenure blindness. I would also expect the units to meet all nationally prescribed space standards. We expect the affordable housing to be let in accordance with the Council's allocation scheme and enforced through an agreed nominations agreement with the Council. I am fully supportive of the application.

Trees	Detail changes to landscape scheme are acceptable.
MANOP	Our view is that the needs of older people should be considered as part of this proposal and, should approval be given, we would support a proportion of the dwellings in the scheme being suitable for older people, by incorporating some or all of the design features mentioned above.
Ecology	<p>Comments made on the outline application advised the benefits of positioning of SUDS to ensure multifunctionality and habitat enhancement for amphibians and the location of the planted infiltration basins on the northern boundary in this proposal is welcomed. The ecological report that accompanied the outline application made a number of recommendations that included bment proposal, these can easily be incorporated into the built fabric of the dwellings and should be provided on the 6 dwellings adjacent to the northern boundary.</p> <p>Whilst the 2015 ecological appraisal did not identify significant ecological sensitivities, during the intervening years since the survey, the site has been left uncultivated and given the known local interest of toads I would like an informative added advising the developer to be cautious when clearing the site to minimise harm to amphibians which may be using the vegetation for cover.</p>
Landscape	<p>Boundary hedge to north - this is not fully suitable for either housing boundary although I welcome the intention to use native species. I suggest a basic mix of 70 % hawthorn, 10% blackthorn, 10% field maple with a further 10% native shrubs including wild privet, hazel and dogwood. Dogrose will only bloom when allowed to grow tall with spays of branches, which is unlikely here.</p> <p>Hornbeam is welcomed as a domestic hedge - but needs to be maintained / allowed to grow to at least a metre high. It is hoped that ornamental evergreen hedges can be avoided as these urbanise a village edge location.</p> <p>A management plan will be required for the hedges - I am concerned about the longterm care of the Astwick Road boundary hedge as this is shown in private ownership as a back garden hedge. This hedge is important visually in terms of screening and also for landscape character. If sections were to be neglected or removed it would be damaging to the local setting.</p> <p>N.B. The applicant has sought to address these concerns through the submission of revised landscaping details.</p>

Sustainable Growth

This application is pursuant to the outline permission CB/15/04226 that has a sustainability condition attached. There is no information on how the proposed development will meet the requirements of the Condition 10. This application will not be supported unless evidence is presented that the development will meet the condition's requirements.

Condition 10

No development shall take place until details have been submitted to and approved in writing by the Local Planning Authority showing how renewable and low energy sources would generate 10% of the energy needs of the development and also showing water efficiency measures achieving 110 litres per person per day. The works shall then be carried out in accordance with the approved details.

Reason: In the interests of sustainability.

Green Infrastructure

The proposals do not demonstrate a net gain in green infrastructure, as required by policy CS17. Comments made by environmental colleagues on the outline application (CB/15/04226/OUT) identified the potential for using SuDS to deliver biodiversity and green infrastructure gains.

However, proposals for surface water management are limited to permeable paving, soakaways, and piped conveyance to soakaways for the highway.

The plans show the potential for a swale with buffer planting along the edge of the site, but this is not reflected in the drainage strategy.

Currently, there is a lack of integrated design of the scheme, with a particular lack of clarity about how the potential swale has been designed in a co-ordinated way between flood, landscape and ecology specialists. The developer should be required to provide further information about the SuDS, to demonstrate compliance with CBC's adopted Sustainable Drainage SPD, and specifically demonstrating how the SuDS will contribute to a net green infrastructure gain across the site.

IDB

Details of surface water disposal required.

Determining Issues:

The main considerations of the application are;

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

Considerations**Principle of Development**

Whilst the site lies outside of the Stotfold Settlement Envelope, outline planning permission was granted for a development of up to 26 dwellings at this site in 2016. That permission is extant and could be implemented, subject to the approval of Reserved Matters.

As a result, the principle of a residential development of the scale proposed would be acceptable.

35% (nine units) of the dwellings would be affordable housing, in accordance with the requirements of Policy CS7.

Affect on the Character and Appearance of the Area

It was acknowledged, when granting outline planning permission for the erection of up to 26 dwellings at the site that the appearance of the site would change significantly from a rural character to an urban one.

The site has a reasonably good relationship with the urban area of this part of Stotfold, located between the Fen End Industrial Estate on Astwick Road and the Beauchamp Mill, off Taylors Road. The development would extend northwards the small cluster of housing that is located to the north of the Astwick Road/Taylors Road junction.

The layout would be acceptable and would include a range of house types of styles, a number of which would be smaller dwellings at one-storey with accommodation in the roof space.

The landscaping scheme for the site has been updated in response to comments made by the Council's landscape Officer.

Not all elements of the layout would be ideal, with some large areas of car parking but overall, it would be of a satisfactorily high standard.

Materials would be controlled by condition.

Neighbouring Amenity

The most impacted neighbours of the site would be those to the south, which front Taylors Road and Astwick Road. These are bungalows and would be

sensitive to change.

The proposed units to the north of them would be one and half storeys in height, with no first floor rear facing windows (other than rooflights) and low eaves heights. In that context, the distances between proposed properties and those existing to the south of them would be acceptable. Plot 26 would be located to the side of No 1 Taylors Road and would have no side facing windows and that relationship would be an acceptable one.

Landscaping would assist in reducing the impact on existing neighbours and levels, and construction management would be controlled by condition.

Other neighbours, on the southwestern side of Astwick Road and to the east, on Beauchamp Mill would be far enough away from the development so as to mitigate any potential impacts.

Highway Considerations

The Council's Highways Officers are satisfied that the accesses to the site would be safe. The ability of the highways network to accommodate traffic associated with 26 dwellings was established when the outline planning application was approved at the site.

Sufficient car parking would be provided. Where more than two parking spaces would be provided in tandem, the third would not be counted towards the parking requirements for that plot.

A condition would ensure that footpaths were extended on Astwick and Taylors Roads to allow safe pedestrian movement to, from and around the site.

Cycle parking, construction management and waste storage and collection would be controlled by conditions.

Other Considerations

S106 agreement matters

The following contributions towards education provision would be secured:

- Early Years Contribution – £18,665.64
- Lower School Contribution – £62,218.80
- Middle School Contribution – £62,607.17
- Upper School Contribution – £76,772.97

Agricultural land

Whilst the development would result in the loss of agricultural land, which is discouraged by paragraph 112 of the National Planning policy Framework, there is an extant permission for residential development at this site and so the loss of agricultural land has been accepted in this instance.

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.

Conclusions

The principle of a development of up to 26 dwellings at this site has been established as being acceptable.

The proposed layout, its design, impact on neighbours and its impacts on the highways network would be acceptable. As a result, planning permission should be granted.

Recommendation:

That Planning Permission be granted subject to the completion of a S106 agreement and the following conditions:

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

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

- 2 **No development 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.

- 3 **No development shall commence at the site before details of the existing and final ground, ridge and slab levels of the buildings have been submitted to and approved in writing by the Local Planning Authority. 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).

- 4 **No development shall commence at the site before a timetable for the completion of landscaping at the site has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved and in accordance with the approved timetable.**

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

Development Management Policies 2009.

- 5 **No development commence at the site before a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing the works shall be carried out in accordance with the approved details prior to the occupation of any dwelling subsequently approved.**

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity in accordance with policy DM2 of the Core Strategy and Development Management Policies 2009.

- 6 **No development shall take place until details have been submitted to and approved in writing by the Local Planning Authority showing how renewable and low energy sources would generate 10% of the energy needs of the development and also showing water efficiency measures achieving 110 litres per person per day. The works shall then be carried out in accordance with the approved details.**

Reason: In the interests of sustainability in accordance with Policies DM1 and DM2 of the Central Bedfordshire Core Strategy and Development Management Policies (2009).

- 7 **No development shall commence at the site before a scheme of noise attenuation measures which will ensure that internal noise levels from industrial and road traffic noise sources shall not exceed 35 dB LAeq, 07:00 – 23:00 in any habitable room or 30 dB LAeq 23:00 – 07:00 and 45 dB LAmax 23:00-07:00 inside any bedroom, and that external noise levels from industrial and road traffic noise sources shall not exceed 55 dB LAeq, (1hr) in outdoor amenity areas has been submitted to and approved in writing by the Local Planning Authority. Any works which form part of the scheme approved by the local authority shall be completed and the effectiveness of the scheme shall be demonstrated through validation noise monitoring, with the results reported to the Local Planning Authority in writing, before any permitted dwelling is occupied, unless an alternative period is approved in writing by the Authority.**

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.

- 8 **In the event that contamination is found at any time when carrying out the approved development, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall then be undertaken by a competent person, in accordance with 'Model Procedures for the Management of Land Contamination, CLR 11'. A written report of the findings should be forwarded for approval to the Local Planning Authority. Following completion of remedial measures a verification report shall be prepared that demonstrates the effectiveness of the remediation carried out. No part of the development should be occupied until all remedial and validation works are approved in writing.**

Reason: To ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990 in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

- 9 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 17772/1003, 17772/1004, 17772/100, 17772/101, 17772/102, 17772/104, 17772/105, 17772/106, 17772/107, 17772/108, 17772/109, 17772/110, 17772/111, 17772/112, 17772/113, 17772/114, 3115.LS rev A, Planning Supporting Statement, Flood Risk Assessment and Surface Water Drainage Strategy, Green Travel Plan, Transport Statement and Landscape Proposal, Specification and Maintenance Scheme rev A

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

- 10 **No development shall commence at the site before until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment and Surface Water Drainage Strategy (15 March 2017) and assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include provision of attenuation for the 1 in 100 year event (+40% allowance for climate change) and QBar restricted run-off rates and a geotechnical report providing evidence that the foundations and soakaways will work as required given their close proximity. Any revisions to the agreed strategy shall be fully justified and approved before the development is completed and shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan. Details of how the system will be constructed including any phasing of the scheme, and how it will be managed and maintained after completion will also be included.**

The scheme shall be implemented in accordance with the approved final details before the development is completed, and shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To ensure the approved system will function to a satisfactory minimum standard of operation and maintenance and prevent the increased risk of flooding both on and off site, in accordance with para 103 NPPF.

- 11 No building/dwelling shall be occupied before a 'Maintenance and Management Plan' for the entire surface water drainage system, inclusive of any adoption arrangements and/or private ownership or responsibilities has been submitted to and approved in writing by the Local Planning Authority. The approved surface water drainage scheme shall be correctly and fully

installed as per the final approved details.

Reason : 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.

- 12 No dwelling shall be occupied at the site before the following works have been completed in full accordance with the submitted details:

- access to the site, including the visibility splays
- car parking

Reason: To ensure a satisfactory means of access and sufficient car parking is provided in the interests of highway safety in accordance with Policy DM3 of the Central Bedfordshire Core Strategy and Development Management Policies (2009).

- 13 **No development shall commence at the site before details of the footway extension along Astwick Road from the Drive to the existing footway at the boundary of no 51 and along Taylors Road from the shared driveway and existing footway at no.1 have been submitted to and approved in writing by the Local Planning Authority. No dwelling hereby permitted shall be occupied until the existing carriageway is kerbed and a footway constructed in accordance with Central Bedfordshire design specifications.**

Reason: To provide for pedestrian safety in accordance with Policy DM3 of the Central Bedfordshire Core Strategy and Development Management Policies (2009).

- 14 No dwelling shall be occupied at the site before details of waste storage and collection have been submitted to and approved in writing by the Local Planning Authority. The details shall be carried out as approved prior to the occupation of any dwelling at the site.

Reason: To ensure that adequate waste and recycling facilities are provided for future residents in accordance with Policy DM3 of the Central Bedfordshire Core Strategy and Development Management Policies (2009).

- 15 **No development shall commence at the site before details of materials to be used in the external surfaces of the buildings at the site have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.**

Reason: To ensure that the appearance of the development would be acceptable, in accordance with Policy DM3 of the Central Bedfordshire Core Strategy and Development Management Policies (2009).

- 16 **No development shall commence at the site before details of cycle parking at the site have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to the occupation of any dwelling at the site.**

Reason: To ensure that sustainable modes of transport are encouraged, in accordance with Policy DM3 of the Central Bedfordshire Core Strategy and Development Management Policies (2009).

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 in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Central Bedfordshire Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. Further details can be obtained from the Development Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.
3. 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 Development Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ . No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place.
4. The applicant is advised that no highway surface water drainage system designed as part of a new development, will be allowed to enter any existing highway surface water drainage system without the applicant providing evidence that the existing system has sufficient capacity to account for any highway run off generated by that development. Existing highway surface water drainage systems may be improved at the developers expense to account for extra surface water generated. Any improvements must be approved by the Development Control Group, Development Management

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

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) (England) Order 2015.

DECISION

.....
.....

.....
.....