

## **Item No. 8**

<b>APPLICATION NUMBER</b>	<b>CB/16/04555/OUT</b>
<b>LOCATION</b>	<b>72 Hitchin Road, Henlow, SG16 6BB</b>
<b>PROPOSAL</b>	<b>Outline application: Demolition of the existing dwelling and erection of 6 houses, and 6 flats with 19 parking spaces and associated landscaping.</b>
<b>PARISH</b>	<b>Henlow</b>
<b>WARD</b>	<b>Arlesey</b>
<b>WARD COUNCILLORS</b>	<b>Cllrs Dalgarno, Shelvey &amp; Wenham</b>
<b>CASE OFFICER</b>	<b>Nikolas Smith</b>
<b>DATE REGISTERED</b>	<b>18 October 2016</b>
<b>EXPIRY DATE</b>	<b>17 January 2017</b>
<b>APPLICANT</b>	<b>Ask-Re The Property People Ltd</b>
<b>AGENT</b>	<b>Optimis Consulting</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>Cllr Wenham called the application in for the following reasons:</b> <ul style="list-style-type: none"><li>• <b>Outside Settlement Envelope and no allocation for development</b></li><li>• <b>Impact on rural location</b></li><li>• <b>High density in the countryside</b></li><li>• <b>Poor highways access</b></li><li>• <b>Inappropriate development in the countryside</b></li><li>• <b>Flooding</b></li></ul>
	<b>This is a major application to which the Parish Council objected.</b>
<b>RECOMMENDED DECISION</b>	<b>Outline Application - approve</b>

### Reason for recommendation

Whilst the Council refused planning permission for this development at this site for a number of reasons, the Planning Inspectorate dismissed an appeal against that refusal for only one reason, relating to flood risk at the site. That appeal decision is appended to this report. The applicant has now overcome that concern, to the satisfaction of the Environment Agency. There have been no material changes in planning policy or in circumstances at the site since that appeal decision was issued, and so planning permission should now be approved.

### **Site Location:**

The site is a parcel of land on the west side of Hitchin Road (B695), south of the (A507) with Henlow village centre to the north beyond this main road. To the north the site shares a boundary with an Aquatic Super store, the Japanese Koi Company. The part immediately adjacent currently serves as an associated car parking and storage area to the shop. To the east, south and west (beyond the B695) is undeveloped arable farmland.

The site sits outside of any defined settlement envelope and is therefore considered to lie within the open countryside.

The Environment Agency's Flood Maps shows that the site falls within Flood Zones 2 and 3.

### **The Application:**

The application seeks outline planning permission (with landscaping reserved for subsequent approval) for the erection of 12 dwellings with 19 parking spaces following the demolition of an existing bungalow at the site.

The scheme would comprised of:

- Six affordable houses with two bedrooms; and
- Six affordable flats with one bedroom.

All six of the affordable rented dwellings would be for affordable rent, as would two of the two-bedroom houses. The remaining four houses would be for shared ownership.

There would be five two-storey blocks. Two would be on the northern boundary, one would be at the centre of the site adjacent to the western boundary and two would be positioned along the southern boundary of the site.

Vehicular and pedestrian access would be taken from Hitchin Road.

### **RELEVANT POLICIES:**

#### **National Guidance**

National Planning Policy Framework (March 2012)

#### **Core Strategy and Development Management Policies (November 2009)**

CS1	Development Strategy
CS2	Developer Contributions
CS3	Healthy and Sustainable Communities
CS5	Providing Homes
CS7	Affordable Housing
CS8	Exception schemes
CS13	Climate Change
CS14	High Quality Development
CS16	Landscape and Woodland
CS17	Green Infrastructure
DM2	Sustainable Construction of New Buildings
DM3	High Quality Development
DM4	Development Within and Beyond Settlement Envelopes
DM10	Housing Mix

#### **Supplementary Planning Guidance**

## Planning History

CB/14/01917/OUT

Demolition of the existing dwelling and the erection of 6 houses and 6 flats with 19 parking spaces and associated landscaping

Refused: 15<sup>th</sup> May 2014

Appeal dismissed: 27<sup>th</sup> October 2015

## Representations: (Parish & Neighbours)

Henlow Parish  
Council

Objection for the following reasons:

- Not a sustainable location
- Overdevelopment of the site
- Risk of flooding
- Insufficient parking

Neighbours

A site and press notice were displayed. One response was received, commenting as follows:

- 12 is too many dwellings for this site
- There are sewerage problems in the area
- There is flooding in the area

## Consultations/Publicity responses

Housing Development  
Officer

In principle I support this application as it provides for 100% affordable housing through a rural exception scheme. Whilst the application proposes 12 affordable units, I do have some concern over the proposed split of the affordable in terms of 6x1 bed and 6x2 bed units. The proposed split does not specifically fit the identified need from the Housing Needs Survey undertaken in Henlow in June 2013. Typically we would see the mix of units derived from the identified needs. The survey identified a need for 12 units providing a mix of 1,2 and 3 bed properties required, with the 3 bed making up over 30% of the requirement. The proposed mix of 1&2 bed makes no provision for the remaining identified need. The tenure of

the units is also typically derived from the Housing Needs Survey. The application proposes a 50/50 split between affordable rent and shared ownership. This is not a true reflection of the need derived from the survey. The survey identifies approximately 66% affordable rent and 34% shared ownership.

To summarise, based on the housing needs survey, I feel there could be a more reflective mix of units proposed to truly meet the identified affordable housing need for the local people of Henlow. Based on the proposed mix of units, I would not want to be in a position of being unable to allocate the units through the Local Lettings Policy to those with a local connection if the units delivered through the scheme do not satisfy the requirements of those identified within the housing needs survey. In principal I am supportive of the scheme. However, I feel there could be a more appropriate mix of units.

Rural exception sites will be providing affordable housing for local people, which will remain as affordable in perpetuity. The affordable units will be allocated to eligible applicants through the Local Lettings Policy for exception sites.

Highways Authority

The proposal is for 6 one bedroom flats and 6 two bedroom houses to be served from a new court yard type access road. There are 19 parking spaces served from this courtyard which would be suitable for a refuse vehicle to turn, however this has not been proven.

While there is not a foot way on this side of Hitchin Road I suggest that it would be appropriate to install a foot way along the frontage of the site.

This section of Hitchin Road appears to be at a point where the speed limit is 50mph which would require a visibility splay of 2.4m by 160m and it is my understanding that this can be achieved.

I am concerned that the proposal would introduce 12 residential properties where there will be a need to cross the main bypass (A507). With that I believe that there should be an improvement to the pedestrian crossing facility and this should be dealt with by way of a contribution or commitment through a section 106 agreement.

I am concerned that the proposal does not meet the authority's parking standard of 21 spaces and that there is not an ability to extend the foot way from the shared surface to the frontage of the site.

In a highway context I recommend that the following conditions be included if planning approval is to be issued:

Development shall not begin until details of the junction between the proposed estate road and the highway have been approved by the Local Planning Authority and no building shall be occupied until that junction has been constructed in accordance with the approved details.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the proposed estate road.

No dwelling shall be occupied until a 2m wide foot way has been constructed on the northern side of Hitchin Road between the entrance of the site and its northern boundary in accordance with details of the approved drawing/or scheme to be submitted to and approved by the Local Planning Authority. Such a scheme shall include an uncontrolled crossing point. Any Statutory Undertakers equipment or street furniture shall be resited to provide an unobstructed foot way.

Reason: In the interests of road safety and pedestrian movement.

Visibility splays shall be provided at the junction of the access with the public highway before the development is brought into use. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed access from its junction with the channel of the public highway and 160m measured from the centre line of the proposed access along the line of the channel of the public highway. The required vision splays shall, on land in the applicant's control, be kept free of any obstruction.

Reason: To provide adequate visibility between the existing highway and the proposed access, and to make the access safe and convenient for the traffic which is likely to use it.

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

No dwelling shall be occupied until all triangular vision splays are provided on each side of the all access on to the new road and shall measure 1.8m along the fence, wall, hedge or other means of definition of the front boundary of the site, and 1.8m measured into the site at right angles to the same line along the side of the new access drive. The vision splays so described shall be maintained free of any obstruction to visibility exceeding a height of 600mm above the adjoining foot way level.

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

Before the new access is first brought into use, any existing access within the frontage of the land to be developed, not incorporated in the access hereby approved shall be closed in a manner to the Local Planning Authority's written approval.

The maximum gradient of all vehicular accesses onto the estate roads shall be 10% (1 in 10).

Reason: In the interests of the safety of persons using the access and users of the highway.

Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

Furthermore, I should be grateful if you would arrange for the following Notes to the applicant to be appended to any Consent issued :-

The applicant is advised that the requirements of the New Roads and Street Works Act 1991 will apply to any works undertaken within the limits of the existing public highway. Further details can be obtained from the Central Bedfordshire Council's Highway Help Desk, P.O. Box 1395, Bedford, MK42 5AN.

The applicant is advised that if it is the intention to request the Central Bedfordshire County Council as Local Highway

Authority, to adopt the proposed highways 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 Planning and Control Group, Central Bedfordshire Council's Highway Help Desk, P.O. Box 1395, Bedford, MK42 5AN. 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.

The applicant is advised that in order to comply with Condition ... of 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 Planning and Control Group, P.O. Box 1395, Bedford, MK42 5AN,

All roads to be constructed within the site shall be designed in accordance with Central Bedfordshire Council's publication "Design in central Bedfordshire (Design Supplement 10 – Movement, Street and Places" and the Department of the Environment/Department of Transport's "Manual for Street", or any amendment thereto.

Environment Agency

We are able to remove our objection to this application.

We strongly recommend that the measures outlined in the Hydraulic Modelling Report, Ref (1869 – Hydraulic Report Rev A), prepared by (MTC Engineering (Cambridge) Ltd.), dated (April 2017) are implemented in full.

#### Advice to LPA / Applicant

Hydraulic modelling undertaken by a third party has been used in support of this application and the Environment Agency has applied a risk based approach to the assessment of this model. In this instance a basic review has been carried out. We have not undertaken a full assessment of the fitness for purpose of the modelling and can accept no liability for any errors or inadequacies in the model. Please note that if the applicant wishes to update the Flood Map they will need to submit an official Flood Map challenge.

We have reviewed the Hydraulic Modelling Report submitted and find the details acceptable. However, it should be noted that the Site Survey and 1 in 100 year plus

Climate Change Flood Lines drawing appears to hold inaccuracies for the 1 in 100 year + 35% flood line. In particular, the South West corner of the site records land levels which are not accurately reflected in the climate change outline. Although we would not usually find this acceptable, we are satisfied in this case that the mitigation measures proposed are sufficient and so therefore have no objection.

#### Advice to Applicant

The Environment Agency does not normally comment on or approve the adequacy of flood emergency response and evacuation procedures accompanying development proposals, as we do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/users.

In all circumstances where flood warning and evacuation are significant measures in contributing to managing flood risk, we expect local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions.

Internal Board	Drainage	Objection should the Environment Agency not be satisfied with the flood risk modelling work submitted.
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Anglian Water	No response received
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#### **Determining Issues**

The development has been assessed in the context of human rights issues and The Equalities Act (2010) and it is considered it would have no relevant implications. As such, from the consultation responses received and from an inspection of the application site and surrounding area the main considerations of the application are;

1. Principle of development
2. Character, context and design of external spaces and impact upon the open countryside
3. Residential amenity of prospective and neighbouring occupiers
4. Highway safety
5. Car Parking and cycle Parking
6. Refuse and recycling
7. Flood risk and sustainable drainage
8. S106

#### **Considerations**

##### **1. Principle of development**

The National Planning Policy Framework (2012) states that 'housing applications



should be considered in the context of the presumption in favour of sustainable development' (para. 49). In the local context, the site falls outside of the Henlow Settlement Envelope where Policy DM4 (Development within Settlement Envelopes) of the Central Bedfordshire Core Strategy and Development Management Policies (2009) states that residential development will normally be resisted. However, Policy CS8 (Exception Schemes) outlines that in some instances, development outside of the Settlement Envelope can be acceptable where it would consist of 100% affordable housing, as would be the case here.

In order that this proposed residential development scheme could be considered acceptable it should comply with the following criteria:

- the local need is demonstrated;
- the scheme is viable;
- the scheme will remain available in perpetuity to local people who demonstrate a need for affordable accommodation;
- the design and location of the scheme relates well to the built up area of the settlement;
- the mix of size and tenure will relate to the needs identified in that area.

The Inspector, when assessing an appeal against the refusal of the Council to grant permission for an identical application in 2015, found that the development would, in general terms, meet the objectives of Policy CS8 and that the development would constitute an Exception Scheme.

They found that the principle of the development would be acceptable and there have been no material changes in planning policy or circumstances at the site since that decision was made that would undermine that position.

## **2. Character, context and design of external spaces and impact upon the open countryside**

Policy DM3 of the Council's Core Strategy and Development Management Policies (2009) states that all proposals for new development will contribute positively to creating a sense of place and respect local distinctiveness through design and use of materials.

The Inspector, when assessing the last application, where the layout and design were the same, found that the scheme would be acceptable.

There have been no material changes in planning policy or circumstances at the site since that decision was made that would undermine that position.

Planning conditions would secure details of materials and would limit Permitted Development Rights so as to prevent an overdevelopment of the site through extensions and outbuildings.

Details of landscaping would be a Reserved Matter.

## **3. Residential amenity of prospective and neighbouring occupiers**

When the last application was considered, both the Local Planning Authority and

the Inspector found that the impact of the development on existing neighbours (the nearest of which is over 100m away) and the quality of accommodation provided would be acceptable.

There have been no material changes in planning policy or circumstances at the site since that decision was made that would undermine that position.

#### **4. Highway safety**

When the Inspector considered the appeal at the site, they found that the access to the site would be safe. There have been no material changes in planning policy or circumstances at the site since that decision was made that would undermine that position.

Conditions would control details of proposed access arrangements.

There is no footpath on the west side of Hitchin Road, which is subject to a 50mph speed limit. A condition would require the installation of a footpath along the front of part of the site (from the access to the northern boundary) and a crossing to the east side of the road, where there is a footpath. Such provision would prevent people leaving the site on foot from needing to wait at the access point, where there may be cars entering and leaving the site, to cross the road. It would also allow a safe opportunity to cross the road to the footpath on the east side where they might look to walk into the village.

#### **5. Car and cycle parking**

Whilst car parking at the site would be lower than the Council's standards suggest that it should be, it would be at the same level considered at the time of the last appeal at the site – which the Inspector found to be acceptable.

There have been no material changes in planning policy or circumstances at the site since that decision was made that would undermine that position.

The provision of cycle parking would be controlled by condition.

#### **6. Refuse and recycling**

The details of waste and recycling storage and collection were considered to be acceptable by the Local Planning Authority and the Inspector when the last appeal was determined.

There have been no material changes in planning policy or circumstances at the site since that decision was made that would undermine that position.

#### **7. Flooding and drainage**

The Environment Agency Flood Risk Maps shows the site to fall within Flood Zones 2 and 3 (a medium or high risk of fluvial flooding)

The National Planning Policy Framework states that in such locations, planning permission should not be granted unless both of the following steps have been taken.

- A Sequential Test
- The Exception Test

The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.

If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding; the Exception Test can be applied if appropriate.

For the Exception Test to be passed: it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

When considering the last appeal, the Inspector found that these steps had not been taken and this formed the sole reason for the appeal being dismissed.

With this application, the applicant has submitted a comprehensive Sequential Test analysis, which reviews other sites within the parish which are shown on the Environment Agency Flood Map to be at lower risk of flooding. It demonstrates that there are no reasonable available sites suitable for the proposed development at a lower risk of flooding.

To address the Exception Test, the applicant has sought to demonstrate that the in fact, based on a Hydraulic modelling of the site, it should be categorised as falling within Flood Zone 1 (low risk), rather than 2 and 3. Given that low risk, the wider sustainability benefits provided by the development (as acknowledged by the Inspector), would outweigh that risk. The report demonstrates that the development would be safe in flood risk terms.

The Environment Agency has withdrawn its objection to the application based on these submissions and the application now overcomes the sole concern raised by the Inspector when assessing the last appeal.

The Internal Drainage Board has requested a condition relating to storm water which is recommended.

## **8. S106**

The applicant has submitted a draft Unilateral Undertaking, which shows that all of the units would be affordable houses and that they would be subject to the Choice Based Lettings Scheme, which would prioritise eligible applicants with a local connection.

No financial contributions were considered by the Inspector to be required when

the last appeal was decided at the site and so none are sought now.

## **Recommendation**

That Outline Planning Permission is approved, subject to the following conditions:

- 1 No development shall commence at the site before details of the landscaping, including boundary treatments associated with the development (hereinafter called "the reserved matter") have been submitted to and approved in writing by the local planning authority. The development shall be carried out as approved.

Reason: To comply with Article 3 of the Town and Country Planning (General Development Procedure) Order 2015.

- 2 An application for approval of the reserved matter shall be made to the local planning authority not later than three years from the date of this permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 3 The development hereby permitted shall begin not later than two years from the date of approval of the last of the reserved matters to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 4 **No development shall commence until such time as full details of the materials to be used for the external finishes of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved details.**

**Reason: Details are required prior to the commencement of development to ensure the buildings are finished externally with materials appropriate to the locality and the context within the surrounding open countryside (Policies DM3 and DM4 Core Strategy and Development Management Policies 2009).**

- 5 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions, or additions or garages shall be erected in the curtilages of any residential units hereby approved other than those expressly authorised by this permission.

Reason: To prevent overdevelopment of the site and to protect the character of the area (Policy DM3 of the Core Strategy and Development Management Policies 2009).

- 6 **No development shall commence at the site before details of the junction between the proposed estate road and the highway have been**

**submitted to and approved in writing by the Local Planning Authority and no building shall be occupied until that junction has been constructed in accordance with the approved details.**

**Reason:** In order to minimise danger, obstruction and inconvenience to users of the highway and of the proposed estate road.

- 7 **No development shall commence at the site before details of a footway between the site and Hitchin Road from the access point to the site to the northern edge of the site and an uncontrolled crossing points between the west and east sides of Hitchin Road have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied at the site before the footpath and crossing have been completed in accordance with the approved details. Any Statutory Undertakers equipment or street furniture shall be resited to provide an unobstructed footway.**

**Reason:** In the interests of road safety and pedestrian movement in accordance with Policy DM3 of the Central Bedfordshire Core Strategy and Development Management Policies (2009).

- 8 Visibility splays shall be provided at the junction of the access with the public highway before the development is brought into use. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed access from its junction with the channel of the public highway and 160m measured from the centre line of the proposed access along the line of the channel of the public highway. The required vision splays shall, on land in the applicant's control, be kept free of any obstruction.

**Reason:** To provide adequate visibility between the existing highway and the proposed access, and to make the access safe and convenient for the traffic which is likely to use it in accordance with Policy DM3 of the Central Bedfordshire Core Strategy and Development Management Policies (2009).

- 9 The car parking shown on the submitted plans shall be provided in full prior to the first occupation of any dwelling at the site and shall be permanently maintained and retained thereafter.

To ensure that sufficient car parking is provided at the site in accordance with Policy DM3 of the Central Bedfordshire Core Strategy and Development Management Policies (2009).

- 10 **No development shall commence at the site before full details of the following have been submitted to and approved in writing by the local planning authority:**

- **The construction of all on-site vehicle parking and manoeuvring areas;**
- **A Construction Management Plan detailing access arrangements for construction vehicles, routing of construction vehicles, on-site parking and loading and unloading areas;**
- **Materials Storage Areas;**

- **Wheel cleaning arrangements;**

**Thereafter the development shall be carried out in accordance with the approved details.**

**Reason: These details are required prior to the commencement of development to ensure that the development of the site is completed to provide adequate and appropriate highway arrangements at all times in the interests of highway safety (Policy DM3 of the Core Strategy and Development Management Policies 2009).**

- 11 No development shall commence at the site before details of cycle parking for future occupiers has been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided in full prior to the occupation of the dwelling to which it relates.**

**Reason: To ensure that adequate levels of cycle parking is provided in accordance with Policy DM3 of the Central Bedfordshire Core Strategy and Development Management Policies 2009.**

- 12 No development shall commence at the site before details of storm water design and construction for the site have been submitted to and approved in writing by the Local Planning Authority in consultation with the Internal Drainage Board. The development shall be carried out in accordance with the approved details.**

**Reason: To ensure that storm water is properly managed at the site in accordance with Policy DM3 of the Central Bedfordshire Core Strategy and Development Management Policies (2009).**

- 13 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the following submitted documents: Un-numbered site location plan, CHQ.13.10562-11, CHQ.13.10562-12, CHQ.13.10562-13, CHQ.13.10562-14, CHQ.13.10562-15, 1689-06, Design, Access and Planning Statement dated October 2016, Flood Risk Assessment - Sequential Test dated February 2017 and MTC Engineering Hydraulic Modelling Report dated April 2017**

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

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 the requirements of the New Roads and Street Works Act 1991 will apply to any works undertaken within the limits of the existing public highway. Further details can be obtained from the Central Bedfordshire Council's Highway Help Desk, P.O.Box 1395, Bedford, MK42 5AN.
3. The applicant is advised that if it is the intention to request the Central Bedfordshire County Council as Local Highway Authority, to adopt the proposed highways 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 Planning and Control Group, Central Bedfordshire Council's Highway Help Desk, P.O.Box 1395, Bedford, MK42 5AN. 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 in order to comply with conditions attached to 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 Planning and Control Group, P.O.Box 1395, Bedford, MK42 5AN.
5. All roads to be constructed within the site shall be designed in accordance with Central Bedfordshire Council's publication "Design in central Bedfordshire (Design Supplement 10 – Movement, Street and Places" and the Department of the Environment/Department of Transport's "Manual for Street", or any amendment thereto.
6. Before the new access is first brought into use, any existing access within the frontage of the land to be developed, not incorporated in the access hereby approved shall be permanently closed.
7. The maximum gradient of all vehicular accesses onto the estate roads shall be 10% (1 in 10).

**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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