

Item No. 8

APPLICATION NUMBER	CB/17/03228/OUT
LOCATION	Land west of Jacques Lane, Clophill, Bedford, MK45 4BS
PROPOSAL	Outline: Erection of 8 dwellings and formation of vehicular and pedestrian access with associated landscaping
PARISH	Clophill
WARD	Amphill
WARD COUNCILLORS	Cllrs Duckett, Blair & Downing
CASE OFFICER	Matthew Heron
DATE REGISTERED	05 July 2017
EXPIRY DATE	30 August 2017
APPLICANT	Anthony Catlin Will Trust
AGENT	J & J Design
REASON FOR COMMITTEE TO DETERMINE	Called-in by Cllr Downing on the grounds of overdevelopment, overbearing and highway safety concerns.
RECOMMENDED DECISION	Outline application – Recommend approval

Summary of Recommendation

The proposal, for residential units outside of a settlement boundary, conflicts with the current settlement strategy of the Council (denoted by Policies CS1 and DM4). This weighs against the grant of permission.

However, though acknowledged that there would be some harm to the landscape character, the proposed development would contribute significantly to the economic and social dimensions of sustainability. Further, subject to the imposition of identified conditions, the identified harm would be mitigated to an acceptable degree.

In the overall balancing exercise required, the identified harm and conflict with the Development Plan would be significantly out-weighted by the benefits of this scheme, particularly when assessed against the National Planning Policy Framework as a whole.

Site Location:

The site itself comprises a single storey agricultural unit and is located on the western side of Jacques Lane within the village of Clophill (although acknowledged that the site is not within the 'settlement envelope' as identified within the Development Plan). To the north, south and east of the site are detached residential units constructed in a variety of architectural forms. To the east lies an area of open land which appears to be within equestrian use.

The Application:

This application seeks outline planning permission, with all matters except access reserved, for the construction of eight residential units.

RELEVANT POLICIES:

National Planning Policy Framework (March 2012)

Core Strategy and Development Management Policies - North 2009

Policy CS1 – Development Strategy

Policy CS2 – Developer Contributions

Policy CS7 – Affordable Housing

Policy CS13 – Climate Change

Policy CS14 – High Quality Development

Policy CS16 – Landscape and Woodland

Policy CS18 – Biodiversity and Geological Conservation

Policy DM2 – Sustainable Construction of New Buildings

Policy DM3 – High Quality development

Policy DM4 – Development Within and Beyond Settlement Envelopes

Policy DM10 – Housing Mix

Policy DM14 – Landscape and Woodland

Policy DM15 – Biodiversity

Local Plan

The Council is currently consulting on its Draft Local Plan (Regulation 18). The Plan outlines the overarching strategy for growth and also sets out more detailed policies which will be used to determine planning applications. A substantial volume of evidence gathered over a number of years supports this document. These technical papers are consistent with the aspirations of the National Planning Policy Framework and therefore will remain on the Council's website as material considerations, which will, along with the direction of travel of the Local Plan, inform development management decisions.

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Relevant Planning History:

MB/83/746 – Erection of seven dwellings. Refused.

MB/83/746/A – Erection of seven dwellings. Refused.

Consultees:

Clophill Parish Council

Clophill Parish Council has objected to this application on the following grounds:

SETTLEMENT ENVELOPE

Clearly this site is situated outside the settlement envelope. The applicant has not demonstrated that the economic and social benefits arising from the application will significantly and demonstrably outweigh any adverse environmental impacts.

CBC can demonstrate a housing land supply in excess of 5 years.

We believe this sufficient to fully engage Policy CSDMP Policy DM4 and that the application should be refused for non-compliance, consequently it should not be assessed against the policy requirements of the NPPF.

Developers promoting sites outside settlement limits have argued that NPPF paragraph 49 and paragraph 14 states where the development plan policies are out of date the Council should grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in this Framework taken as a whole. This does not, however, provide any applicant with generic grounds for arguing that since the development policies are out of date, development outside of the village of Clophill will be acceptable. The applicant must demonstrate that the economic and social benefits arising from the application will significantly and demonstrably outweigh any adverse environmental impacts. This is weighing the sustainable benefits of the application against the sustainable dis-benefits.

SUSTAINABILITY

Access to Local amenities

We do not believe the location of this site is sustainable, as it is not within an acceptable walking distance of the core community facilities, as per the guidance given by the Institute of Highways and Transportation "Guidelines for Providing Journeys on Foot, 2000".

This development is outside the settlement envelope and nearly 2km from the historic core of the village and local facilities, including bus and a small shop/Post Office. As outlined above this site is not easily accessible and is not sustainable.

There are no footpaths or cycle ways to access the core of the village and pedestrians are potentially exposed to harm.

NPPF 55: To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. NPPF 38: Where practical particularly within developments key facilities such as primary schools and local shops should be located within walking distance of most properties. LDF DM4 11.1.2:

Settlement envelopes serve to prevent coalescence between settlements and also protect the separate character and physical identity of the various 'village ends'.

Jacques Lane is a narrow track and building eight homes on this greenfield site will substantially increase the of homes on this edge of the village area.

Overbearing Character – the proposed dwellings would have a demonstrable negative impact on the character and appearance of the area by introducing back-land development, contrary to Policy DM3 of the Core Strategy and Development Management Policies for CBC (North).

This development would fundamentally detract from the current street scene.

Highways safety grounds

Jacques Lane is a narrow track that currently does not provides two cars passing along long length of it. Recent developments in Jacques Lane have emphasised that issue still further with the High Street having been blocked by vehicles unable to turn into Jacques lane from the High Street.

A refuse lorry and a car could not pass each other and the traffic assessment clearly shows that.

Flood Risk

This area abuts a flood zone and has in the past suffered from significant flooding. During the winter, this is particularly bad on the development area adjacent to the cottages on the southern boundary, where the field is boggy and flooded during all periods of heavy or sustained rain.

The Flood Risk report needed additional assessment to ensure it is accurate and include further field studies to ensure any houses built would be insured successfully and that neighbouring properties won't suffer from increased surface water.

MTC – Highways Statement Appendix 8 seems to be missing from the planning application provided to the Council.

Ecology

There is a green field site behind existing developments and it has been previously stated that a large number of small mammals and reptiles can be found living and breeding in these fields. There is a pond close to this development and there is concern the Ecology study was not extensive enough to pick up these concerns.

Outcomes

Should the officer be minded to approve this application we would hope that in reserved matter conditions limiting the times and developer access, movement and deliveries associated works with the creation of these houses.

Infrastructure for power, waste water and potable water

Clophill continues to be suffer from power outages and we would need assurances that there will be sufficient resource in the network to support this development.

The primary water main (potable water) and drainage system cannot cope and we would request that this is raised in reserved matters. This problem has been identified by Anglia Water. As a water utility company they have a statutory duty to

supply water and waste water infrastructure to new development sites and there is a lack of available capacity for this development.

Consultees

Highways Team – No objection subject to relevant conditions.

Trees and Landscape – No objection subject to relevant conditions.

Ecology – No objection subject to relevant conditions.

SuDS – No objection subject to relevant conditions.

Bedfordshire and River Ivel Internal Drainage Board – No objection.

Waste Services – No objection.

Environment Agency – No objection.

Fire and Rescue – No objection.

Local Residents

In excess of 250 letters of objection have been received from surrounding addresses. Comments are summarised as:

- Insufficient local services to support development.
- Harm in terms of highway safety.
- Flooding and drainage risk.
- The proposal is not within the defined settlement boundary and is not consistent with national planning policy.
- Harm to the character of the village and urban sprawl into the countryside.
- Harm to the character of the immediate streetscene.
- Harm to living conditions in terms of loss of privacy and noise and disturbance.
- Harm to biodiversity.
- No financial contributions offered.
- Noise and disturbance during construction.

Concern has also been raised with regards to the impact upon existing services (such as water, electricity and gas). However, it is a statutory duty of companies to provide such services to dwellings. As such, objections in this regard carry little weight in the determination of this application.

Determining Issues:

The main considerations of the application are;

1. The principle of the development
2. The quality of the design and the impact upon the character of the area

3. The impact upon living conditions
4. Highway safety and parking provision
5. Other material considerations
 - i) Sustainability
 - ii) Ecology
 - iii) Flooding and Drainage
 - iv) Affordable Housing

Considerations

1. The principle of the development

- 1.1 The application site is located outside of the defined 'settlement envelope' of Clophill and the Council can currently demonstrate a five year supply of housing land.
- 1.2 It is acknowledged that the approach of Policy DM4 in seeking to control the principle of development beyond settlement boundaries is more restrictive than the balanced, cost/benefit, approach set out in the Framework. The balancing of harm against benefit is a defining characteristic of the Framework's overall approach. However, this policy also seeks to ensure development is channelled to more sustainable settlements, away from isolated rural locations which have limited access to services and facilities. In this respect, Policy DM4 is entirely consistent with the thrust of the Framework which seeks to promote sustainable social, economic and environmental development. Overall, it is considered that weight may still be attributed to this policy in the determination of this application as the Council seeks to deliver planned development in a sustainable manner.
- 1.3 The proposal, for residential units outside of a settlement boundary, conflicts with the current settlement strategy of the Council (denoted by Policies CS1 and DM4). This weighs against the grant of permission.

2. The quality of the design and the impact upon the character of the area

- 2.1 Policies CS14, DM3 and DM14 seeks to ensure proposals are of a high quality of design, respect the local context in which they are in, are appropriate in terms of scale and have an acceptable impact upon the landscape. Chapter 7 of the Framework emphasises the importance of good design in context and, in particular, paragraph 64 states permission should be refused for development of poor design that fails to improve the character and quality of an area and the way it functions.
- 2.2 The application site is located towards the south eastern edge of the Large Village (as identified within Policy CS1) of Clophill. It consists of a brick built former agricultural building and the land is currently in equestrian use. The site is within the Flitt Valley landscape Character Area - a highly distinct river valley landscape characterised by tree lined water courses and small paddocks. As such, the site is typical of the prevailing landscape character. To the north, south and east of the site are detached residential units constructed in a variety

of architectural forms. Though the application site has no significant discernible landscape features, it still contributes to the open, rural, appearance of the immediate area.

- 2.3 It is acknowledged that a residential development of three units has recently been approved under application ref. CB/16/04854/FULL on a site opposite to the application site. This development, when completed, will continue the linear form of units to the east along Jacques Lane. The proposal will therefore mirror this linear form of residential units on the western side of Jacques Lane and would adjoin built residential form on this side of the highway to the south of the site.
- 2.4 The units would not be more than two storeys in height and sufficient space would be left about units to ensure that they did not appear cramped upon their plots. Furthermore, a Landscaping Plan could be secured through future consideration of reserved matters to ensure that built form is appropriately softened and there is no further loss or fragmentation of the existing hedgerows.
- 2.5 Though the extent to which the development would be visible would depend upon details reserved for future determination, and it is anticipated that views of the units would be heavily screened by established vegetation, it is acknowledged that the final form of the proposal would result in residential development on land predominantly absent of built form. This would not result in the merging of settlements, but would add to the erosion of the countryside.
- 2.6 Overall, there would be some visual and landscape harm arising from the loss of the site's open and undeveloped character. However, this could be mitigated, to some extent, through the appropriate management of elements reserved for future consideration. As such, the proposal would not result in significant harm in this regard.

3. The impact upon living conditions

- 3.1 Policy DM3 aims to preserve neighbouring amenity. Furthermore, guidance in paragraph 17 of the NPPF is to always seek to secure high quality design and good standard of amenity for all existing and future occupiers of land and buildings.
- 3.2 Though the detailed layout and overall design of units is reserved for future consideration, it is considered that, given the size of the application site, units could be positioned and designed in such a way as to not result in significant and demonstrable harm to the living conditions of surrounding units. Furthermore, given the existence of surrounding residential units and the scale of the proposal, it is not considered that the access would result in significant harm in terms of increased noise and disturbance from vehicular movements associated with the development.
- 3.3 Furthermore, it is noted that specific concerns have been raised with regards to the impacts of the proposal in terms of noise and disturbance during construction. The construction of units must adhere to environmental health legislation (which, amongst other things, manages the hours of construction to appropriate times) and it is recommended that a Construction Management

Plan is requested through condition. This would ensure that vehicular movements and methods of dust suppression are appropriately managed, in the interest of neighbouring living conditions. Overall, it is not considered that the proposal would result in significant harm in this regard.

4. Highway safety and parking provision

- 4.1 Guidance within the 'Design for Central Bedfordshire: A Guide for Development' states that, generally, one bedroom units will require one parking space, two and three bedroom units will require two parking spaces and four bedroom units will require three spaces.
- 4.2 Though plots seem large enough to accommodate sufficient off-road parking, the overall layout of units is reserved for future consideration. However, an element of a condition requested by highways Officers would ensure that parking provision is in accordance with the Council's standards applicable at the time of submission.
- 4.3 Turning to highway safety, Jacques Lane is a narrow lane with a speed limit of 30mph - although it is probable that vehicle speeds will be lower given the nature of the lane. There are no footways along the lane, which in some parts is only single width, but there is a vehicular passing bay at the frontage of no. 10 Jacques Lane. The junction with the High Street/Shefford Road is wide enough for the two-way flow of vehicles.
- 4.4 The applicant has provided a Transport Statement as part of the proposal, and although some of the TRIC's data submitted does not relate to the site, the proposal would not significantly increase traffic using the lane. Further, with the proposed alterations to the highway (the widening of the junction with the High Street/Shefford Road, an additional passing bay and an additional 1.5m footway) the proposal would not increase the conflict between users of the lane. These alterations will be secured through condition and carried out through a S278 agreement.
- 4.5 Furthermore, it is also noted that the Parish Council has requested a condition which would manage the times at which construction may commence if the Council is minded to grant planning permission. Though it is an offence under Highways Legislation to restrict the free movement of vehicles on a highway and Environmental Health legislation manages construction times and dates appropriately, an additional condition is also recommended requiring the submission of a Construction Management Plan prior to development commencing. This would detail access arrangements for construction vehicles, loading and unloading areas, storage areas and any temporary traffic managements arrangements required. This condition would ensure that the proposal is acceptable in terms of highway safety during the construction period.
- 4.6 Overall, on discussion with Highway Officers, as there appears to be no reported vehicle accidents in the vicinity of the above mentioned junction or along Jacques Lane, it is not considered that the proposal would prejudice vehicular or pedestrian safety, subject to the imposition of relevant conditions.

- 4.7 Further, it should be noted that the junction widening scheme and the additional passing bay are both within the highway and can therefore be delivered through a S278. The junction improvements will assist in keeping vehicular speeds low and the additional passing place will aid vehicular manoeuvrability adjacent to this junction. These amendments will not result in harm to the overall character of Jacques Lane, and the proposed footway along the western side of this road will have a 1.5m width (instead of the standard 2m width) to maintain the character of the lane.

5. Other material considerations

(i) Sustainability

- 5.1 The Framework adopts a broad definition of sustainable development in that it states that the policies in paragraphs 18 – 219, taken as a whole, constitute the Government's view of what sustainable development means in practice. The Framework also establishes that the purpose of the planning system is to contribute to the achievement of sustainable development, which includes economic, social and environmental dimensions.

Social

- 5.2 The proposal would make a small but valuable contribution to the existing housing stock. Given that one of the key aims of the Framework is to significantly boost the supply of housing, the proposal is considered sustainable in this regard and significant weight in favour of the proposal is attached to this factor. Further, it is noted that there has been concern raised with regards to there not being the services within Clophill to support this development. However, Clophill is defined as a Large Village within Policy CS1 and has a number of services and facilities. Taking this into account, and given the statutory duty of relevant bodies to provide services (such as health and education) it is considered that there are sufficient services with the Large Village to accommodate the additional eight units.

Economic

- 5.3 The proposal would also result in economic benefits, through the purchase of materials and services in connection with the construction of the dwellings and an increase in local household expenditure. The proposal is considered sustainable in this regard, which again weighs in favour of the grant of permission.

Environmental

- 5.4 It is acknowledged that the proposal would result in some (moderate) harm to the character of the rural setting. However, the proposal is within close proximity to services and facilities and, overall, the development would not be environmentally unsustainable.

(ii) Ecology

- 5.6 The presence of protected species is a material consideration, in accordance with the National Planning Policy Framework (paragraphs 118-119), Natural

Environment & Rural Communities (NERC) Act 2006 (section 40), Wildlife and Countryside Act 1981, Conservation of Habitats and Species Regulations 2010 as well as Circular 06/05. Furthermore, Policy CS18 seeks to support the maintenance and enhancement of habitats and states that development that would fragment or prejudice the biodiversity network will not be supported.

- 5.7 The site lies in the Greensand Ridge Nature Improvement Area (NIA) and as such development would be expected to deliver net gains for biodiversity. The submitted ecological assessment and the further reptile survey report acknowledge potential impacts to biodiversity could occur and advise impact avoidance measures.
- 5.8 The indicative layout allows for the retention of meadow land and it is proposed that this could be managed as floodplain grazing land which would be ecologically beneficial and would support NIA objectives. Other recommendations are made for enhancements to be delivered within the scheme.
- 5.9 To ensure that the proposal is in accordance with advised impact avoidance measures, Ecology Officers have recommended the imposition of conditions requiring a method statement for demolition and an Ecological Enhancement Strategy. Subject to the imposition of these conditions no objection has been raised by Ecology Officers and the proposal would be acceptable in this regard.

(iii) Flooding and Drainage

- 5.10 Policy CS13 seeks to ensure that proposals incorporate suitable drainage infrastructure. It is acknowledged that concern has been raised with regards to the proposal being susceptible to and increasing the risk of flooding.
- 5.11 However, the applicant has provided information demonstrating that the site lies wholly within Flood Zone 1 – indicating a low probability of flooding. Further, on discussion with internal Drainage Engineers, it is considered that, subject to a condition requesting the submission of a detailed Surface Water Drainage Plan, the proposal would not increase the risk of flooding to the surrounding area and proposed units would not be susceptible to such risks. Subject to the imposition of this requested condition, and as there is no objection from the Environment Agency, the proposal would be acceptable in this regard.

(iv) Affordable Housing

- 5.12 Policy CS7 states that development of four or more dwellings should provide an element of affordable housing.
- 5.13 It is noted that the Planning Practice Guidance (PPG) states that contributions for affordable housing and tariff style planning obligations should not be sought from some small scale developments.
- 5.14 Taking the above into account, given that the number of units proposed does not exceed 10 and the combined floor area for proposed units does not exceed 1000m², it is not considered that the applicant is not required to provide affordable units for this development.

6. Overall Planning Balance

- 6.15 The proposal, for residential units outside of a settlement boundary, conflicts with the current settlement strategy of the Council (denoted by Policies CS1 and DM4). This weighs against the grant of permission.
- 6.16 However, though acknowledged that there would be some harm to the landscape character, when considered in the round, the proposed development would contribute significantly to the economic and social dimensions of sustainability. Further, subject to the imposition of identified conditions, the identified harm would be mitigated to an extent.
- 6.17 In the overall balancing exercise required, the identified harm and conflict with the Development Plan, would be significantly out-weighed by the benefits of this scheme, particularly when assessed against the Framework as a whole.

Recommendation:

That Outline Planning Permission be GRANTED subject to the following:

RECOMMENDED CONDITIONS / REASONS

- 1 Details of the appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as 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.

- 2 Application for approval of the reserved matters 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 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans; CSA/3299/101 Rev. B & 1208/1A.

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

- 5 The development shall not commence until a Construction Management Plan has been submitted to and approved, in writing, by the Local Planning Authority. The statement shall include:

- i) waste management measures;
- ii) details of site compounds, offices and areas to be used for the storage of materials;
- iii) methods and details of dust suppression during construction;
- iv) proposals to minimise harm and disruption to the adjacent local area from ground works, construction noise and site traffic.

The development shall be carried out in accordance with the statement so approved.

Reason: In the interest of highway safety and biodiversity, in accordance Policies DM3 and CS18 of the Core Strategy and Development Management Policies 2009.

- 6 Prior to the first occupation of the dwellings hereby approved, details of the following shall be submitted to and approved in writing by the local planning authority. Development shall subsequently be in accordance with approved details.

- A passing bay located within the verge of the west side of Jacques Lane in the vicinity of no. 6 Jacques Lane.
- A 1.5m wide footway, the extent of which is to be agreed with the highway authority, along the west side of Jacques Lane, inclusive of pedestrian dropped kerbs to a footway east of the junction with High Street/Shefford Road to join with the existing footway on the south side of Shefford Road.

Units shall not be occupied until the passing bay and footway, inclusive of pedestrian dropped kerbs, have been constructed in accordance with the approved details.

Reason: To provide a passing place for vehicles prior to entering the junction for the avoidance of vehicle obstruction, and to provide a safe pedestrian footway along Jacques Lane to join with existing pedestrian footways, In the interests of road safety and pedestrian movement, in accordance Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 7 Any subsequent reserved matters application for the layout or design of the proposal shall include the following:

- Vehicle parking and garaging in accordance with the Council's standards applicable at the time of submission.
- Cycle parking and storage in accordance with the Council's standards applicable at the time of submission.

- Driver/driver intervisibility and pedestrian visibility from the residential accesses within the site and taking access directly from the public highway.
- A refuse collection point clear of the public highway and any visibility splays.
- Vehicular access to the dwellings from the approved access.

Reason: To ensure that the development of the site is completed to provide adequate and appropriate highway arrangements at all times, in accordance Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 8 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.

Reason: In the interest of road safety and to reduce the number of points at which traffic will enter and leave the public highway, in accordance Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 9 Prior to the first occupation of the dwellings hereby approved, the junction widening and alterations to the kerb radii at High Street/Shefford Road/Jacques Lane, and the widening of the carriageway to 4.1m of Jacques Lane, visibility splays of 2.4m x 43.0m clear of all obstruction, access and kerb radii and turning head to adoptable standards, less the white lining, shall be constructed/implemented in accordance with drawings no. 1910-02 and 1910-03 within the submitted 'Highway Statement'. Subsequently, the development shall be retained in accordance with these identified drawings.

Reason: To ensure the provision of appropriate access arrangements and to provide adequate visibility between the existing highway and the proposed access, and to make the access, junctions and Jacques Lane safe and convenient for the traffic which is likely to use it, in accordance Policy DM3 of the Core Strategy and Development Management Policies 2009

- 10 Prior to the first occupation of the dwellings hereby permitted, the proposed vehicular access shall be surfaced in bituminous or other similar durable material (not loose aggregate) for a distance of 8.0m into the site, measured from the highway boundary. Arrangements shall be made for surface water drainage from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: To avoid the carriage of mud or other extraneous material or surface water from the site into the highway so as to safeguard the interest of highway safety, in accordance Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 11 The development hereby permitted shall not be commenced until a detailed surface water drainage design, based on the FRA (1910 June 2017), has been submitted to and approved in writing by the Local Planning Authority. The design shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme.

The scheme to be submitted shall include:

- Plans and calculations showing sufficient disposal, storage and conveyance of surface water (up to and including for the 1in100 year event + a 40% allowance for climate change).
- Ground testing (in accordance with BRE 365) to determine the feasibility and final design of infiltration devices.
- Details of the management of exceedance flows and overland flood routing.
- Details of the proposed culvert in accordance with CIRIAs 'Culvert design and operation guide C689' and any necessary environmental mitigation.
- Detailed plans of the drainage scheme in its entirety.
- Details of the proposed construction of the system and any phasing of works.
- Details of who the surface water drainage will be managed by and how it will be maintained, including any split in public and private responsibilities. Responsibilities for maintenance of all culverts and watercourses (or ditches) on/adjoining site should be made apparent, including any riparian owner duties.

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 NPPF and the Non-statutory technical standards for sustainable drainage systems (DEFRA, 2015); and to ensure that the implementation and long term operation of a sustainable drainage system is in line with what has been approved, in accordance with Written statement - HCWS161.

- 12 Prior to the construction of dwellinghouses hereby approved, an ecological enhancement strategy (EES) shall be submitted to and approved in writing by the local planning authority. The EES shall include the following.

- a) Purpose and conservation objectives for the proposed works.
- b) Review of site potential and constraints.
- c) Detailed design(s) and/or working method(s) to achieve stated objectives.
- d) Extent and location/area of proposed works on appropriate scale plans.
- e) Type and source of materials to be used where appropriate, e.g. native species of local provenance.
- f) Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
- g) Persons responsible for implementing the works.

- h) Details of initial aftercare and long-term maintenance.
- i) Method statement for the demolition of buildings on the site.

The EES shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: In the interest of biodiversity, in accordance Policy CS18 of the Core Strategy and Development Management Policies 2009.

- 13 The dwellings hereby approved shall not be occupied until details of the bin storage areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and retained in accordance with details approved in this regard.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS14, DM3 and DM14 of the Core Strategy and Development Management Policies 2009.

INFORMATIVE NOTES TO APPLICANT

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

To fully discharge these conditions the applicant should provide evidence to the Local Planning Authority that the construction is in accordance with the approved plan, before the development is brought into use.

3. 3. 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 Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.

4. 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 Highways Help Desk tel: 0300 300 8049
5. The applicant is advised that parking for contractor's vehicles and the storage of materials associated with this development should take place within the site and not extend into within the public highway without authorisation from the highway authority. If necessary the applicant is advised to contact Central Bedfordshire Council's Highway Help Desk on 03003008049. Under the provisions of the Highways Act 1980 the developer may be liable for any damage caused to the public highway as a result of construction of the development hereby approved
6. Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction of the development are in a condition such as not emit dust or deposit mud, slurry or other debris on the highway, in particular efficient means shall be installed prior to commencement of the development and thereafter maintained and employed at all times during construction of the development of cleaning the wheels of all vehicles leaving the site
7. The applicant is advised that if it is the intention to request Central Bedfordshire Council as Local Highway Authority, to adopt the proposed turning head/access within the site as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways together with all the necessary highway and drainage arrangements, including run off calculations shall be submitted to the Highways Agreements Officer, Highways Contract Team, Community Services, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ .
8. The applicant is advised that in order to achieve the vision splays of the permission it may be necessary for vegetation overhanging the public highway to be removed. Prior to the commencement of work the applicant is advised to contact Central Bedfordshire Council's Customer Contact Centre on 0300 300 8049 to request the removal of the overhanging vegetation on the public highway.
9. The applicant is advised that all cycle parking to be provided within the site shall be designed in accordance with the Central Bedfordshire Council's "Cycle Parking Annexes – July 2010".

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.