

Item No. 15**SCHEDULE B**

APPLICATION NUMBER	CB/10/04356/OUT
LOCATION	Land To The West Of, Station Road, Sandy
PROPOSAL	Outline: Residential development of up to 36 dwellings with access, parking, open space and associated works (all matters reserved except access and layout)
PARISH	Sandy
WARD	Sandy
WARD COUNCILLORS	Cllr Nigel Aldis & Cllr Peter Blaine
CASE OFFICER	Lisa Newlands
DATE REGISTERED	13 December 2010
EXPIRY DATE	14 March 2011
APPLICANT	Bedsand Ltd
AGENT	DLP Planning Ltd
REASON FOR COMMITTEE TO DETERMINE	Departure from Local Plan Policy
RECOMMENDED DECISION	Outline Application - Granted

Site Location:

The application site is within the settlement envelope of Sandy. Sandy is defined by Policy CS1 of the Core Strategy and Development Management Policies Central Bedfordshire (North) as a major service centre. The site is located on the former REGA factory site on the western side of Station Road to the south of Sandy. The site is approximately 800m from Sandy town centre and less than 200m from Sandy railway station.

To the north and west the site is bounded by an existing residential development, with the railway station to the east. To the south of the site is the former RKB factories site, which has recently been demolished and cleared.

The application site and the site to the south form the site which has been allocated for mixed use development within the emerging Site Allocations development plan document policy MA1. The document has been through public examination and the Inspector's report has recently been received which stated that the document has been found sound. The document will now begin the Council's process of final adoption. However, given the status of the document it is considered that it should be given significant weight in any decision making process.

The site is set within a hollow created by steep 3 metre high banks on all sides. The site is also screened by trees and bushes from nearly all directions. There are currently a set of steps in the north-east corner of the site, adjacent to the Station Road terrace that currently provide pedestrian access from the site onto Station Road.

Once within the application site it is relatively flat, being a former sand quarry. The previous occupier was Rega Metal Products Ltd. The buildings have now been demolished and the site cleared, due to the lack of demand for the factories and that they were no longer suitable for warehouse or modern manufacturing.

It is proposed to use the existing access to serve the development. The existing access road is sited along the southern boundary of the site and joins Station Road at a simple priority junction. The access ramps downwards in an easterly direction from Station Road to access the lowered site.

The Application:

Outline planning permission is sought for a residential development of up to 36 dwellings with access, parking, open space and associated works, with all matters reserved except access and layout.

Planning permission was refused in June 2010 for a residential development comprising 41 dwellings. The reasons for refusal can be summarised as follows:

- Loss of safeguarded employment land contrary to saved Local Plan policy EMP1 of the adopted local plan. The development of the site would prejudice the delivery of an acceptable mixed use scheme for the site and adjoining land contrary to policy CS10 of the Core Strategy and Policy MA1 of the emerging site allocations DPD;
- Impact on the amenity of adjoining residents contrary to Policy DM3 of the Core Strategy;
- Poor design and layout, contrary to Policy DM3 of the Core Strategy - it does not reflect a mix of wide and narrow frontage units;
- Substandard visibility on Station Road and insufficient parking contrary to Policy DM3 of the Core Strategy;
- Insufficient unilateral undertaking.

The scheme has been revised in that an outline application has been received with specific design details and landscaping to be dealt with at the reserved matters stage.

- The site coverage has been reduced to 36 dwellings from 41;
- The relationship between the dwellings in the north-east corner have been altered to provide greater separation distance between the proposed dwellings and the existing residential properties to the north and west;
- A larger proportion of wide fronted dwellings have been added to provide a greater mix of house types;
- The visibility onto Station Road remains unaltered, however, an agreement has been reached with Tesco to safeguard the visibility splays through the neighbouring scheme.

RELEVANT POLICIES:

National Policies (PPG & PPS)

PPS1: Delivering Sustainable Development

PPS1: Planning and Climate Change - supplement

PPS3: Housing

PPS4: Planning for Sustainable Economic Growth
PPS5: Planning for the Historic Environment
PPS9: Biodiversity and Geological Conservation
PPS10: Planning for Sustainable Waste Management
PPG13: Transport
PPS22: Renewable Energy
PPS23: Planning and Pollution Control
PPG24: Planning and Noise
PPS25: Development and Flood Risk

Regional Spatial Strategy

Policy SS1 (Achieving Sustainable Development)
Policy E2(Provision of Land for Employment)
Policy H2(Affordable Housing)
Policy ENV1(Green Infrastructure)
Policy ENV3(Biodiversity and Earth Heritage)
Policy ENV7 (Quality in the Built Environment)
Policy WAT4(Flood Risk Management)
Policy WM1(Waste Management Objectives)
Policy WM5(Planning for Waste Management)
Policy WM6(Waste Management in Development)

Mid Bedfordshire Local Plan First Review 2005

EMP1

Core Strategy and Development Management Policies for Central Bedfordshire (North)

CS1: Development Strategy
CS2: Developer Contributions
CS4: Linking communities - Accessibility and Transport
CS5: Provide Homes
CS6: Delivery and Timing of Housing Provision
CS7: Affordable Housing
CS13: Climate change
CS14: High Quality Development
CS18: Biodiversity and Geological Conservation
DM3: High Quality Development
DM4: Development Within and Beyond Settlement Envelopes
DM10: Housing Mix
DM13: Heritage in Development
DM15: Biodiversity
DM16: Green Infrastructure
DM17: Accessible Greenspaces

Supplementary Planning Guidance

Design in Central Bedfordshire: A guide for development
Planning Obligations Strategy
Mid Bedfordshire Recreational Open Space Strategy

Planning History

MB/74/00366/FA	Full storage Tank and Pump house. Granted 30/07/1974
MB/87/01288	Installation of a Portakabin. Granted 22/10/1987
MB/88/00327/OUT	Erection of a warehouse and ancillary office, car parking, landscaping and associated works. Outline permission granted 09/06/1988
MB/88/01919/OUT	Renewal Temporary Consent for a Portakabin. Granted 13/12/1988
MB/89/01300/FA	Change of use from Warehouse, Packaging, Offices and ancillary space to Class B1 Business. Granted 12/09/1989
MB/91/00967/OA	Erection of a Warehouse and ancillary offices, car parking, landscaping and associated ground works. Granted 10/09/1991
MB/95/00826/OA	Erection of a Warehouse and ancillary offices, car parking, landscaping and associated ground works (all Matters Reserved, except siting and means of access. Granted 09/04/1996
MB/99/00354/OA	Variation of conditions 2 and 3 (Duration of Time), attached to Outline Permission dated 09:04:96 for the erection of a Warehouse and ancillary offices, car parking and associated groundworks. Granted 20/04/1999
MB/02/00515	Variation of conditions 1 and 2 attached to planning permission (ref: 41/99/354) dated 20/04/99 for the erection of a warehouse and ancillary offices, car parking and associated ground works-All matters reserved, except siting and means of access-renewal of permission. Withdrawn 15/08/2006.
CB/10/01031/FULL	The erection of 41 No. dwellings, access, parking, landscaping, open space and associated works. Refused 22/06/10.

Representations: (Parish & Neighbours)

Parish/Town Council	No objection
Neighbours	One comment received from 9 Willow Rise with the following concerns: <ul style="list-style-type: none">• Subsidence• Foul Water• the level of social housing provision within the scheme, there is no mention of social housing within the scheme.

Consultations/Publicity responses

IDB	No objection
Environment Agency	No objection - subject to conditions
Public Protection	No objection - subject to conditions
LDF Officer	The emerging site allocations DPD requires that this site is developed for a minimum of 50 dwellings with an element of B1 employment use. When taken together with the application for the proposed foodstore on the adjoining site, the planning applications represent a clear departure from the plan due to the shortfall in housing numbers, and the absence of any B1 use on either sites. The principle of residential development on this site is acceptable and that the residential capacity may be problematic due to the levels of the site.
Highways	No objection - subject to conditions
	<p>Transport Assessment</p> <p>A transport assessment was submitted in support of the application, this recognised the need to promote more sustainable modes of transport, however, there was no assessment of the pedestrian and cycle links from the existing facilities to the site. This assessment has therefore been undertaken by the Council's Walking and cycling officer. His assessment concluded that there needs to be some improvements to the footways within the vicinity of the site.</p>
	<p>Traffic Impact</p> <p>Given the speed limit of the road and the actual speeds undertaken the required visibility from the access road onto New Road is 2.4m x 90.0m. This can be achieved to the north, however, it is restricted to 70m to the south. Nevertheless, and bearing in mind no additional traffic will be generated by the proposal than the previous use, we could not justify the provision of the 90.0m requirement.</p>
	<p>Car Parking</p> <p>The car parking has been amended during the application process to provide greater on-plot parking, small parking courts and on-street visitor parking. The layout makes provision for 71 spaces and is below the standards set out in the Central Bedfordshire Design Guide. However, the applicant has submitted car ownership statistics for Sandy and given the proximity to public transport it is considered that the provision is satisfactory.</p>
	<p>Traffic generation</p> <p>It is agreed that the methodology, data and conclusion is satisfactory and agreed that there will be no material traffic generation as a result of the proposal.</p>
Play and Open Space	No objection

Officer	
Anglian Water	No objection - subject to conditions
Tree and Landscape Officer	No objection
Archaeology	No objection
Ecology Officer	No objection

Determining Issues

The main considerations of the application are;

1. Principle of Development
2. Impact of the Development on the Character and Appearance of the Surrounding Area
3. Impact of the Development on the Residential Amenities of any Neighbouring Properties
4. Highway Implications
5. Other Considerations
6. Legal Agreement

Considerations

1. The Principle of Development

The application site is within the settlement envelope of Sandy with further residential development to the west and north, and a currently vacant industrial site to the south.

Sandy is identified in Policy CS1 of the Core Strategy and Development Management Policies for Central Bedfordshire (North) as being a Major Service Centre where additional employment land will be provided, together with small-scale housing development located as close to the town centre as possible. Policy DM4 of the same document also states that within the settlement envelopes of both Major and Minor Service Centres, the Council will approve housing, employment and other settlement related development commensurate with the scale of the settlement, taking account of its role as a local service centre.

The site the subject of this application is currently a safeguarded employment site within the saved Local Plan Policy EMP1. It also forms part of a wider site allocated for Mixed Use development within the emerging Site Allocations DPD. This document has been through public examination and has been found sound, with adoption likely in April this year. It is therefore considered that it should be given significant weight in the determination of applications on sites promoted for allocation.

In terms of the current saved Local Plan Policy EMP1, the site is safeguarded for employment use, identified specifically as B1, B2 and B8. However, this is to be superseded by Policy E1 of the emerging site allocations DPD which refers to the site as a safeguarded key employment site within a mixed-use development.

Policy MA1 of the emerging site allocations document is referred to as Land West of Station Road/ New Road, Sandy. The allocation is for a mixed-use

development comprising a minimum of 50 dwellings and an element of B1 employment development. In addition to the general policy requirements in the Core Strategy and Development Management Policies DPD, the policy states that development on the site will also be subject to the following requirements:

- Preparation of a Transport Assessment to help identify the impact of the development on the highway network. This assessment should specifically include the impact on the A1/ New Road all-movements priority junction and any improvements that may be required;
- Provision of flexible employment units to meet changing future requirements;
- Onsite provision of children's play space;
- Control of surface water drainage to ensure that there is no increase in run-off into surrounding water courses; and
- the provision of sufficient capacity at the wastewater treatment works to meet the needs of the development.

The site which forms that of the allocation is under two different ownerships and effectively split in two. The Council are currently considering an application for an A1 foodstore on the area to the south. The area to the north is the subject of this application for residential development. Whilst, the emerging site allocations DPD states that the mixed-use development should provide an element of B1 employment development, there is no B1 provision made within either scheme before the Council.

Through the emerging Site Allocations DPD it is therefore considered that the principle of residential development is acceptable, however, the proposed scheme is below the minimum number of dwellings proposed within the emerging policy. The proposed scheme consists of outline consent for 36 dwellings, this equates to a density of 40 dwellings per hectare. Whilst it is acknowledged that the proposed residential scheme does not meet the minimum of 50 dwellings stated in the policy, it is considered that a density of 40 dwellings per hectare proposed is acceptable and that to increase the number of dwellings would result in an unacceptable density that would not reflect the character of Sandy.

To conclude, it is therefore considered that the principle of residential development is acceptable given the significant weight that should now be given to the emerging Site Allocations DPD.

2. Impact of the Development on the Character and Appearance of the Surrounding Area

The layout of the proposed scheme has been designed to reflect the linear pattern of development along Station Road, with main development to the rear. To the north of the site is an existing residential development with a frontage onto Station Road comprising of modest terraced dwellings. To the east of the site is Sandy railway station and to the south-east/ south of the site is a predominantly industrial area characterised by large commercial/industrial units.

The proposed scheme has been amended during the application stage to achieve an acceptable layout, this has included amendments to the frontage of the site to reflect the existing residential development to the north and an increase in on-plot parking and some on-street parking to reduce the dominance

of parking courts.

The frontage dwellings are all accessed on foot from Station Road, with vehicular access provided from within the development. The site access is served by the existing access off Station Road previously serving the application site and the adjacent site to the south.

From the layout, it can be seen that there are a mix of dwelling types and sizes within the scheme, with narrow fronted units to the front and wide fronted units to the rear of the site. There is also a mix in terms of semi-detached, terraces and flats over garages.

The main road into the site runs along the southern boundary towards the western of the boundary, where there is a group of semi-detached dwellings to terminate the view of the access road. At this point the main access road turns the corner and runs towards the northern boundary of the site, at this point the road is terminated by some on-street visitor parking and a proposed LAP which is well overlooked by the dwellings along the northern boundary and a small group of dwellings within the middle of the site. It is therefore considered that the play area is at the heart of the site, which would provide a focal point and a significant amount of natural surveillance.

There are three large parking courts within the scheme and a smaller parking court on the western boundary. Eight dwellings have on-plot parking, with four visitor parking spaces provided on-street.

Given the information provided within the application and the revised layout, it is considered that the proposal would not have a material impact on the character and appearance of the surrounding area. Views from Station Road, will be of a mix of dwellings reflective of the existing residential development to the north. The layout proposes two small rows of terraces and a pair of semi-detached dwellings at the entrance to the site with pedestrian access to the front from Station Road, this has provided a more responsive and active frontage than the previously refused scheme.

Detailed information in terms of the elevational detail and design of the dwellings has not been submitted at this stage and these will be the subject of a reserved matters application at a later date. It is therefore considered that at the reserved matters stage the design of the dwellings can be considered in greater detail and would ensure that the proposal is reflective of the surrounding area and the character of Sandy. It is therefore considered that the proposed development is in accordance with Policy DM3 of the Core Strategy and Development Management Policies for Central Bedfordshire (North), in so far that it would not have a detrimental impact on the character and appearance of the surrounding area and would enhance the immediate surroundings by rejuvenating an existing brownfield site.

3. Impact of the Development on the Residential Amenities of any Neighbouring Properties

The nearest neighbouring properties to the proposed application site are to the north and north-west within the existing residential development of Willow Rise.

The proposed dwellings on the northern boundary are within close proximity to the existing residential properties to the north. There is an approximate separation distance of over 22 metres from the back of the proposed dwellings to the back of the existing residential dwellings. In terms of the relationship of the proposed dwellings on the western boundary with the existing residential dwellings, there is an approximate separation distance of over 20 metres from the back of the proposed dwellings to the back of the existing dwellings. The ground levels of the proposed development are significantly lower than the adjoining residential properties, by approximately 3 metres at present due to the excavation of the land. The ground level is to be raised by approximately 1m and the applicant is also proposing to retain the existing conifer belt that wraps around the north-western corner of the site.

Given the relationship of the proposal with the adjoining residential properties, the proposed separation distances and the retention of the conifer belt, it is not considered that there would be a detrimental impact on the Willow Rise properties in terms of loss of privacy to warrant refusal of planning permission.

Given the relationship of the proposed dwellings with the existing dwellings and the separation distances, it is not considered that there would be any impact on these properties in terms of the proposed dwellings being overbearing or resulting in a loss of light to the adjoining residents. It is therefore considered that there would be no detrimental impact on the adjoining residential properties and the proposal is therefore in conformity with Policy DM3 of the Core Strategy and Development Management Policies for Central Bedfordshire (North).

In terms of the amenities of the future occupiers, no detail has been given at this stage in terms of window positions. However, in assessing the application, it is considered that the proposed layout could be achieved ensuring satisfactory levels of privacy for all future occupiers.

In addition to this, the proposed layout has provided sufficient private amenity space for all dwellings and meets the standards set out in the Central Bedfordshire Design Guide.

4. Highway Implications

The proposed development is to be accessed using the existing access which served the industrial buildings on the application site and the site to the south. Given the speed of New Road the required visibility from the access for a residential development would be 2.4m x 90.0m. However, this cannot be achieved to the south of the access. A transport assessment has been submitted in support of this application and evidence given that the proposed use would not create any additional traffic than the previous use. It is therefore considered given that there will be no additional traffic generated that the provision of 90.0m visibility splay is not justified. Therefore, the proposed access is considered to be acceptable.

The Council's Walking and Cycling Officer has assessed the scheme in conjunction with the scheme to the south of the site and has made a number of recommendations in terms of improvements to pedestrian links to the residential development and the adjoining site. The assessment made concludes that the

footway which runs along the western side of Station Road/ New Road is not fit for purpose. It is considered that unless this footway is upgraded then the site is effectively cut-off to pedestrians. A condition requiring this work to be undertaken can be imposed on any grant of planning permission to ensure that this is dealt with appropriately and that the site is accessible to all.

In addition to this pedestrian courtesy crossings of Woolfield and Willow Rise and both arms of Ivel Road would be required to improve pedestrian access and can be secured via a condition.

The speed of traffic along Station Road and New Road is of concern, especially in terms of cycling. It is therefore considered that there is a need to provide measures to reduce speeds on Station Road from the site's northern boundary to its junction with the High Street. This can also be secured via a condition on any grant of planning permission.

It is considered with the proposed improvements to pedestrian links and speed reduction measures that the proposal would be accessible to all and would therefore promote sustainable transport, as set out in PPG13.

The layout provides a mix of parking provision, with on-plot parking, on-street parking and parking courts. It is considered that the level of parking proposed is satisfactory. Concern has been raised regarding the relationship of the dedicated parking spaces and plots 26-36 along the frontage of the site, and the potential for on-street parking within Station Road. However, a condition requiring the provision of parking restrictions along Station Road across the frontage of the site can be secured to minimise any potential obstruction of the highway.

5. Other Considerations

Biodiversity

The application site is a brownfield site and was formerly used for industrial/commercial purposes. The site has now been cleared and excavated at least 3 metres below street level. There is no vegetation within the site, however, there are mature trees and hedgerows surrounding the site and open fields to the south-west.

An 'Extended Phase 1 Habitat survey' has been submitted in support of the application and this has been assessed by the Council's Ecologist. The survey submitted with the application recommends that further survey work be undertaken for bats, badgers, Great Crested Newts and reptiles and the Council's Ecologist has advised that the results of such survey work would have to be assessed should permission be granted, in order to allow any mitigation measures to be undertaken. This can be conditioned on any grant of planning permission.

It is therefore considered that the Council has had regard to the conservation of biodiversity as required by Section 40 of the Natural Environment and Rural Communities Act 2006.

Trees and Landscape

There are no trees of any real significance on the site, and those that provide any screening to the site are to be retained within the layout of the site.

No details have been provided in terms of landscaping to the site at this stage as the proposal is for outline consent and these details will be considered at the reserved matters stage.

Archaeology

The proposed development lies within the cemetery associated with Sandy Roman town and is therefore considered to be an archaeologically sensitive area.

Evidence of the Roman cemetery was discovered during the 19th Century when sand was extracted from the application area to be used in the construction of the railway. Additional archaeological remains have been found on the adjoining site to the south. However, following a site visit by the Council's Archaeological Officer given the clearance and excavation that has taken place it is unlikely that any further archaeological remains would have survived within the application area.

6. Legal Agreement

The proposed development would be subject to contributions towards local infrastructure under Policy CS2 of the Core Strategy and Development Management Policies for Central Bedfordshire (North) and the Planning Obligations Strategy SPD.

A legal agreement is currently being drafted by the Council's Solicitor and it is anticipated that this will have been finalised and sealed by the Committee meeting. An update on this issue will be reported to the committee on the late sheet.

The legal agreement will secure contributions in accordance with the Planning Obligations Strategy and in the following areas: education, sustainable transport, health facilities, Indoor sports and leisure centres, outdoor sporting, informal open space, Countryside Recreation Space and Green Infrastructure, Forest of Marston Vale, Community facilities and services, emergency services, waste management and welcome information packs. The proposed development will also provide a LAP in accordance with Policy DM17 of the Core Strategy and Development Management Policies for Central Bedfordshire (North).

Furthermore, the proposal will provide 35% affordable housing (13 dwellings) in line with Policy CS7 of the Core Strategy and Development Management Policies for Central Bedfordshire (North). This will be secured through the legal agreement.

7. Conclusion

The proposed development would be acceptable in principle given the significant weight that should now be given to the emerging Site Allocations DPD. However, there is no B1 provision within the scheme which is a requirement across the

application site and the adjoining site to the south. It has been argued within the supporting documentation of the application for the A1 foodstore on the adjacent site that the proposal is an employment generating use, which would provide greater job creation than an element of B1 would across the site.

The proposed scheme would not have a detrimental impact on the local highway network and it is considered that the level of car parking shown, although not in accordance with the standards set out in the Central Bedfordshire Design Guide is sufficient due to car ownership statistics within Sandy and the proximity of the site to public transport.

The layout of the proposal is considered to be satisfactory and would ensure that there is no detrimental impact on the residential amenities of neighbouring properties. Furthermore, there is a mix of narrow fronted and wide fronted units within the scheme and the layout proposed reflects the pattern of the surrounding area, with a frontage on to New Road. It is therefore considered that the proposal would not have a material impact on the character and appearance of the surrounding area.

In light of the foregoing appraisal, it is considered that the proposed development is in conformity with national planning guidance PPS1, PPS3, PPS5, PPS9, PPS10, PPG13, PPS22, PPS23, PPG24, PPS25 and Policies CS1, CS2, CS4, CS5, CS6, CS7, CS13, CS14, CS18, DM3, DM4, DM10, DM13, DM15, DM16, and DM17 of the Core Strategy and Development Management Policies for Central Bedfordshire (North). Furthermore, the proposal is in conformity with supplementary planning guidance Design in Central Bedfordshire - A guide for development and Planning Obligations Strategy (2008).

Recommendation

That Planning Permission be granted subject to the following:

- 1 The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: To comply with the provisions of Sections 92 (2) (b) and (4) of the Town and Country Planning Act 1990.

- 2 Approval of the details of:-
 - (a) the scale of the building(s);
 - (b) the appearance of the building(s);
 - (c) the landscaping of the site;

(hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced. Plans and particulars of all of the reserved matters referred to above shall be submitted in writing to the Local Planning Authority and the development shall be implemented as approved.

Reason: To enable the Local Planning Authority to exercise control over the said matters which are not particularised in the application for planning permission in accordance with Section 92 of the Town and Country Planning Act 1990 and Town and Country Planning (General Development Procedure) Order 1995.

- 3 Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 92 (2) (a) and (4) of the Town and Country Planning Act 1990.

- 4 Details of materials to be used for the external finishes of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance therewith.

Reason: To safeguard the appearance of the completed development by ensuring that the development hereby permitted is finished externally with materials to match/complement the existing building(s) and the visual amenities of the locality.

- 5 **Prior to the development hereby approved commencing on site details of the final ground and slab levels of the dwellings hereby approved shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include sections through both the site and the adjoining properties, the location of which shall first be agreed in writing with the Local Planning Authority. Thereafter the site shall be developed in full accordance with the approved details.**

Reason: To ensure that a satisfactory relationship results between the new development and adjacent buildings and public areas.

- 6 **Details of the layout and design of the play area shown on the approved drawing, including the equipment, furniture, surfacing and boundary treatment to be installed, shall be submitted to and approved in writing by the Local Planning Authority. The details thereby approved shall be implemented prior to any houses being first occupied.**

Reason: To ensure the provision of adequate play and children's recreation facilities.

- 7 The access to serve the development shall have a minimum carriageway width of 5.0m, a 2.0m wide footway to be located at one side of the carriageway and 1.0m grass verge on the other side. .

Reason: In the interest of road safety and for the avoidance of doubt.

8 Before the accesses to dwellings are 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 footway into the site along the centre line of the anticipated vehicle path. The vision splay so described shall be maintained free of any obstruction to visibility exceeding a height of 600mm above the adjoining footway 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.

9 Before development commences details of:

- The widening of the footway along the frontage of the site to provide a share pedestrian/ cycleway,
- Provision of courtesy crossings of Woolfield and Willow Rise and both arms of Ivel Road,
- The resurfacing of the footway on Station Road from the north boundary of the site up to its junction with the High Street,
- Provision of measures to reduce speeds on Station Road from the site's northern boundary to its junction with The High Street,
- Provision of parking restrictions on Station Road, along the whole frontage of the site, shall be submitted to and approved by the Local Planning Authority. No dwelling shall be occupied until the approved scheme has been implemented in full.

Reason: To safeguard the safety of pedestrian and cycle movement in the interest of highway safety.

10 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.

11 No development shall commence until a wheel cleaning facility has been provided at all site exits in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The wheel cleaner(s) shall be removed from the site once the roadworks necessary to provide adequate access from the public highway have been completed (apart from final surfacing) to the satisfaction of the Local Planning Authority.

Reason: In the interests of the amenity and to prevent the deposit of mud or other extraneous material on the highway during the construction period.

12 Before development begins, a scheme for the parking of cycles on the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.

Reason: To ensure the provision of adequate cycle parking to meet the needs of occupiers of the proposed development in the interests of encouraging the use of sustainable modes of transport.

- 13 Details of bin storage/collection point for units 10 – 18 and 26 – 36 shall be submitted to and approved by the Local Planning Authority prior to the occupation of any dwelling.

Reason: In the interest of highway safety.

- 14 Development shall not commence until a scheme detailing provision for on site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

Reason: To ensure adequate off street parking during construction in the interests of road safety.

- 15 Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved, in writing, by the Local Planning Authority. That scheme shall include all of the following elements unless specifically excluded, in writing, by the Local Planning Authority.

1. A desk study identifying:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for an assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and risk assessment (2) and a method statement based on those results giving full details of the remediation measures required and how they are to be undertaken.

4. A verification report on completion of works set out in (3) confirming the remediation measures that have been undertaken in accordance with the method statement and setting out measures for maintenance, further monitoring and reporting.

Any changes to these agreed elements require the express consent of the Local Planning Authority.

Reason: To protect and prevent pollution of controlled waters in accordance with Planning Policy Statement 23 and our Groundwater Protection documentation.

- 16 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To protect the quality of controlled waters in accordance with Groundwater Protection, Policy and Practice (GP3) P9-6 and Planning Policy Statement 23 (PPS23). The nature of soil and groundwater contamination is such that even where comprehensive site investigation is undertaken, some unsuspected contamination may exist between sample locations. This condition allows a reactive mechanism for the control of the way in which such contamination is treated, should it be discovered.

- 17 **Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include details of how the scheme shall be maintained and managed after completion.**

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity. The water environment is potentially vulnerable and there is increased potential for pollution from inappropriately located and/or designed infiltration sustainable drainage systems (SUDs) such as soakaways, unsealed porous pavement systems of infiltration basins.

- 18 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect the quality of controlled waters in accordance with Groundwater Protection Policy and Practice (GP3) P10-3 and Planning Policy Statement (PPS23). Piling through contaminated ground can result in the pollution of controlled waters. Foundation options should be carefully considered and controlled.

- 19 **Prior to the commencement of 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 external rail and road traffic noise sources shall not exceed 35dB LAeq, 07.00 - 23.00 in any habitable room or 30dB LAeq 23.00 - 07.00 inside any bedroom, and that the external noise levels from external road and road traffic noise sources shall not exceed 55dB LAeq, (1hr) in outdoor amenity areas. Any works which form part of the scheme approved by the Local Planning**

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 Local Planning Authority.

Reason: To protect the residential amenities of future occupiers.

- 20 Development shall not begin until a scheme for noise attenuation from any adjacent commercial land uses has been submitted to, and approved in writing by the Local Planning Authority. Any works which form part of the approved scheme shall be completed before any permitted dwelling is occupied unless an alternative period for completion is agreed in writing by the Local Planning Authority.

Reason: To protect the residential amenities of any future occupiers.

- 21 **No development shall commence until a site waste management plan has been submitted to and approved in writing by the Local Planning Authority.**

Reason: To ensure adequate assessment of site waste during the construction phase.

- 22 **Prior to the commencement of development a survey of the site shall be undertaken to ascertain as to whether there are any bats roosting on the site and whether badger sets, great crested newts, water voles and protected birds (including but not limited to owls and kingfishers) exist on the site. If any of the above species are found to exist the details of measures to be undertaken to safeguard these protected species then habitat protection measures shall be submitted to and approved in writing by the Local Planning Authority. The habitat protection measures shall be implemented to the satisfaction of the Local Planning Authority and in accordance with a timetable agreed in writing by the Local Planning Authority.**

Reason: To enable proper consideration of the impact of the development on the contribution of nature conservation interests to the amenity of the area.

- 23 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers BE898/1D (Feb 2011); BE898-D SK01; BE898-D SK02.

Reason: For the avoidance of doubt.

Reasons for Granting

The proposed development is acceptable in principle and would not have a detrimental impact on the character and appearance of the surrounding area, the residential amenities of neighbouring properties or the local highway network; as such it is considered to be in conformity with national planning guidance PPS1, PPS3, PPS5, PPS9, PPS10, PPG13, PPS22, PPS23, PPG24, PPS25 and Policies CS1, CS2, CS4, CS5, CS6, CS7, CS13, CS14, CS18, DM3, DM4, DM10, DM13, DM15, DM16, and DM17 of the Core Strategy and Development Management Policies for Central Bedfordshire (North). Furthermore, the proposal is in conformity with supplementary planning guidance Design in Central Bedfordshire - A guide for development and Planning Obligations Strategy (2008).

Notes to Applicant

1. The applicant is advised that no works associated with the construction or widening of the vehicular access should be carried out within the confines of the public highway without prior consent, in writing, of the Central Bedfordshire Council. Upon receipt of this Notice of Planning Approval, the applicant is advised to write to Central Bedfordshire Council's, Technology House, 239 Amphill Road, Bedford, MK42 9BD 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 Section 184 of the Highways Act to be implemented. The applicant is also advised that if any of the works associated with the construction of the vehicular access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) then the applicant will be required to bear the cost of such removal or alteration.
2. The applicant is advised that in order to comply with conditions 7, 8 and 9 of this permission it will be necessary for the developer 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 roadway improvements. Further details can be obtained from the Highways Development Control Group, Development Management Division, , Central Bedfordshire Council, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford Bedfordshire SG17 5TQ
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 surface 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 Highways Development Control group, Development Management Division, Central Bedfordshire Council. Further details can be obtained from the Traffic Management group Highways and Transport Division, Central Bedfordshire Council, Technology House, 239 Amphill Road, Bedford, MK42 9BD.

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 Traffic Management group Highways and Transportation Division, Central Bedfordshire Council, Technology House, 239 Ampthill Road, Bedford, MK42 9BD
5. The applicant is advised that the Central Bedfordshire Council as highway authority will not consider the proposed on-site vehicular areas for adoption as highway maintainable at public expense.
6. 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 Guidance"

DECISION

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