

Item No. 13

SCHEDULE B

APPLICATION NUMBER	CB/11/03412/FULL
LOCATION	Land at Barford Road, Blunham
PROPOSAL	Construction of 36 no. residential dwellings of 2, 3 & 4 bedroom with garages, associated parking, landscaping and highway
PARISH	Blunham
WARD	Sandy
WARD COUNCILLORS	Cllrs Aldis, Maudlin & Sheppard
CASE OFFICER	Lisa Newlands
DATE REGISTERED	29 September 2011
EXPIRY DATE	29 December 2011
APPLICANT	Sherwood Architects Ltd.
AGENT	Sherwood Architects Ltd
REASON FOR COMMITTEE TO DETERMINE RECOMMENDED DECISION	Called in at the request of Councillor Aldis due to concerns regarding overdevelopment; lack of amenity space; inadequate mix of housing types Resolve to Grant Planning Permission subject to an acceptable S106 agreement securing the contributions set out in the report.

Site Location:

The application site is adjacent to the settlement envelope for Blunham to the west of the village. The site has been allocated within the Council's Site Allocations Development Plan Document for residential development.

The site is bounded to the north by Barford Road. There are residential dwellings to the north, east and south. To the west is open countryside.

The site is currently open field, which is fairly flat. There are a number of trees and bushes which give visual screening, particularly to the eastern boundary and a hedgerow along the western boundary.

The Application:

Planning permission is sought for the erection of 36 residential dwellings of 2, 3 and 4 bedroom with garages, associated parking, landscaping and highway.

RELEVANT POLICIES:

National Policies (PPG & PPS)

PPS1: Delivering Sustainable Development
PPS3: Housing
PPS5: Planning for the Historic Environment
PPS9: Biodiversity and Geological Conservation
PPG17: Planning for Open Space, Sport & Recreation
PPS25: Development and flood risk

Regional Spatial Strategy

East of England Plan (May 2008)

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

CS1: Development Strategy

CS2: Developer Contributions

CS3: Healthy and Sustainable Communities

CS4: Linking Communities - Accessibility and Transport

CS5: Providing Homes

CS7: Affordable Housing

CS14: High Quality Development

CS15: Heritage

CS16: Landscape and Woodland

CS17: Green Infrastructure

CS18: Biological and Geological conservation

DM3: High Quality Development

DM9: Providing a range of transport

DM10: Housing Mix

DM14: Landscape and Woodland

DM15: Biodiversity

DM16: Green Infrastructure

Supplementary Planning Guidance

Design in Central Bedfordshire - A guide for development
Planning Obligations Strategy SPD

Planning History

None

Representations: (Parish & Neighbours)

Parish/Town Council

Supports a small development on this land, it should not be of a density and style of homes detailed in this application.

- The scheme does not concur with the wishes of many of the current households;
- does not fit in with the character of our village;
- the scheme is too dense;
- no green space provided;
- proposed building style is not in keeping with Bedfordshire village architecture;
- concern of the size of gardens;
- concern regarding water and drainage issues;
- References to bus services etc in the Transport

- Statement are inaccurate and incorrect;
- concern regarding ecological issues;

Neighbours

There have been 12 letters of objection in relation to this scheme on the following grounds:

- The quantity of houses is too much for the village;
- not in character with the village;
- Problems with low water pressure;
- Concern regarding privacy - rear garden will be right on the border;
- increased traffic levels;
- concern regarding the heights of the buildings;
- inadequate public transport serving Blunham;
- increased pressure on existing local community facilities;
- Concern regarding flooding and drainage issues;
- access immediately opposite the access to the village playing fields and sports facilities;
- Plots 1-2 will front on to Barford Road and will directly overlook existing on the opposite side of the road.

Consultations/Publicity responses

LDF Team	No objection - scheme accords with policy set out in site allocations DPD
IDB	No objection subject to satisfactorily designed drainage so that there is no increase in localised flood risk to the proposed dwellings or adjacent lands.
Environment Agency	No objection subject to conditions
Council's Ecologist	No objection
Council's Archaeologist	No objection
Minerals and Waste Team	No objection
Tree and Landscape Officer	No objection subject to conditions
Highways	No objection subject to conditions

Determining Issues

The main considerations of the application are;

1. The principle of development
2. The impact of the proposal on the character and appearance of the surrounding area
3. The impact of the proposal on the residential amenities of any neighbouring properties
4. Layout and Design
5. Affordable Housing and Housing Mix
6. Highway Implications
7. Other Considerations
8. Legal Agreement

Considerations

1. The Principle of Development

Blunham is identified in Policy CS1 of Core Strategy and Development Management Policies for Central Bedfordshire (North) as a large village. The policy states that the Site Allocations DPD will make small scale allocations of new homes, jobs and community facilities that reflect the size and character of the community.

Policy DM4 of the same document states that in large villages 'small-scale housing and employment uses, together with new retail and service facilities to serve the village and its catchment will be permitted.

The application site is allocated in Policy HA15 of the Site Allocations DPD for residential development providing a minimum of 36 dwellings. The preamble to the policy states that Blunham will continue to build on its role as a Large Village. To achieve this, additional housing will be provided during the plan period.

Given the policy background, it is considered that the principle of residential development on the site is acceptable subject to the detailed layout and design. The Policy requires a minimum of 36 dwellings and the proposed development submitted is for 36 dwellings, with a site area of 1.29 hectares the density of the scheme is approximately 28 dwellings per hectare and this is considered appropriate in this area given its location on the edge of the village.

2. The impact of the proposal on the character and appearance of the surrounding area

The proposed development would be accessed from Barford Road and plots 1 and 2 of the proposed scheme would have a frontage on to Barford Road. The development would then extend to the rear of the site. The plans have been revised since submission of the application to try and address the concerns of the Parish Council and to achieve a better overall layout and design.

The character and appearance of the site is at present open field/ agricultural land, with it currently being laid to grass. The site is on the edge of the settlement envelope and therefore adjacent to open countryside. The proposed development has been designed to achieve a scheme that addresses both the countryside and the village.

There are residential properties surrounding the site on three sides, with open fields to the west. There is a mix of architectural styles within the surrounding area, however, they are predominantly two storey dwellings along Barford Road, with mainly bungalows to the south of the site within The Avenue.

The appearance of the site is that of an open field on the edge of the settlement. The erection of dwellings on this site will inevitably change the character and appearance of the site. However, the site adjoins residential development on two sides, and given the circumstances it is not considered that the proposed

development would result in a prominent or incongruous extension into the open countryside. In addition to this as it is an allocated site, these issues would also have been considered at the allocation stage and the site was considered appropriate for residential development.

The proposed dwellings provide a high quality design and achieve an acceptable mix and variation within the street scene. The dwellings are proposed to be 2 storey with varying ridge heights to provide interest. There are no 3 or 2.5 storey dwellings proposed within the scheme. This is to reflect the rural location of the site and the village itself.

It is therefore not considered that the proposed development would have a detrimental impact on the character and appearance of the surrounding area, to warrant refusal of the application.

3. The impact of the proposal on the residential amenities of any neighbouring properties

The application site is surrounded by residential properties on three sides, this includes residential properties in Station Road, Barford Road and The Avenue.

The Avenue

To the south of the site are properties within The Avenue, these are mainly bungalows with rear gardens backing on to the site. There is also a block of garages and a number of two storey properties with their side elevation facing the site. There are a number of single storey brick built shed like buildings close to the site boundary within the rear gardens of the bungalows.

The proposed dwellings (plots 27 -31) have been designed so that there is a back to back distance of 21m from the rear elevations of the bungalows to the rear elevations of the proposed two storey dwellings, with some plots achieving a greater separation distance. Plots 29 - 31 are designed to be modest cottages with a ridge height of approximately 7.8m. Plots 27 and 28 are detached properties with varying ridge heights from 8.4m (plot 28) and 8.2m (plot 27). The separation distance between plots 27 and 28 with the properties to the south is approximately 24m.

Given the separation distances achieved, it is not considered that the proposed dwellings in this area would have a detrimental impact on the residential amenities in terms of loss of light, privacy or being overbearing on the neighbouring properties within The Avenue to warrant refusal.

Station Road

To the east of the site are a number of properties within Station Road, which again have a similar relationship to the site as those in The Avenue, with rear gardens backing on to the site. However, the neighbouring properties in this area have substantial rear gardens which given the layout of the proposed scheme provide a back to back distance in excess of 40m in most areas. Concern has been raised regarding permission for a bungalow in the rear garden of one of these properties. However, even taking this into account a

separation distance of 20m can be achieved between the rear elevation of the proposed dwellings and the rear elevation of the bungalow. It is therefore considered in this area that the proposed dwellings would not have a detrimental impact on the residential amenities in terms of loss of light, privacy and appearing overbearing on the neighbouring properties within Station Road to warrant refusal.

Plots 10 - 11 have their side elevation fronting the boundary of the site with some of the neighbouring properties in Station Road. The separation distance is in excess of 25m, increasing to 30m. This is therefore considered acceptable relationship and would not result in any detrimental loss of light, privacy or appear overbearing on the residential amenities of these neighbouring properties.

Barford Road

Plot 1 will be sited adjacent to the private drive which is used to access the two chalet bungalows to the rear of 5 Barford Road. Plot 4 is orientated with its side elevation on to the boundary with the private drive. The side elevation would be approximately 18m from the front elevation of the neighbouring dwelling and would be a depth of 9m. In addition to this there is a single storey detached garage that will also break up the view. The siting of this plot would only have an impact on one of the dwellings, whereas the other dwelling would overlook the rear garden area and not the dwelling itself. It is considered that this relationship is acceptable and would not result in any detrimental loss of residential amenity to the neighbouring properties or the future occupiers of the proposed dwelling.

Plots 1 and 2 would front on to Barford Road, this will introduce two new dwellings opposite an existing row of dwellings. The separation distance between the proposed dwellings and those on the opposite side of the road would be at least 21m and it is considered that whilst the properties on the opposite side of Barford Road currently have uninterrupted views over the site, the relationship proposed would not be unacceptable and would achieve a suitable privacy separation and would not result in any detrimental loss of light or appear overbearing.

Conclusion

In light of the foregoing appraisal it is considered that the layout and design of the proposed development is such that it would not have a detrimental impact on the residential amenities of any neighbouring properties to warrant refusal of planning permission.

4. Layout and Design

The village of Blunham has a mix of dwellings and architectural styles within the area and this is acknowledged in the Planning Statement and Design and Access Statement for the application. There is no overriding character to the immediate area, whilst the majority of the dwellings in the area are 2 storey in height, they vary in age, style and form. It is evident that Blunham has grown and developed through the years from the historic core through to the Victorian area and the 20th Century

The application has been amended since the original submission and re-consultation has taken place with the neighbouring properties and the Parish Council on the revised scheme.

The revised scheme has resulted in the reduction of dwellings from 37 to 36, and the re-arrangement of the internal layout.

The proposed development has been designed to reflect the shape of the application site and to respect the character and appearance of the surrounding area, and minimise the impact on any neighbouring properties. A 21m separation distance has been maintained with all neighbouring properties and in certain areas this has been exceeded and a greater separation distance achieved.

The density of the scheme is considered appropriate and the area adjacent to the open countryside (west edge of the site) has been maintained as fairly open and lower density than the eastern and southern areas. This is to maintain the character of the area and appearance of the site adjacent to the open countryside, whilst seeking to achieve the minimum numbers of dwellings required within the site allocations policy.

The design of the dwellings has also been revised, these have taken on some of the more local features and each of the buildings have been dressed appropriately in terms of their status. The proposed cottages are of modest scale with simple features, then the more prominent formal houses have more formal porches and in some instances the addition of bay windows to add more interest to the overall design.

The siting of each of the proposed dwellings has been considered in detail, and each dwelling has an acceptable level of private amenity space meeting the guidelines set out in the Supplementary Planning Document Design in Central Bedfordshire - A Guide for Development.

A street scene has been provided for all parts of the scheme and it is considered that in all areas of the development the design and layout achieves a high quality development with interest and varying designs and roof heights. There is also a mix of parking design with garages, and on plot parking to ensure that there is adequate parking for the proposed development.

It is considered that the design and layout of the proposed development is acceptable and that the future occupiers will have a high quality development which provides an acceptable level of residential amenity in terms of privacy, light and amenity space. It is therefore considered that the proposed layout and design would be in conformity with Policy DM3 of the Core Strategy and Development Management Policies for Central Bedfordshire (North) and the Supplementary Planning Document Design in Central Bedfordshire - A guide for Development.

5. Affordable Housing and Housing Mix

Policy CS7 of the Core Strategy and Development Management Policies for Central Bedfordshire (North) requires 35% affordable housing provision on all residential schemes of 4 or more dwellings. A scheme of 36 dwellings would equate to 13 affordable housing units.

The proposed development is to provide the appropriate level of affordable housing with a mix of 1 x 2 bed flat, 5 x 3 bed houses and 7 x 2 bed houses. This mix is considered to be acceptable and there will be a mix of tenure which will be secured through the S106 legal agreement.

Policy DM10 of the same document requires all new housing types to provide a mix of housing types, tenures and sizes. The affordable housing mix has been discussed above, the market housing mix will be 21 x 4 bed dwellings and 2 x 3 bed dwellings. Overall, the housing mix across the site will comprise 21 x 4 bed, 7 x 3 bed, 7 x 2 bed and 1 x 2 bed flat. This is considered acceptable and will provide much needed affordable housing within the village.

6. Highway Implications

Highways have commented on the scheme and the overall design and layout is considered acceptable. The proposal has adequate parking for each of the dwellings and there have been a number of visitor parking spaces provided across the site. The garages are considered acceptable for car parking and met the guidance within the Design guide.

A number of conditions have been requested by the Highways Officer in terms of visibility splays, highway lighting and garage provision.

Subject to the appropriate conditions, it is considered that the proposed development is acceptable in highway terms.

7. Other Considerations

Ecology

The Council's Ecologist has commented on the application and the submitted ecological assessment, it is not considered that the proposal would have a detrimental impact on the ecology of the site.

Drainage and Flood Risk

Further information was submitted in terms of flood risk and drainage on the site, the Environment Agency and the IDB have both commented on the application. The Environment Agency have recommended a number of conditions including a condition requiring a surface water drainage scheme to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The IDB have raised no objection to the scheme although they have also requested a condition in relation to the drainage scheme to ensure there is no increase in localised flood risk to the proposed dwellings or adjacent land.

Archaeology

The Council's Archaeologist has commented on the application and the submitted Heritage Asset Assessment. An archaeological trial trench evaluation was undertaken in 2011 and the evaluation report was submitted with the application. Only one isolated archaeological feature was discovered during the evaluation and it has now been recorded. The Council's Archaeologist agrees with the conclusion of the evaluation report that no further archaeological mitigation work is required. Therefore no objection has been raised to this application on archaeological grounds.

8. Legal Agreement

The Planning Obligations Strategy SPD sets out the contributions required for developments, the contributions sought have therefore been in accordance with the strategy in the first instance and in accordance with Policy CS2 of the Core Strategy and Development Management Policies for Central Bedfordshire (North).

The application has been supported with a draft heads of terms, during the application process negotiations have taken place and the following contributions have been secured:

Sustainable Transport: £19,740
Health Care: £25,350
Libraries: £2,447
Indoor Leisure: £14,288
Informal Amenity (ROS) £8,428

These are all in accordance with the Planning Obligations Strategy.

Education

An education contribution was sought for Alban Middle School by the Council's education officer, however, the School is an academy and although is the catchment school for Blunham, it is within Bedford Borough. After seeking the contribution the applicant sought justification for this contribution and confirmation was received that Bedford Borough would not wish to seek a contribution in this instance. Therefore, due to the conflicting information and confirmation from the Schools Education Authority that they would not wish to seek a contribution in this instance, it was not considered justified to continue seeking the contribution.

The Parish Council have requested a contribution towards the Village Lower School. However, this was not requested by the Education Officer and on seeking further information it was considered that a contribution could not be justified in terms of capacity as the school currently have approximately 72 pupils on roll and a capacity of 90, therefore a 20% surplus.

Children's Play

The proposed development makes no onsite provision for children's play and therefore a full contribution of £56,086 was sought. The applicant sought further justification in terms of this contribution as there is a brand new play area

opposite the development within the recreation ground and therefore they felt that a full contribution would not be reasonable. On this basis, and with the agreement of the Council's Play and Open Space Officer a reduced contribution was agreed of £28,043 which could be used for the maintenance or the provision of additional equipment.

Outdoor Sport

The proposed development makes no onsite provision for outdoor sport and it is usually taken as a contribution to improve existing facilities. The contribution sought was £26,048. The applicant stated that given the large open play area opposite the site which would easily accommodate the needs of the development and therefore the full contribution would be unreasonable. On this basis, and with the agreement of the Council's Play and Open Space Officer a reduced contribution was agreed of £13,024 which could be used to develop the area further and with appropriate sports equipment.

Green Infrastructure and Forest of Marston Vale

A contribution of £94,000 was sought in relation to Green Infrastructure and Forest of Marston Vale, further justification for this contribution was sought from the applicant. Information was given in relation potential schemes that could be undertaken in the area, however, many of these related to improving cycle links. The applicant stated that they have agreed to pay the full contribution in terms of sustainable development which is designed to improve cycle links therefore this contribution is not justified and many of the projects identified do not have a direct relationship with the development. In terms of the Marston Vale element, there is no concrete evidence to show that the development would have an impact on the Marston vale that would require a contribution. However, based on advice from the Green Infrastructure Team a reduced contribution of £46,500 has been agreed.

The total contributions agreed for the proposed development would amount to £157,820 including the required 35% affordable housing.

Conclusion

The Parish Council have commented in detail regarding the draft heads of terms that was provided within the application. Suggesting that contributions would be better secured for alternative projects, for instances, benches around the village, zebra crossings within the village, new bus stops and improvements to the road network outside the school. However, it is not considered that these could be fully justified and are not in accordance with the Planning Obligations Strategy. In addition to this it is not considered that the proposed alternative projects would meet the tests for the use of Planning Obligations as set out in Circular 05/2005 and Regulation 122 of CIL.

It is therefore considered that the contributions secured are appropriate and fully justified. They also meet the tests set out in Circular 05/2005 in relation to being necessary and related to the development. The contributions have been agreed with the applicant, and following a committee recommendation to approve the application subject to an acceptable S106, then work will commence on finalising the S106 agreement.

Recommendation

That Planning Permission be resolved to be granted subject to an acceptable S106 agreement subject to the following:

- 1 The development hereby approved shall be commenced within three years of the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 which is designed to ensure that a planning permission does not continue in existence indefinitely if the development to which it relates is not carried out.

- 2 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.

- 3 **A scheme shall be submitted for written approval by the Local Planning Authority indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with the approved scheme before the buildings are occupied.**

Reason: To safeguard the appearance of the completed development and the visual amenities of the locality.

- 4 Full details of both hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. These details shall include:-

- proposed finished levels or contours;
- materials to be used for any hard surfacing;
- minor structures (e.g. furniture, play equipment, signs, etc);
- proposed and existing functional services above and below ground level;
- planting plans, including schedule of size, species, positions, density and times of planting;
- cultivation details including operations required to establish new planting;
- details of existing trees and hedgerows on the site, indicating those to be retained and the method of their protection during development works.

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

Reason: In order to ensure that the landscaping is carried out within a reasonable period in the interest of the visual amenities of the area.

- 5 The scheme approved in Condition 4 shall be carried out by a date which shall be not later than the end of the full planting season immediately following the first occupation of the building(s) hereby approved.

Thereafter the planting shall be adequately maintained for a period of five years from the date of planting. Any of the trees or shrubs or both which die or are removed, or which become severely damaged or seriously diseased (during the said period of five years) shall be replaced with trees or shrubs or both, as the case may be, of similar size and species to those originally required to be planted and the same shall be maintained until properly established.

Reason: In order to ensure that the planting is carried out within a reasonable period in the interest of the visual amenities of the area.

- 6 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.

- 7 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 70m 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

- 8 Visibility splays shall be provided at all road junctions (including private drives) within the site. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the side road from its junction with the channel to the through road and 25m measured from the centre line of the side road along the channel of the through road. The vision splays required shall be provided and defined on the site by or on behalf of the developers and be entirely free of any obstruction.

Reason: To provide adequate visibility at road junction in the interest of road safety.

- 9 Development shall not begin until the detailed plans and sections of the proposed roads, including gradients and method of surface water disposal

have been approved by the Local Planning Authority and no building shall be occupied until the section of road which provides access has been constructed (apart from final surfacing) in accordance with the approved details.

Reason: To ensure that the proposed road works are constructed to an adequate standard.

- 10 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 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.

- 11 The maximum gradient of the vehicular access shall be 10% (1 in 10).

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

- 12 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.

- 13 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995, or any amendments thereto, the garage accommodation on the site shall not be used for any purpose, other than as garage accommodation, unless permission has been granted by the Local Planning Authority on an application made for that purpose.

Reason: To retain off-street parking provision and thereby minimise the potential for on-street parking which could adversely affect the convenience of road users.

- 14 The driveway length in front of the garages shall be at least 6.0m as measured from the garage doors to the highway boundary.

Reason: To ensure that parked vehicles do not adversely affect the safety and convenience of road users by overhanging the adjoining public highway.

- 15 If the proposed road is not constructed to the full length and layout illustrated on the approved plan, a temporary turning space for vehicles shall be constructed within the site in a position to be approved in writing by the Local Planning Authority before any building taking access from the road is occupied.
Reason: To avoid the need for vehicles to reverse into or from the highway in the interest of road safety.
- 16 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 road works 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.
- 17 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.
- 18 Details of bin storage/collection point shall be submitted to and approved by the Local Planning Authority prior to the occupation of any dwelling.
Reason: In the interest of amenity.
- 19 Development shall not begin until the detailed plans of the proposed highway lighting, using light emitting diodes (LED) within the development has been approved by the Local Planning Authority and no building shall be occupied until that lighting has been installed in accordance with the approved details.
Reason: To ensure that the proposed highways are adequately lit.
- 20 Development shall not begin until a scheme to restrict the speed of traffic on the estate road has been approved by the Local Planning Authority and no building shall be occupied until that scheme has been implemented in accordance with the approved details.
Reason: In the interests of road safety.

21 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.

22 No infiltration of surface water drainage into the ground is 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 controlled waters.

Reason: To protect the quality of controlled waters in accordance with Groundwater Protection, Policy and Practice (GP3) P9-6 and P4-12 and Planning Policy Statement (PPS23). The infiltration of surface water through land affected by contamination can result in the pollution of controlled waters.

23 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 be based upon the principles within the Flood Risk Assessment dated 13th October 2011, reference JKK6750 Rev A, compiled by RPS, as well as the information submitted thereafter, and shall contain details of the following:

- Results of a full site ground condition and soil infiltration test, carried out in accordance with the principles as set out in BRE Digest 365, and giving definitive rates of infiltration for the site;
- Full details of the proposed surface water drainage system, using the infiltration rates as defined by the on-site testing. This shall include details of location and design of all infiltration drainage facilities;
- Full details of any above-ground flooding for storm events up to and including the 1% A.E.P (100 year) storm event, with an allowance of 30% in peak rainfall intensity to allow for future climate change. This shall include depths, locations and flow routes of floodwaters. This shall demonstrate that the development remains "safe" as required by PPS25, that floodwaters do not affect proposed and existing properties, and emergency access and egress remains possible;
- Full details of the maintenance programme of the proposed drainage system.

Reason: To prevent the increased risk of flooding, and ensure future maintenance of the surface water drainage system for the lifetime of the development.

Reasons for Granting

The proposed development is allocated for residential development, therefore the principle of development is considered acceptable. The design and layout of the proposed scheme is considered acceptable and would not have a detrimental impact on the character and appearance of the surrounding area, nor the residential amenities of any neighbouring properties.

The proposed development provides a good level of private amenity space for each dwelling and the required 35% affordable housing has been secured within the scheme. The housing mix is considered to be appropriate and contributions towards local infrastructure have been secured. As such the proposed scheme is in conformity with PPS1, PPS3, PPS5, PPS7, PPS23 and Policies CS1, CS2, CS3, CS4, CS5, CS7, CS14, CS15, CS16, CS17, CS18, DM3, DM4, DM10, DM13, DM14, DM15, DM16, and DM17 of the Core Strategy and Development Management Policies for Central Bedfordshire (North). The proposal is further in conformity with the Planning Obligations Strategy SPD, Design in Central Bedfordshire - A guide for development SPD and Site Allocations DPD.

Notes to Applicant

1. 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.
2. 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.
3. The applicant is advised that in order to comply with the highway Conditions in 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

4. 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 7 – Movement, Street and Places" and the Department of the Environment/Department of Transport's "Manual for Street", or any amendment thereto.

DECISION

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