

Item No. 8

APPLICATION NUMBER	CB/12/00744/RM
LOCATION	Site 15C, Pratts Quarry, Billington Road, Leighton Buzzard
PROPOSAL	Reserved Matters: Access, appearance, landscaping, layout and scale relating to the erection of 50 dwellings, creation of a new vehicular access and public open space on part of Site 15C - pursuant to outline planning permission SB/OUT/06/00869.
PARISH	Leighton-Linslade
WARD	Leighton Buzzard South
WARD COUNCILLORS	Cllrs Berry, Bowater & Dodwell
CASE OFFICER	Gill Claxton
DATE REGISTERED	07 March 2012
EXPIRY DATE	06 June 2012
APPLICANT	Persimmon Homes (Midlands) Ltd
AGENT	Woods Hardwick Ltd
REASON FOR COMMITTEE TO DETERMINE	Town Council objection to major application
RECOMMENDED DECISION	Reserved Matters - Granted

Site Location:

The irregular-shaped application site with an area of 1.722 ha comprises part of an approximately 6.72 hectare parcel of land situated to the south of Kestrel Way (a new access spine road built under full permission SB/TP/06/0865 to service the urban extension) and to the east of Billington Road. To the north lies another residential development site forming part of the southern Leighton Buzzard Urban Area extension, known as 15B, while to the east lies Site 15D all located on the eastern side of Billington Road and to the north of the A505. Also to the east and south east is the remainder of the working quarry and restoration area that will become a lake and balancing facility.

The site was formerly part of Pratts Quarry on the southern boundary of Leighton Buzzard and forms the part of the Southern Leighton Buzzard Urban Extension. This application forms part of Site 15B-D which has permission for up to 720 dwellings, with a site for a single-storey lower school, associated play space, landscaping, parking and access. Outline planning permission for the development was granted on appeal in December 2007, as part of application SB/OUT/06/0869.

The site is traversed by 400kW overhead power lines which run in an east-west direction. There is a landscape bund to the west, alongside Billington Road with a grass verge separating the landscaping from the highway.

The site falls from north to south and from west to east. The land has been re-graded following the cessation of quarrying activity and restoration.

The surroundings to the north on the opposite side of Kestrel Way and to the east are predominantly residential in character, save for the 1.4ha lower school site at the junction of Kestrel Way and Johnson Drive. To the south east lies land (within the Green Belt), known as Pulford Corner and where there is a current outline application for residential development for up to 75 dwellings, to be accessed through Site 15C. To the west and south west on the opposite side of Billington Road lie a mix of employment uses, a petrol filling station and take away restaurant and open fields comprising Site 17 (land at Grovebury Farm) which also has outline planning permission for residential and associated development plus a local centre and community land (Ref: SB/OUT/06/00867 and SB/OUT/06/00872)..

The Application:

This Approval of Reserved Matters is being sought for the access, appearance, landscaping, layout and scale for the erection of 50 dwellings by Persimmon Homes in the south west corner of Site 15C.

The 15C site as a whole would be developed by Persimmon Homes, Charles Church Homes and Taylor Wimpey. Charles Church Homes would develop the north western part of the site for 55 dwellings, while Taylor Wimpey would develop the eastern half of the site. The area below the overhead power lines, comprising a corridor of some 73m wide, lies outside the boundary of the reserved matters application and in different ownership and would be landscaped.

Although the applications have been submitted separately by the three developers it is useful if they are considered together as part and parcel of the 15C site.

All three applications have the same access point and provide for a common crossing point through the overhead power line corridor. Access to the development would be from a single access point on Kestrel Way. The vehicle movement framework consists of a spine road (main street) leading from Kestrel Way leading to neighbourhood streets, private drives and culs-de-sac. The spine road would have a main carriageway width of 5.5m with a 2m wide footway on either side. The neighbourhood streets would have a 4.8m carriageway with footways of varying widths. There would be an emergency access onto Kestrel Way close to the existing bus stop. Provision would be made for two urban squares which the spine road would pass through.

The site is part of the Exemplar Transport Scheme. The dwellings would be fitted with Real Time Bus Information equipment, linked by satellite that would show occupiers where the buses are located and when they will be arriving at the appropriate bus stop.

There would also be additional planting within the site to soften and complement the built form.

There would be a LAP within the south west part of the site, a LAP within the north west part of the site and a NEAP within the eastern part of the site.

The car parking provision would be at an overall average ratio of 2 assigned spaces per unit. The ratio of provision is broken down into a total of 310 spaces and 137 carports and garages, giving a total of 447 spaces. Some of the roads have visitor parking integrated within the road network.

Each dwelling would have provision for secure cycle storage. For those properties without garages this would be in the form of a shed while for the flats and visitors there would be communal storage areas.

It is intended that the average overall density for the site would be 46.9 dwellings per hectare over 4.666 hectares of the site, excluding the "pylon land", LAPs and NEAP.

In terms of the provision of dwellings, the scheme would provide the following accommodation mix:

Market Housing: 1 x 1 bed flat over garage (FOG), 5 x 2 bed houses, 15 x 2/3 bed houses, 12 x 3 bed houses and 5 x 4 bed houses giving a total of 38 dwellings.

Affordable Housing: 3 x 2 bed flats, 7 x 3 bed houses and 3 x 4 bed units, giving a total of 12 dwellings. The percentage of affordable housing dwellings would be 22%. The tenure would be split between shared ownership and rent.

The units would be a mix of 2, 2.5 and 3 storeys in height.

The scheme has been amended since originally submitted to take account of urban design issues raised by the Urban Design Consultant in relation to the layout and the finishes of the house types selected and by the Council's Principal Highway Officer.

RELEVANT POLICIES:

National Planning Policy Framework (March 2012)

The National Planning Policy Framework (NPPF) was published on 27th March 2012 and replaced the previous national planning policy documents. The following sections of the NPPF are considered relevant to this application:

Section 4: Promoting sustainable transport

Section 6: Delivering a wide choice of high quality homes

Section 7: Requiring good design

Section 8: Promoting healthy communities

Section 10: Meeting the challenge of climate change, flooding and coastal change

Regional Spatial Strategy

East of England Plan (May 2008) Policies

SS1 - Achieving Sustainable Development.

SS4 - Towns other than Key Centres and Rural Areas.

H1 - Regional Housing Provision 2001 to 2021.

ENV3 - Biodiversity and Earth Heritage.

ENV7 - Quality in Built Environment

WM6 - Waste Management in Development.

Milton Keynes & South Midlands Sub-Regional Strategy

Bedfordshire and Luton Policies 2(a) and 2(b): Luton/Dunstable/Houghton Regis and Leighton-Linslade.

Bedfordshire Structure Plan 2011

Policy 25 - Infrastructure

South Bedfordshire Local Plan Review Policies

BE8 - Design Considerations,

H1 - Housing Sites

H3 - Meeting Local Housing Needs

H4 - Provision of Affordable Housing

T10 - Controlling Parking in New Developments

R11 – Provision of Open Space/Play Space in new developments

The NPPF advises of the weight to be attached to existing local plans for plans adopted prior to the 2004 Planning and Compulsory Purchase Act, as in the case of the South Bedfordshire Local Plan Review. Due weight can be given to relevant policies in existing plans according to their degree of consistency with the framework. It is considered that Policies BE8, H1, H3, H4 and R11 are consistent with the Framework and carry significant weight. Policy T10 carries less weight but is considered relevant to this application.

Bedfordshire & Luton Waste Local Plan 2005

W5 Management of wastes at source: Waste Audits

W6 Management of Waste of waste at source: Provision of facilities within new development.

Supplementary Planning Guidance

Design in Central Bedfordshire - A Guide for Development - adopted by the Luton & South Bedfordshire Joint Committee on 23/07/10

South Bedfordshire District Council - Development Brief: Southern Leighton Buzzard Extension – adopted for development control purposes, 2006.

Luton and Central Bedfordshire Core Strategy - adopted for Development Management purposes by the CBC Executive on 23.08.11.

Bedfordshire and Luton – Managing Waste in New Developments, April 2006.

Planning History

CB/12/00825/RM Concurrent application for approval of reserved matters: access, appearance, landscaping, layout and scale relating to the erection of 115 dwellings, creation of a new vehicular access and public open space on part of Site 15C - pursuant to outline planning permission SB/OUT/06/00869. Taylor Wimpey.

CB/12/00751/RM Concurrent application for approval of reserved matters: access, appearance, landscaping, layout and scale relating to the erection of 55 dwellings, creation of a new vehicular access and public open space on part of Site 15C - pursuant to outline planning permission SB/OUT/06/00869. Charles Church Homes.

CB/11/01879/RM	Approval of reserved matters: access, appearance, landscaping, layout and scale for the erection of 34 dwellings pursuant to outline planning permission SB/OUT/06/00869 (Persimmon Homes).
CB/11/01585/RM	Approval of reserved matters: access, appearance, landscaping, layout and scale for the erection of 34 dwellings pursuant to outline planning permission SB/OUT/06/00869 (Taylor Wimpey).
CB/10/03014/RM	Approval of reserved matters for the erection of 230 dwellings on part of site 15D (application for approval of reserved matters in respect of access, appearance, landscaping, layout and scale pursuant to outline planning permission SB/OUT/06 00869).
CB/10/01257/RM	Withdrawn application for approval of reserved matters for the erection of 230 dwellings on part of site 15D (application for approval of reserved matters in respect of access, appearance, landscaping, layout and scale pursuant to outline planning permission SB/OUT/06 00869).
CB/10/01214/FULL	Undetermined application for the construction of a swale and related engineering works with associated landscaping – Site 15D.
SB/TP/08/01031	Undetermined application for the construction of a swale and related engineering works with associated landscaping – Site 15B.
SB/TP/08/00726	Approval of reserved matters for the erection of 130 dwellings – Site 15B.
SB/TP/06/0865	Permission for access spine road – Granted on appeal.
SB/OUT/06/0869	Outline permission for up to 720 dwellings with site for single-storey lower school, associated play space, landscaping parking and access – Granted on appeal, Subject to Section 106 Agreement (Unilateral undertaking).
SB/ARM/05/1321	Approval of Reserved Matters for 330 dwellings. (Site 15A phase 2).
SB/ARM/04/1627	Approval of Reserved Matters for 219 dwellings. (Site 15A phase one).
SB/TP/04/0167	Permission for construction of roads, sewers and pumping station.
SB/OUT/03/1515	Outline permission for residential development of Site 15A (land to north) - Subject to Section 106 Agreement.

Minerals & Waste

BC/CM/35/2004	Minerals permission for Pratts Quarry. Subject of a Section 106 Agreement.
BC/CM/03/1574	Extension and restoration of Pratts Quarry to provide new and informal public open space and associated lake (BC/CM/03/29 refers) (Regulation 3).
BC/CM/18/1996	Minerals permission for Pratts Quarry.

Other applications

CB/11/02261/OUT	Current outline application for the erection of up to 75 dwellings together with associated landscaping, open space, parking and access on land at Pratts Quarry north of the
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A505, known as Pulford Corner, Leighton Linlade.

**Representations:
(Parish & Neighbours)**

Leighton-Linslade Town Council Object to the application for the following reasons:

- concerns regarding there being only one access road for entrance/exit to the area;
- experience at Billington Park and Sandhills has demonstrated the likelihood of parking on the highways, causing potentially serious problems with emergency vehicle access;
- proposed road width of 5.5m insufficient given the likelihood of residents and visitors parking on the highway;
- the Town Council would welcome a wider road width or the implementation of waiting restrictions on the main road, as soon as possible.

Neighbours The application was publicised by the direct notification of nearby residential occupiers on Johnson Drive and Kestrel Way and the display of a number of site notices. No third party representations have been received as a result.

Consultations/Publicity responses

Public Protection South No objection in principle. However, recommends that conditions be imposed on potential site contamination, protecting dwellings from externally generated noise and an informative on hours of constriction.

Housing Strategy Officer Comments as follows: This phase of development will contribute 12 affordable units which meets the percentage requirement of affordable housing outlined in the S.106 Agreement. The proposed affordable units will provide larger family units in the form of 3 and 4 bedroom houses. Strategically this is a key priority for Central Bedfordshire Council. The Design and Access Statement does not indicate which of the 12 units will be available for rent or for shared ownership and the applicant should provide this additional information for our records.

Upon receipt of information from the applicant that the split between the Charles Church and the Persimmon applications would be as follows, confirmed that the scheme would be satisfactory:

1 Beds x 2 Rent
2 Beds x 7 (5 x Rent, 2 S/O)
3 Beds x 15 (11 x Rent, 4 S/O)
4 Beds x 2 Rent.
Total 26 plots

Tree and Landscape Officer	No objection subject to the receipt of a more detailed landscape plan, recognising that the proposed planting is indicative only.
Sustainable Transport, Cycling & Walking Officer	<p>The site allows for some permeability for pedestrians and cyclists although it is dependent upon the delivery of additional pedestrian accesses to the north. The site also provides vehicular access over the 'pylon' land. Whilst links are provided to the north via the vehicular access and the footpath proposed along the western edge of the site, the site is dependent upon links through other application sites. It is important that the potential link to Billington Road connects to the footpath/cycleway along the length of Billington Road. Separate cycle and pedestrian links should be provided between the site and the adjacent school site. Where two cycle spaces are proposed, the proposed parking solution is acceptable. The solution for three or more spaces should be revised as cycles should be located at floor level rather than raised in the air in order to be accessible. Dwellings without garages will require an alternative solution for cycle parking.</p>
Environment Agency	No comment.
Minerals and Waste	No comment.
Urban Design Consultant	<p>Comments as follows on the scheme as originally submitted:</p> <ul style="list-style-type: none"> • The arrangement of plots 43-45 needs further consideration. The relationship with plot 42 is awkward, with the rear of these dwellings facing the front of plot 42. This is a gateway into Leighton Buzzard and should have a landmark building, which turns the corner of the block providing a frontage to Billington Road and the footpath. The applicant's Design and Access Statement has identified this location as a landmark/gateway. • Plot 30 provides a blank side elevation. The turning space in front of plots 24-27 & rear of 30 should be designed to relate to its environment, not specifically to vehicle movement. Plots 25-26 are facing the backs of plot 30. • Plots 1 & 2 – there is a long length of inactive frontage fronting the open space between plots 1 and 4. This results in unattractive views of car parking and back gardens. • Plots 37, 38, 41 & 42 – the roofline of the Hawthorn housetype impinges on the front elevation of the Hazel housetype. A lower roofline would create a better elevation for the Hazel housetype. Plot 42 should be facing the street,

rather than the rear boundaries of plots 43-45.

- Plots 16 & 17 - the roofline of the Juniper housetype impinges on the front elevation of the Poppy housetype. A lower roofline would create a better elevation for the Poppy housetype.
- Plot 20 - side elevation should have a more active frontage with windows at ground and first floor level.
- Plot 24 – front of house should face the street.
- Plot 34 – consideration should be given to providing window within stairwell to provide some surveillance of entrance to parking court.
- FOG units (plots 18, 45, 27) by definition have inactive ground floors. Larger first floor windows and/or projecting oriel type windows would create a more active frontage and a higher proportion of windows within the façade

Comments as follows on the revised scheme submitted:
The latest proposal is an improved arrangement. However, the side elevation of plot 30 fronting Billington Road should have some windows to provide a stronger elevation. The side elevation to Plot 20 should have a more active frontage with windows at ground and first floor level. I would like to see more than just a stair window on this elevation. Plots 19 and 20 could be handed to provide greater scope for windows in the side elevation.

Highways

A number of detailed concerns are raised regarding parking areas, carriageway widths and highway verges. The various issues raised would need to be addressed through the submission of amended plans. On street parking should be managed by way of a scheme of Traffic Regulation Orders and parking restrictions on the proposed roads.

Leisure Services Recreation Open Space

NEAP:

1. The NEAP is well located, a good shape, well overlooked and the required 30m buffer appears to be achieved.

Fencing/Boundaries:

2. The NEAP itself appears to be enclosed with timber fencing. This should be 1.2m metal Bow Top fencing, with a self closing gate, dog grid and .
3. It is not clear if the front of the POS, adjacent to the road is fenced. This should be fenced to deter children running straight into the road. 600mm knee rail would be sufficient, however, consideration should be given to fencing the whole POS with 1.2m Bow Top, rather than enclosing the play area itself. This allows a larger playing space

- where users are properly protected from the road.
4. Fencing to the lake is of concern. Post and rail allows easy climbing, inviting children to approach the water.
 5. ROSPA design guidance on water safety in relation to children must be incorporated here. A ROSPA inspection of the water/safety measures/play must be undertaken on installation.

Paths:

6. The central path from play area to road is fine. The road end should have either a matching gate if the POS is bow top-fenced; or an offset pedestrian barrier if accompanying knee rail. Both set back from the road edge, as highways recommended distance, to allow safe crossing.
7. Two additional paths are also required to the play area from either end of the site.
8. While this is an indicated play area, there is insufficient play equipment illustrated. A NEAP requires 8+ pieces of equipment for 8-14 year olds.

LAP 1: (southern):

9. The location of this LAP – an island surrounded by car movements – is not suitable. The LAP needs to be ‘attached’ to a footpath or other safe access point.
10. A LAP should also have 3+ pieces of equipment for 3-6 year olds. This is not shown.

LAP 2: (northern)

11. The location of this LAP is not ideal, however, appropriate fencing (1.2m bow top + self closing gate) around the whole area should allow it be used safely.
12. A LAP should also have 3+ pieces of equipment for 3-6 year olds. This is not shown.

Determining Issues

The main considerations in the determination of the application are:

1. Principle of residential development
2. Site layout, density and external appearance
3. Affordable Housing provision
4. Transport, highway and parking considerations
5. Other matters

Considerations

1. Principle of residential development

The principle of residential development has been accepted on this site by the

granting on appeal of the outline planning permission SB/OUT/06/00869); the allocation of the site within Policy H1 of the South Bedfordshire Local Plan Review, 2004 and the preparation of the Development Brief: Southern Leighton Buzzard Extension.

2. Site layout, density and external appearance

The layout and density of development broadly achieves the overall requirements of the parameter plan of the outline permission. Thus, north of the pylons 146 units are provided at 38 dwellings per hectare (164 units at 43dph in parameter plan) and south of the pylons 74 units are provided at 39 dph (70 @ 37 dph in parameter plan).

Policy H3 of the South Bedfordshire Local Plan Review requires at least one-third (33%) of dwellings to be 1 and 2 bedroom. The scheme would achieve 24% for the whole of the 15C site. However the development would provide a significant proportion of 2/3 bed houses where the third bedroom would be smaller and is intended to provide a study or nursery rather than a dedicated bedroom. The proposed affordable units would also provide larger family units in the form of 3 and 4 bedroom houses. Strategically this is a key priority for Central Bedfordshire Council. Recent evidence suggests that among market housing, dwellings of 3 plus bedrooms are needed. Therefore, given the circumstances in this case the full weight of Policy H3 need not apply.

There is an acceptable level of permeability through the estate for non-car borne traffic.

The proposed dwellings have been designed to give the development an individual character and local distinctiveness. The buildings make good use of a range of external materials and display effective use of projections. The amount of tree planting and soft landscaping is considered to be acceptable. The Persimmon scheme relates well to the Taylor Wimpey and Charles Church Homes applications.

A number of design changes have been proposed in response to the comments of the Urban Design Consultant who is satisfied with the design revisions proposed. Leisure Services have also raised concerns regarding the design of the proposed LAP within the south west part of the site. The various issues raised would need to be addressed through the submission of amended plans. Any revised plans will be reported at Committee.

3. Affordable Housing provision

The proposal for the south west part of the 15C site includes a mix of affordable units comprising 3 x 2 bed flats, 7 x 3 bed houses and 3 x 4 bed units, providing a total of 12 affordable units for this part of the site. This meets the percentage requirement of affordable housing outlined in the S.106 Agreement. The proposed affordable units will provide larger family units in the form of 3 and 4 bedroom houses. Strategically this is a key priority for Central Bedfordshire Council. The tenure would be split between shared ownership and rent.

This also accords with the requirements of the Housing Development team.

An additional plan showing the mix of units and their location within the site is required. Any additional plans will be reported at Committee.

4. Transport, highway and parking considerations

Transport

This application is one of the phases of the South Leighton Buzzard Urban Extension, which has had sustainable transport as a key guiding principle. In response to this principle, the Exemplar Sustainable Transport Scheme was set up by the then Bedfordshire County Council, South Bedfordshire District Council, Friends Of The Earth, Stuart Michael Associates and Arnold White Estates. This is now being carried on by Central Bedfordshire Council in conjunction with the other original partners. The Exemplar Scheme secured a £7 million agreement for sustainable transport in South Leighton Buzzard, including £1 million grant from growth area funding.

The Exemplar Sustainable Transport Scheme aims to reduce car dependency in this part of Leighton Buzzard by 20 per cent. The scheme, which is centred on Billington Road, aims to increase public transport use as well as promote walking and cycling alternatives. The project aims to provide 1300 new homes in the Billington Road area provided with up-to-date service information. This will include a real-time bus information screen in the dwellings, which will help residents make the most of public transport and plan their journey before they leave the house. The scheme will also provide funding for improvements to the town centre's facilities. Other key features of the scheme include a bus service up to every 15 minutes to the town centre and railway station, from early morning into the evenings; secure cycle parking for every home, matched by increased cycle parking in the town centre and the railway station. It is also intended to 'civilise' (traffic calm) Billington Road to the town centre, which will make it a safer and more pleasant place to walk and cycle. Part of this has already been undertaken as there is a service bus known as Dash Direct operating regularly between the site, town and railway station. Some work has also been undertaken on civilising Billington Road as the priority junction with Grovebury Road and Lake Street has been altered.

This proposal incorporates a single access point on Kestrel Way, suitable for use by pedestrians, cyclists and drivers. In addition there are opportunities for pedestrian and cycle links connecting the site to the adjoining housing development to the south east, Billington Road to the west and Kestrel Way to the north.

The proposal has been designed so that there is a good level of surveillance, created by continuous street frontages with habitable rooms fronting onto roads and foot/cycle paths. Security would also be increased with the enclosure of space by boundary walls and fences, which would clearly define private and public areas.

Highways

The proposed internal roads have been designed to be used by motor vehicles, cyclists and pedestrians and are a mixture of shared and segregated surfaces.

A number of design changes have been proposed in response to the comments of Highways. The various issues raised would need to be addressed through the

submission of amended plans. Any revised plans will be reported at Committee.

Parking considerations:

There are a total of 447 dedicated parking spaces within the scheme in a mix of garages, car ports and spaces. In addition to the above, the adoptable roads have visitor parking integrated within the road network.

The majority of the proposed houses have a minimum of 2 parking spaces, with a significant proportion having garages incorporating cycle storage. Where no garages occur, sheds will be provided to the rear gardens for cycle storage. It is proposed to amend the design of the cycle parking contained within garages through the submission of amended plans in order to provide cycle storage at ground floor level.

A condition can be imposed ensuring that the car parking spaces, garages and car ports are kept available for parking at all times. On street parking could also be controlled through a scheme of Traffic Regulation Orders and parking restrictions on the proposed roads.

5. Other matters

Matters relating to potential site contamination and noise arising from on-going mineral workings are addressed by condition in the outline planning permission, SB/OUT/06/00869.

Conclusion

This reserved matters application would provide a high quality residential development with a strong architectural and landscape character. It would also provide a secure and safe environment for future users and occupiers, with a thoughtfully designed cycle and pedestrian network providing excellent linkages with the future school, Sandhills, the wider South Leighton Buzzard Urban Extension, the train station and the town centre.

In conclusion, it is considered that the proposal accords with the Parameter Plans granted approval as part of the outline application, the Exemplar Sustainable Transport Scheme and the Council's Cycle Guidance.

Recommendation

That Reserved Matters be APPROVED subject to the following:

- 1 No part of the development hereby approved shall be commenced until a scheme for footpaths/cycleways directly connecting the site to Billington Road is submitted to and approved in writing by the Local Planning Authority and the approved scheme shall be provided in accordance with the approved details prior to the commencement of the construction of the adjoining dwelling units, as agreed in the approved scheme, unless otherwise agreed in writing by the Local Planning Authority.**

Reason: In the interest of providing suitable pedestrian/cycle links and permeability for pedestrians and cyclists.

- 2 **Before development begins, a landscaping masterplan and scheme to include any hard surfaces and earth mounding shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented by the end of the full planting season immediately following the completion and/or first use of any separate part of the development (a full planting season means the period from October to March). The trees, shrubs and grass shall subsequently be maintained for a period of five years from the date of planting and any which die or are destroyed during this period shall be replaced during the next planting season and maintained until satisfactorily established.**

**Reason: To ensure a satisfactory standard of landscaping.
(Policy BE8, S.B.L.P.R).**

- 3 All windows at first level and above on the flank elevations of plots 6, 9, 25, 26, 49 and 50 and the south elevation of plot 12 shall be permanently glazed with obscured glass and fixed shut to a height of 1.7m above floor level.

Reason: To protect the privacy of the occupiers of adjoining properties.
(Policy BE8, S.B.L.P.R).

- 4 **Development shall not begin until details of the junction between the proposed estate roads 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 roads.

- 5 All triangular vision splays shall be provided on each side of all the accesses on to the new roads. The triangular vision splays shall measure 1.8m along the fence, wall, hedge or other means of definition of the front boundary of that plot, and 1.8m measured into the plot at right angles to the same line along the side of the 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/verge 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.

- 6 All proposed vehicular accesses shall be surfaced in bituminous or other similar durable material as may be approved in writing by the Local Planning Authority. 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.

- 7 Visibility splays shall be provided at the junctions of the new roads. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the minor road from its junction with the channel of the through road and 25m measured from the centre line of the access along the line of the channel of the carriageways of the through road. The required vision splays shall, on land in the applicant's control, be kept free of any obstruction.

Reason: To provide adequate visibility within the new development to make the new road and accesses safe and convenient for the traffic which is likely to use them.

- 8 **Before development begins, a scheme of Traffic Regulation Orders and parking restrictions on the proposed roads shall be submitted to and approved by the Highway Authority. None of the residential units hereby permitted shall be occupied until that scheme has been implemented in accordance with the approved details.**

Reason: To manage on-street parking and thereby safeguarding the interest of the safety and convenience of road users.

- 9 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.

- 10 If the proposed internal estate roads are 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.

Reason: To avoid the need for vehicles to reverse into or from the highway in the interest of road safety.

- 11 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), any car port or parking space hereby permitted shall be kept permanently available for the parking of motor vehicles.

Reason: To ensure that off-street parking is retained in the interests of highway safety.

- 12 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.

- 13 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no alterations to any carports hereby permitted, including the insertion of a garage door, roller shutter or gate, shall be carried out without the grant of further specific permission from the Local Planning Authority.

Reason: To control the external appearance of the building in the interests of the highway safety of the area.

- 14 The footway network within the site shall be constructed in accordance with details of the approved drawing/or scheme to be submitted to and approved by the Local Planning Authority. Any Statutory Undertakers equipment or street furniture shall be resited to provide an unobstructed footway.

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

- 15 **Notwithstanding the submitted details, 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.

- 16 No dwelling shall be occupied until the works and landscaping required under Condition 18 of planning permission SB/OUT/06/0869 have been completed, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To safeguard the amenity of the area and ensure a safe and satisfactory form of development.
(Policy BE8, S.B.L.P.R).

- 17 **Before development begins details of the bin storage and collection arrangements shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out and completed in accordance with the approved details.**

Reason: In the interest of amenity.

- 18 **Before development begins details showing how the development will achieve Eco Homes 'Excellent' and 'Very Good' Standard shall be submitted to and agreed in writing by the Local Planning Authority. The development shall thereafter be carried out and completed in accordance with the approved details.**

Reason: In the interests of environmental sustainability.

- 19 **Development shall not commence until a scheme detailing access provision to and from the site for construction traffic, which details shall show what arrangements will be made for restricting such vehicles to approved points of access and egress has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be operated throughout the period of construction work.**

Reason: To ensure the safe operation of the surrounding road network in the interests of road safety.

- 20 **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.

- 21 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 16461/200, 16461/201, 16461/202, 16461/203, 16461/204, 16461/205, 16461/206, 16461/207, 16461/208, 16461/209, 16461/210, 16461/211, 16461/212, 16461/213, 16461/214, 16461/215, 16461/216, 16461/217, 16461/218, 16461/219, 16461/220, 16461/221, 16461/22, 16461/1019, 16461/1028

Reason: For the avoidance of doubt.

Reasons for Granting

The proposed development would provide an appropriate urban design to the locality incorporating adequate landscaping, road, cycle and footpath layout, parking, play areas and residential mix such that the development would conform with the parameter plans of the outline permission and the development plan policies comprising the East of England Plan (May 2008), the Milton Keynes & South Midlands Sub-Regional Strategy, the Bedfordshire Structure Plan 2011, the South Bedfordshire Local Plan Review and the Bedfordshire & Luton Waste Local Plan 2005, and national advice contained in the National Planning Policy Framework.

Notes to Applicant

1. The development is subject to an Agreement, dated 11 July 2007, under Section 106 of the Town and Country Planning Act 1990. The applicant's attention is in particular drawn to the Tenth Schedule of the Agreement which relates to obligations in respect of the parameter plans and "pylon" land. Reference is made to Section 3 of this Schedule and the requirement for the submission, approval and implementation of a scheme for landscaping, laying out, access and maintenance of the "pylon" land, prior to the implementation of the planning permission.

2. In accordance with Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010, the reason for any condition above relates to the Policies as referred to in the Development Plan comprising of the East of England Plan (May 2008), Bedfordshire Structure Plan 2011 and the South Bedfordshire Local Plan Review.
3. This permission relates only to that required under the Town & Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.
4. If potential site contamination is found in connection with Condition 11 on outline planning permission SB/OUT/06/00869, the following should be noted:
 - Where remedial measures are necessary, they should be managed with Part IIA of the Environmental Protection Act 1990 in mind. Encapsulation of any contaminants should be made on the risk-based assessment so that they are unlikely to be subject to future release to the environment.
 - All ground investigations shall be risk based and have regard to BS10175:2001 *Investigation of Potentially Contaminated Sites - Code of Practice* and *Environment Agency/NHBC R&D Publication 66 - Guidance for the Safe Development of Housing on Land Affected by Contamination*.
 - Where analyses are undertaken analytical laboratories should be accredited to MCERTS and where appropriate laboratory methods should also be accredited to MCERTS.
 - The applicants/agent's consulting engineers shall certify that decontamination and remediation of the site has been undertaken in accordance with any measures approved by the Local Planning Authority.
 - The applicant shall advise the Local Planning Authority of commencement of the works.
 - The applicant should also be made aware that the ownership of land shown to be contaminated may accrue legal and financial liabilities under Part IIA of the Environmental Protection Act 1990. Such liabilities are maximised when "pollutant linkages" engender "pathways" for the contaminants to reach "receptors".
 - Central Bedfordshire Council has published its Contaminated Land Inspection Strategy in line with the Environmental Protection Act 1990: Part IIA and its definition thereof. No land has yet been formally designated as being 'contaminated'. However, it should not be taken to imply that the property or adjoining land is free from contamination.

5. The applicant is advised that no works associated with the construction 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 Highways, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire, SG17 5TQ, quoting the Planning Application number and supplying a copy of the Decision Notice and a copy of the approved plan. This will enable the necessary consent and procedures under 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.
6. 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 Transport Division, Central Bedfordshire Council, P.O. Box 1395, Bedford, MK42 5AN.
7. The applicant is advised that photographs of the existing highway that is to be used for access and delivery of materials will be required by the Local Highway Authority. Any subsequent damage to the public highway resulting from the works as shown by the photographs, including damage caused by delivery vehicles to the works, will be made good to the satisfaction of the Local Highway Authority and at the expense of the applicant. Attention is drawn to Section 59 of the Highways Act 1980 in this respect.
8. All roads to be constructed within the site shall be designed in accordance with Central Bedfordshire Council's publication "Design in Central Bedfordshire A Guide to Development" and the Department for Transport's "Manual for Streets", or any amendment thereto.
9. The applicant is reminded that, should groundwater or surface water courses be at risk of contamination during or after development, the Environment Agency should be approached for approval of measures to protect water resources separately.
10. Contractors shall employ the "best practicable means" as defined in the Control of Pollution Act 1974 to minimise noise and vibration resulting from their operations and shall have regard to British Standard BS 5228:2009 Code of Practice for Noise Control on Construction and Open Sites. Normal working hours are 08:00-18:00 Monday to Friday, 08:00-13:00 Saturday and no working on Sunday, Bank Holidays and Public Holidays.

DECISION

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