

Item No. 14

APPLICATION NUMBER	CB/12/01125/FULL
LOCATION	Bridge Farm, Ivel Road, Shefford, Beds. SG17 5LB
PROPOSAL	Erection of 85 residential dwellings, garages and associated works.
PARISH	Shefford
WARD	Shefford
WARD COUNCILLORS	Cllrs Birt & Brown
CASE OFFICER	Richard Murdock
DATE REGISTERED	10 April 2012
EXPIRY DATE	10 July 2012
APPLICANT	Bovis Homes Ltd
AGENT	
REASON FOR COMMITTEE TO DETERMINE RECOMMENDED DECISION	Cllr Brown due to the level of public interest
	Full Application - Granted

Site Location:

The Bridge Farm site is located on the southern edge of Shefford. It lies to the north of the A507 and to the east of Ivel Road. The site is currently agricultural land and is occupied by a two storey farmhouse with associated garden and a single storey agricultural building to the rear.

To the north of the site is existing residential development in Queen Elizabeth Close, comprising two storey properties which are predominantly red brick. Those properties back onto the site apart from the eastern most property no. 23, which is side on. There is a levels change between those properties and the application site, ranging from 2.8m at the eastern end to 3.6m at the western end. There is not a consistent change in levels with a halfway point between showing a level difference of 2m. All of these figures are based on proposed floor levels for the dwellings, and the floor levels of the existing dwellings.

To the west of the site is Ivel Road, a main route in and out of Shefford. To the other side of Ivel Road is existing residential development. This comprises recent and ongoing development of the former Shefford Town Football Club and residential development from the late 1990's. There is also a petrol filling station which has a shop which sells goods such that it could be described as a small supermarket. The site slopes upwards from Ivel Road so that it is elevated above those properties on the other side of Ivel Road, which themselves lie below the level of Ivel Road.

To the south of the site is agricultural land, relatively narrow in depth, separating the site from the A507 which runs in an east west direction. To the east of the site is further agricultural land and a woodland.

The site is subject to significant level changes rising from the Ivel Road on the western boundary towards the woodland which lies just beyond the eastern boundary. The level change is approximately 10-12m.

The Application:

The site is an allocated site within the Site Allocations Development Plan Document 2009 for a mixed use development comprising the following the provision of a minimum of 70 dwellings and 2ha of employment land.

This application is a full application for 85 dwellings with garages and associated works. A separate outline planning application has been submitted for the commercial part of the site. The site has been split into two parcels, residential to the north and commercial to the south, separated by a main spine road running through the site.

The development comprises 85 dwellings of which 30 are affordable. The mix is as follows:

Private Units

4 no. 2 bed houses;
25 no. 3 bed houses;
13 no. 4 bed houses;
13 no. 5 bed houses.

Affordable Units

8 no. 2 bed apartments;
12 no. 2 bed houses;
10 no. 3 bed houses.

The units comprises a mix of terrace, semi-detached and detached units. The apartments are contained within two blocks of four apartments. For the most part the dwellings are two storeys in height apart from four units which are two and a half storeys in height. They are located more centrally within the site fronting onto the central area of open space.

It is proposed to provide a central area of open space within the site within which will be provided a LEAP (Locally Equipped Area for Play). It is also proposed to provide a flood attenuation area within this area in addition to another attenuation area in the north west corner. Both of these areas will remain dry apart from very extreme instances of flood.

The majority of the dwellings proposed will be accessed from the roundabout on Ivel Road. This roundabout will be reconfigured to provide a fourth arm into the site linking to a main road through the site. This road will then have two principal roads branching off to the north which then cascade into mews and shared surface roads. To the south of the main access road is the commercial land which will have separate accesses.

In addition to the main access from the roundabout, the twelve plots that front onto Ivel Road will be accessed will be accessed directly from that road via three new access points which will serve 5 plots, 4 plots and 3 plots respectively.

The application includes full landscaping proposals with significant new planting across the development and additional planting along the northern boundary to supplement the existing hedgerow.

RELEVANT POLICIES:

National Policies

National Planning Policy Framework (2012)

This document has replaced the suite of Planning Policy Guidance Notes and Planning Policy Statements. The key policy guidance statements seek to promote the following:

- A clear presumption in favour of sustainable development;
- Approve proposals that accord with the development plan;
- Secure high quality design and good standards of amenity;
- Mixed use development;
- Sustainable transport;
- Pre-application engagement and front loading of the planning process;
- A wider choice and mix of housing;
- Mitigate flood risk on developments and elsewhere;
- Minimise impact upon biodiversity and heritage assets.

Regional Spatial Strategy

East of England Plan (May 2008)

Central Bedfordshire Core Strategy and Development Management Policies Development Plan Document (2009)

The following policies are relevant:

CS2 – Developer contributions;
CS3 – Healthy and sustainable communities;
CS4 – Linking communities – Accessibility and Transport;
CS5 – Providing homes;
CS7 – Affordable housing;
CS9 – Providing jobs;
CS10 – Location of employment sites;
CS13 – Climate change;
CS14 – High quality development;
CS15 – Heritage;
CS16 – Landscape and woodland;
CS17 – Green infrastructure;
CS18 – Biodiversity and geological conservation;
DM1 - Renewable Energy
DM2 – Sustainable construction of new buildings;
DM3 – High quality development;
DM9 – Providing a range of transport;
DM10 – Housing mix;
DM13 – Heritage in development;
DM14 – Landscape and woodland;
DM15 – Biodiversity;
DM16 – Green infrastructure.

Site Allocations Development Plan Document (2009)

The site is allocated within this development plan document under Policy MA6 and states:

Land at Bridge Farm, Ivel Road, Shefford, as identified on the Proposals Map, is allocated for mixed-use development providing a minimum of 70 dwellings and 2 hectares of employment land to be developed for uses compatible with the neighbouring residential area. In addition to general policy requirements in the Core Strategy and Development Management Policies DPD and appropriate contributions to infrastructure provision in the Planning Obligations SPD, development on this site will be subject to the following:

- *On site provision of recreational open space; and*
- *A route to be safeguarded through the site in order to allow sufficient future access and services to land to the east and south.*

Supplementary Planning Guidance

Design Guide for Central Bedfordshire – Design Supplement (2009)

Planning History

None relevant

Representations: (Parish & Neighbours)

- | | |
|-----------------------|--|
| Shefford Town Council | Object to the development on grounds that: <ul style="list-style-type: none">• Vehicular access should be solely limited to the roundabout;• No plan for safe pedestrian crossing at the roundabout;• Driveways should not exit onto Ivel Road and informed Bovis Homes at the time of their presentation;• Do not want to see grass verges. |
| Neighbours | Seventeen letters of comment/objection on the following grounds: <ul style="list-style-type: none">• Speeds and traffic levels along Ivel Road;• Need safe pedestrian crossings along Ivel Road;• Site sections are incorrect;• Increased flood risk;• Sewage capacity concerns;• Density of development adjacent to Queen Elizabeth Close is too high;• Need to safeguard against overlooking;• Planting along boundary with Queen Elizabeth Close needs to be mature;• Maintenance of landscaping needs to be addressed;• Question accuracy of levels along boundary with |

- Queen Elizabeth Close;
- Infrastructure in Shefford is inadequate regarding education, roads, traffic, sewerage, doctors, police, fire, supermarkets;
 - Should only be one access via the existing roundabout and not three new access points on Ivel Road;
 - Noise pollution from the roundabout, roundabout should be offset into the site;
 - Measures to secure crossings on Ivel Road and traffic calming should be introduced.
 - Queries over what the commercial area is to be used for;
 - Concern over HGV's to the commercial area;
 - Noise levels along Ivel Road;
 - Access to the site should be from A507;
 - Limited leisure benefits or green infrastructure;
 - Footpath along northern boundary should be secured as a public right of way to connect to the countryside;
 - Developer should not be allowed to connect into existing infrastructure, rather should provide new infrastructure for the development of a sewage treatment plant.
 - Concerns regarding on street parking in front of plots 1-16, speed of traffic on Ivel Road, safety for pedestrians
 - Additional development will add to frequency of power outages, unless additional capacity is provided
 - Anti-social behaviour is already a problem in the town

One letter and one email on behalf of adjoining landowner supporting the scheme but raising the following concerns

- That the proposed link does not meet relevant highway standards as it is likely that in the future there could be a desirable route through to Hitchin Road. This concern relates to both the location of houses relevant to the road and the width of the road; and
- The proposed link should be secured as adopted highway land as without this there could be a ransom strip situation that could prejudice the link ever being provided. There are alternative access options (through Queen Elizabeth Close) that could be used as an alternative.

Two letters received on behalf of an adjoining landowner, objecting on grounds that:

- unsure of preservation of drainage rights;
- Question provision of open space;
- No reference to how the link required as part of Policy MA06 will be provided;
- Concern that scheme does not have due regard to

form of development beyond the site and bringing forward that land at a future date;

- The scheme is not conducive to ensuring that high quality development is delivered at this site at the entrance to Shefford;
- Need to provide 10% of energy from renewable sources and dwellings to meet Lifetime Homes.
- Unclear as to how development enhances accessibility by non-car modes e.g. cycle links to Shefford.
- No details regarding Heads of Terms for a S106 agreement, or details of open space on site
- Does not comply with policy MA6, nor the NPPF regarding safeguarding a route to the adjoining land to the south and east
- If only a strip of land of land is reserved on the application it is likely to be a barrier to bringing forward future development, the Council should require roads and services to adoptable standards to the boundaries of the application sites, both routes should be secured by legal agreement to ensure good planning a sustainable form of development

Site Notices Displayed
Application Advertised

Consultations/Publicity responses

Highways Agency
CBC Highways

No objection subject to travel plan condition

The assessment carried out on the effect of the proposed residential and commercial development is generally accepted. The numbers of vehicles generated will not adversely affect the local road network.

As indicated in the TA the site is convenient for pedestrian and cycle access to the town centre. Pedestrian and cycle access to the town centre needs to be improved along Ivel Road. The traffic speed along parts of the road tend to be low due to on-street parking but the nature of the road changes to the south where there is less frontage development. The proposed development will in itself change the nature by having properties accessing onto Ivel Road via shared accesses. Slowing features and a 20 mph limit on Ivel Road would reinforce this and provide a safer and more attractive route to encourage pedestrian and cycle trips into the town centre and permit the use of a raised zebra crossing on Ivel Road.

General Site Layout

The main access road is 6.0 metres wide and generally straight. The other residential roads are 5.5 metres. Shared drives are 4.8 metres wide. The main access

road will require slowing features to keep traffic to around 20 mph and this will need to be conditioned.

There are three shared driveways that access directly on to Ivel Road. There is an adequate shared access at each site to allow private cars to enter and turn around within the site but service vehicles will be required to stop on Ivel Road. There is no objection to this in principle but a scheme will be required to reduce the speed of traffic on Ivel Road.

Drawing number 249-E004 'Proposed S38 Adoption Areas' is unclear in its indication of what is proposed to be put forward as adopted highway.

Drawing 249-E005 Vehicle Tracking Assessment indicates that the turning head at the eastern end of the main access road is inadequate. The refuse vehicle can only complete a three point turn by encroaching into an area outside the red line.

The number of allocated parking spaces conforms to current guidance.

The overall number of visitor parking spaces on the site is adequate. There is a shortage of visitor spaces locally at the eastern end of the site but there is generally space within the shared private areas to cater for occasional visitor parking in this area.

If the inadequate turning facility at the eastern end of the main access road cannot be addressed then would have to recommend a refusal on highway grounds. If this can be adequately addressed then would ask for conditions to be added to any permission granted.

CBC
Transport

Sustainable

The site needs to have a range of travel options to reduce reliance on car given its location and mitigate impact upon surrounding roads. Site needs to be assessed from an accessibility perspective and measures put in place in terms of infrastructure and a travel plan to support different alternatives. Recommend the following:

- provision of a 3m wide shared use footpath connecting site entrance to Churchill Way roundabout and provision of formal crossing for pedestrians and cyclists to access the town centre;
- improvements to pedestrian and cycle route along Ivel Road by an extension of the town wide 20mph limit up to the roundabout is recommended which would enable raised zebra crossing;
- Provision for crossing point to access the small supermarket would be desirable as part of the roundabout particularly to serve the needs of the commercial layout.

	Travel plan needs to be amended to be acceptable. This can be dealt with by a planning condition.
CBC Landscape	<ul style="list-style-type: none"> • Hedgerow along Ivel Road should be retained where possible; • Need to maintain green corridor along old railway line and ideally have it within the public realm; • Attenuation area should be attractive natural area and form part of public realm; • Attenuation area within centre of site is positive and should form part of a landscaped area for play; • Would like to see links to surrounding countryside; • Needs to incorporate SUDs.
CBC Ecology	Satisfied that no protected species are affected by the proposals. Habitats on site are of limited value and there are limited opportunities for enhancements. Would like to see field maple or blackthorn species incorporated in any additional planting. Support the provision of bird boxes and more wildflower species in the attenuation area in the north west corner.
CBC Public Protection	No objections to the proposed development. Sound levels in properties need to meet the Good Standard in BS 8233. Recommend conditions.
CBC Archaeology	No objection subject to a conditions.
CBC Education	No objection, request s.106 contributions
CBC Housing	Support the development and provision of 30 affordable properties
CBC Waste	Request further details regarding rear access for bins, collection points, tracking details for vehicles and details of communal bin stores
Environment Agency	No objections subject to conditions regarding detailed surface water drainage scheme.
Beds and River Ivel Drainage Board	No objection. As it is proposed to discharge storm water runoff to the an adjacent field drain controlled by the IDB, all flows must be controlled to Greenfield runoff rates. If the intention is to discharge directly to the adjacent field ditch the consent of the lead flood authority is required. That consent is currently undertaken by the IDB. Please include a suitably worded condition.
Anglian Water	No comments received
Ramblers	No comments received

Determining Issues

The main considerations of the application are;

1. Principle of development
2. Character and appearance of the area:
 - Layout;and
 - Scale and Design
3. Amenities of adjoining properties

4. Access and highway safety
5. Landscaping
6. Flood Risk
7. Ecology
8. Heritage
9. Other Issues
10. Section 106

Considerations

1. Principle of development

The site has been allocated for mixed use development as part of the Council's Local Development Framework. The Site Allocations DPD (2009) allocate the site under Policy MA6, the details of which are set out above.

The site has been allocated for a mixed use development and whilst this application is for residential development, members also have before them an outline planning application for B1 development on the southern part of the site.

The policy allocates the site for a minimum of 70 dwellings and this application proposes 85 dwellings. This equates to a density of 27 dwellings per hectare. In an edge of settlement location such as this, the density proposed is considered to be acceptable. The density is slightly increased as the scheme includes 8 apartments and the mix includes a number of terraced properties.

The scheme also provides an area of open space located centrally within the development, which will provide amenity space and include a LEAP (locally equipped area for play). This sits beside an attenuation area which will only hold water in extreme events when it will not be used anyway. This will form a gentle bowl area that will be landscaped and comprise usable open space. In this respect the proposal is acceptable.

The final specific requirement is that the site provides safeguarded access sufficient to access land to the east and south. In this respect the proposal does identify two future access points. It should be noted that the outline planning application for the commercial land makes reference to providing an access to the south. This requirement was inserted by the Inspector following the Public Examination into the Site Allocations DPD.

As part of the consultation process, the adjoining landowners seeking to promote the sites for future development have made representations. One party is generally supportive but expressed concerns regarding the link and whether it meets highway standards and that it should be adopted to ensure the delivery of the access. They have stated that there is alternative access options (through Queen Elizabeth Close) that could be used. The other party has also raised concerns regarding the safeguarding of the link.

Taking the points in turn, the Environmental Health Officer in commenting on the application has had regard to future access through the site and the implications upon occupiers of the dwellings. There is no objection to this following confirmation from the applicant regarding sound levels within the dwellings and

the specification of glazing.

With regard to the width of the road, the proposal is considered sufficient to serve the development as proposed. The adjoining land has no planning status and it is not known at this stage the quantum of development that may come forward.

On the second point, the links will be safeguarded as part of the section 106 legal agreement. It is not for the Local Planning Authority to get directly involved in dictating the value of land.

The proposed development provides an acceptable mix of properties. With regard to the affordable units, the mix has been agreed with the Council's Housing Officers and the distribution/clustering throughout the development is acceptable.

In light of the above considerations, the specific requirements of the allocation policy have been met and the proposal is acceptable in this regard. The detailed considerations of how the proposed development accords with other policies is discussed further in this report.

2. Character of the area

The site lies on the south east edge of Shefford, on land that is currently agricultural land with an existing dwelling that will be demolished as part of the proposals. The site experiences significant level changes sloping up from Ivel Road and from the site to the properties in Queen Elizabeth Close. The site is relatively open to the south but is partly screened by an existing hedgerow. To the eastern boundary there is minimal planting but just beyond this is significant planting in a woodland. Adjacent to the northern boundary of the site is significant landscaping and planting along the formed railway embankment that screens the application site.

The context for development of this site is characterised by residential development to the north and west, a petrol filling station to the south west and open land to the south and east. The properties to the north in Queen Elizabeth Close are raised above the site and are predominantly red brick. There is existing planting along that boundary. To the west, the dwellings are late 90's properties set back from Ivel Road. They are sited below the level of Ivel Road and are accessed from several points along Ivel Road.

Layout

The site layout is characterised by frontage development along Ivel Road, similar in character to existing properties in that they are set back from the road frontage and accessed from Ivel Road. These accesses serve 12 properties. The Design and Access Statement explains that the mix of short terraces and semi-detached and detached plots seeks to mimic that of the properties opposite. The provision of these three access points along Ivel Road has generated strong objections. From a visual point of view, the additional accesses are considered acceptable given the landscaping proposals and existing form of development opposite. The highway safety aspect will be discussed later in this report.

The remaining plots are accessed via the roundabout on Ivel Road which will create a central spine road extending through the site and terminating in a future link to land to the south and east. To the south of the road is the employment land with residential to the north. There are three access points along this road to serve the residential properties.

Along the northern boundary of the site, new development will back onto Queen Elizabeth Close. In order to create frontage development within the site this form of development is logical, whilst having regard to securing good standards of amenity for existing and proposed properties.

The road layout has been designed to ensure permeability and reduce vehicle speeds. There is only one cul-de-sac at the north east corner of the development, which will be a private drive. The remainder of the layout secures movement through the site, particularly for pedestrians so that access is not solely along the main spine road. A pedestrian link to Ivel Road is provided in the north west corner which links into the new footpath along the site frontage.

The parking provision comprises a mix of on plot, on street and courtyard parking with no particular type dominating. The courtyard areas provide no more than 14 spaces and on street provision is broken up by landscaping in the street.

It is necessary for servicing requirements to provide rear accesses for some properties. These will serve no more than 5 properties and it would be appropriate to provide gated entry points so that only those properties have access. This can be secured by condition.

Scale and Design

The proposed development is predominantly two storeys in scale with only four two and a half storey units. Those units are located facing the central area of open space. The applicant was requested to provide street scene elevations of these units to illustrate how they relate to the two storey dwellings and they show that the difference in height is such that they will not be overly intrusive in the street scene or to the wider surrounding area. Originally, two other two and a half storey units were proposed that fronted onto the main road through the site. These have been removed following concerns and discussions with the applicant.

The Design and Access Statement in considering the design and appearance of the plots has looked at the wider character of Shefford, assessing both traditional and more recent development. Overall, there are five character areas, where the design of the properties are slightly different in terms of the elevational treatment but there is a consistent theme in terms of the materials proposed to ensure that the different character areas are harmonious in terms of overall appearance.

The palette of materials comprises mainly red and buff brick with occasional use of render and plain roof tiles in either red or grey. The boundary treatment plan submitted also illustrates minor variations between the different areas with hedging to be provided along the Ivel Road frontage (keeping with existing),

more formal railings around the area of open space. Elsewhere, front boundaries and gardens will be characterised by low edging and planting to soften the appearance and create a less formal streetscene.

The individual plots will be predominantly timber panel fencing to the rear gardens. On those boundaries which are prominent in the streetscene, boundary screen walls are proposed in materials to match the adjoining plots.

Overall, the development by its very nature will have an impact upon the character and appearance of the area. The existing landscaping within the site along the northern boundary will be retained and enhanced and the hedging along the western boundary will be retained as much as possible. Wider views from the north east and east are screened by existing planting.

For the above reasons, it is not considered that the proposal would have an adverse impact on the character of the area.

3. Amenities of adjoining properties

The site directly adjoins existing residential development to the north in Queen Elizabeth Close and there are also existing properties on the other side of Ivel Road.

There are changing levels across the site and it was requested that the application be accompanied by site sections to illustrate the relationship between existing and proposed properties along the north and western boundaries of the site. Queries have been raised as part of the consultation process regarding the accuracy of levels along these boundaries. The accuracy of site sections along the northern boundary relate to adjacent gardens is considered a reasonable reflection of the situation.

However, the site sections along Ivel Road with the existing properties opposite have been found to be incorrect and those properties are lower than originally shown. Revised plans have been submitted and the relevant properties have been consulted for further comment. It is worth noting that those plans include revised landscaping along the Ivel Road frontage that includes the retention of the existing hedge where possible and additional planting and reduce intervisibility.

To the north the existing properties in Queen Elizabeth Close are elevated above the application site. The majority of those properties back onto the application site apart from the end property which is side on. The boundary comprises a mix of planting which includes well established hedgerows and a variety of tree planting, that screen the rear properties of existing properties to the application site.

The proposed layout along the northern boundary comprises properties backing onto the boundary. The distance of separation between existing and proposed properties (back to back relationships) is a minimum of 22m, considered sufficient and in accordance with the Council's adopted Design Guide to retain privacy between the properties. The end property, no. 23, is side on and the back to side relationship is 19m. That property has a small covered patio area

leading out from a utility room that is adjacent to the boundary. In light of the level difference, the proposed enhancement of existing landscaping and proposed landscaping it is not considered that there will be any significant impact upon the amenities of that property. The property at the western end of Queen Elizabeth Close will back onto the proposed attenuation area and there is a significant distance of separation between that property and the nearest proposed plot, such that there will be no unacceptable impact upon the amenities of that property.

With regard to overlooking into gardens, the distances of separation are also considered acceptable. Whilst the gardens in Queen Elizabeth Close are raised they are well screened to the application site by existing planting. To further enhance privacy, additional planting is proposed along this boundary at various points, where there are existing gaps to allow this. This includes supplementing the existing landscaping and new planting in a number of the proposed rear gardens to reduce intervisibility. The species proposed will be established specimens and the precise details of locations will be dealt with by condition.

The landscaping details have been revised following discussions with officers and are now considered acceptable in principle. A condition is necessary to agree the precise locations of planting along the northern boundary following detailed consideration on site.

There will be no overbearing impact, overshadowing or loss of light given the distance of separation and the scale of development proposed.

The properties on the other side of Ivel Road will not be adversely affected by the plots proposed opposite. The minimum distance between existing and proposed is 28m, a distance more than sufficient to ensure no loss of privacy, overbearing impact or overshadowing. As stated above, the initial site sections submitted did not accurately reflect the relationship. Revised plans have been submitted by the applicant. There is a difference in levels of 1.4m as shown on one cross section and some properties are set further below this. However, given the distance of separation this would not materially impact upon the considerations as described above. Furthermore, the applicant has amended the landscaping details to include planting along the Ivel Road frontage that will reduce intervisibility between existing and proposed properties.

The Environmental Health Officer in his response has assessed the potential future living conditions of occupiers of the proposed dwellings in light of their proximity to the main access road through the site and the commercial development proposed opposite. This assessment also takes account of future development and increased traffic levels should the land to the east and south come forward for development.

There is no objections to the development on these points. The applicant has provided further information to demonstrate that noise levels within the proposed dwellings will be acceptable. The commercial site is subject to a separate planning application for B1 development. However, whichever use is developed on the site it will be determined with full regard to safeguarding the amenities of the occupiers of the new development and also, importantly, those of existing residential properties close to the site.

Concern has been raised regarding noise from Ivel Road and the roundabout. The proposal will include highway works and proposals to deliver a 20mph zone along Ivel Road. This will reduce speeds and therefore noise, which will result in a betterment to the area. Overall, the proposal would not have an unacceptable impact on the character of the area.

4. Access and highway safety

The application is accompanied by a Transport Assessment which assesses both the residential development of 85 dwellings and the commercial development, based on 3, 247 square metres of B1 space.

As already stated access to serve the development will be via Ivel Road and a reconfigured roundabout. In addition, three new accesses are proposed from Ivel Road to serve 5 plots, 4 plots and 3 plots respectively. The provision of these accesses has generated strong objection.

With regard to highway capacity, the highway officer is satisfied that the numbers of vehicles generated will not adversely affect the road network. A common theme through the public exhibition and the consultation process as part of the application is the impact upon Ivel Road and the local views of problems with Ivel Road in terms of traffic volumes and speeds. However, as stated the impact upon Ivel Road is considered acceptable.

As discussed above, the volumes of traffic generated by the development (both residential and commercial) are considered acceptable. With regard to speeds, the northern part of Ivel Road has slower speeds due to on street parking but on the southern part of the road, the speeds rise where there is less frontage development.

The provision of the new access points along the Ivel Road will change the character of this part of Ivel Road by providing more frontage development. The location of the site and its relationship to the town centre and public transport links results in a key priority of needing to maximise sustainable transport links for pedestrians and cyclists. This can be best achieved by making the immediate environment more pedestrian/cycle friendly.

In light of the above considerations, the introduction of a 20mph zone and slowing features is an important part of the development, going some way to address the concerns of local people regarding this stretch of road. The applicant will be required to enter into a s.278 agreement to secure this. In addition, this will cover the footpath and crossing points within the public highway. This will deliver enhancements to the immediate road network.

With regard to the general site layout, the development is acceptable. The plots accessed from Ivel Road have adequate turning areas off the road but any servicing would need to take place on Ivel Road. As the road would be 20mph there would be no objection to this.

The parking provision allocated for the dwellings is in accordance with the Council's adopted Design Guide and in some cases provides spaces over and above the standards. The garages as provided meet the Council's minimum

guidelines. The provision is as follows:

2 Beds - 48 required, 48 provided;
3 Beds - 70 required, 70 provided;
4 Beds - 39 required, 43 provided;
5 Beds - 39 required, 45 provided.

The overall number of visitor spaces is adequate providing 23 spaces against a requirement of 21. The only comment here is that there is a shortage of visitor spaces at the eastern end of the site but the highways officer considers that there is generally space within the shared private areas to cater for occasional visitor parking.

Subject to the applicant entering into a s.278 agreement and satisfying conditions as set out in this report, the application is on balance acceptable in terms of its impact on highway safety.

5. Landscaping

A full landscaping plan and strategy has been submitted with the application. The key elements include the retention of planting along the northern boundary and Ivel Road frontage, allowing for new development. This will be supplemented by additional planting, particularly along the northern boundary.

The landscaping plan as submitted with the application was not considered wholly acceptable and following comments from the Tree and Landscape Officer, revised plans were submitted. The key issues identified were:

- Better and increased planting within and adjacent to rear gardens along northern boundary; and
- Amended planting within open space including compensation for loss of oak tree to facilitate the roundabout;

The applicant has submitted a revised landscaping which addresses the majority of the points raised. However, following further consideration of the relationship with properties opposite on Ivel Road, additional details of planting have been submitted. These are broadly acceptable but need to be conditioned to secure agreement over some minor changes regarding species and locations. Overall, subject to some further details to be secured by condition, the landscaping scheme as submitted is acceptable.

A condition is attached to secure the implementation and management of the buffer screen along the northern boundary of the site. The applicant has confirmed that they would seek to establish the planting along the northern boundary within the first planting season following any planning permission and this will be written into the condition.

6. Flood Risk and Drainage

The site lies wholly within Flood Zone 1, classified as an area with low fluvial flood risk. It is outside the influence of other identified sources of flood risk and therefore in light of these considerations the major risk in this area will be the management of storm water resulting from the development.

The applicant has had pre-application discussions with the Bedfordshire and River Ivel Drainage Board as they are responsible for the adjacent watercourse. The re-use of the existing sewer has been agreed in principle subject to restricting the flow of storm water to 3l/s/ha. In order to achieve the required discharge rate, the residential development needs to provide a certain amount of storage on the site.

In considering the use of Sustainable Urban Drainage Systems (SuDS), the SuDS Manual and guidance from the Environment Agency applies a sustainability hierarchy to the various types of SuDS systems. The hierarchy is as follows:

1. Living roofs;
2. Basins and ponds;
3. Filter strips and swales;
4. Infiltration devices;
5. Permeable surfaces and filter drains; and
6. Tanked systems.

The proposals as submitted include two attenuation areas within the site and these are to be included within adoptable areas of open space. They will only hold water in extreme weather conditions. The depth of the area adjacent to Ivel Road is 1.5m. It would only hold water of that depth in a 1 in 100 year event and 1m of water in a 1 in 30 year storm.

The Flood Risk Assessment has also looked at the commercial development, subject of a separate application. It is not known at this stage the precise attenuation works to be provided. However, the commercial scheme has the flexibility to provide individual unit attenuation systems. The commercial land will have separate outfalls for foul and surface water to ensure each unit can be developed independently, although they will flow to the same watercourse and adopted drainage systems.

The Environment Agency and the Drainage Board have both responded stating no objection to the proposed development. A condition requiring full details of the surface water drainage scheme shall be secured by planning condition. The Drainage Board have confirmed that subject to control over discharge rates being limited to those stated within the FRA, they are content. The formal consent of Central Bedfordshire Council will be required (consenting undertaken by the Drainage Board) to discharge to adjacent field ditch. Subject to a suitably worded condition the application is acceptable with regard to surface water drainage.

Concerns have been raised by respondents concerning existing problems with sewage infrastructure along Ivel Road. Anglian Water's comments are awaited. The applicant will be required to enter into agreement with Anglian Water to adequately deal with this issue. A connection into the public sewer is the only viable option for a site of this size.

It is not within the authority of Central Bedfordshire Council as Local Planning Authority to dictate the method of foul drainage if Anglian Water are satisfied with the applicants proposals.

7. Ecology

The Ecology Report has been prepared following a site visit in February 2012 and completion of an Extended Phase 1 Habitat and Protected Species Survey.

The report concluded that the site has habitats of limited value to wildlife, common and widespread within the local area. The hedgerow and scrub habitats provide commuting routes, nesting and foraging opportunities. The report recommends retaining the hedgerow and mature trees and supplementing that with new planting to enhance biodiversity.

No evidence of badgers, great crested newts or reptiles was observed and the site offers limited potential given its isolated location. In order to safeguard any birds, the report recommends removal of vegetation outside the breeding season (March – September inclusive) or if not possible, under the supervision of a suitably qualified ecologist.

The Council's Ecologist has reviewed the report and accepts the findings that no protected species will be affected. The building that may accommodate roosting bats is within the employment site and this will be dealt with by a planning condition attached to any consent on that site. Any landscaping should take the opportunity to enhance ecological potential on the site

8. Heritage

The site is not within a conservation area nor is there any listed buildings close by. However, the site is within an area of archaeological interest and as a result the applicant has submitted a Heritage Asset Assessment and following advice from the Council's Archaeologist a geophysical survey and programme of trial trenching has been undertaken to establish the site archaeological potential.

Following the field investigations, a report has been submitted reporting the findings of the work undertaken. This has been reviewed by the Archaeologist and approved. A subsequent condition is recommended to secure a Written Scheme of Investigation.

9. Other Issues

The application has been accompanied by other technical reports that include Energy and Sustainability, Air Quality, Waste Management and Ground Conditions.

These reports do not raise any concerns or objections. One of the representations received states that the development should be achieving 10% from renewable's and lifetime homes standard, in accordance with Policy DM1 of the Core Strategy. It is considered appropriate to impose a condition requiring compliance with this.

10. Section 106 Planning Obligation

The starting point for determining the level of infrastructure contributions required is the Council's Planning Obligations Strategy (POS), but for sites of

this size discussions are largely based on site specifics, having regard to the requirements of Regulation 122 of the Community Infrastructure Levy (CIL). For planning obligations to be CIL compliant they must meet the following three tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related to the scale and kind to the development.

Section 106 discussions with the applicant have secured contributions totalling £938'344. This includes the off-site highway works which amount to contributions totalling some £159'000. Some of the works included are over and above those reasonably required to make the development acceptable, and have been identified through the consultation process associated with the planning application. It has been necessary for the Council to take into account the additional highway works in negotiating the overall level of infrastructure contributions required as part of the proposal. In addition, the Council has been asked to justify fully all the contributions requested, and this had led to some reduction in contributions where detailed evidence does not exist to require all the sums sought.

The applicant has agreed to provide 30 affordable dwellings which represents just over 35% of the dwellings to be provided on the land, and this will be secured in the Section 106 planning obligation.

Education

A contribution of £611'847 has been secured towards early years, lower, middle and upper school. The contribution meets the requirements as set out by the Council's Education Team.

Sustainable Transport

Section 278 works to include new footpath along Ivel Road, additional crossing points at the revised roundabout, a zebra crossing, provision of a 20mph zone along Ivel Road. The works correspond to a financial contribution of £159'000.

Community Facilities

A contribution of £40'000 has been agreed which will be directed towards the new Shefford Memorial Hall building project on Ivel Road. This sum is in accordance with the POS.

Green Infrastructure, Forest of Marston Vale & Open Space

The POS requires contributions of £143'329 (Green Infrastructure), £64'579 (Marston Vale) and £87'432 (Indoor and Outdoor Sport). The applicant in their submissions has offered £97'000 towards these three areas on the basis that the landowner has undertaken tree planting in recent years in the vicinity of the site costing in the region of £68'000.

Health Facilities

A contribution of £26'000 has been proposed to go towards existing facilities in Shefford. This equates to approximately 25% of the POS requirement.

Cemeteries

A contribution of £684 has been agreed which is in accordance with the POS

Waste Management

A contribution of £ 3'998 has been agreed which is in accordance with the POS.

Community Cohesion

A contribution of £1'615 has been agreed which is in accordance with the POS.

Employment Land

The two hectares of employment land are considered to be a very important aspect of policy MA6, as it will help to ensure an appropriate balance of housing and employment in the local area. In order to encourage and facilitate the development of the employment land, the submission and approval of a marketing strategy will be secured as part of the planning obligation for this application for housing.

Overall the level of infrastructure contributions proposed by the applicant are considered appropriate for the scale of the development, and the highway works proposed for Ivel Road will have a beneficial impact on highway safety.

Recommendation

That Planning Permission be approved subject to the following conditions and completion of a section legal agreement to secure the obligations and contributions as set out above:

- 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 **No development shall commence until the detailed plans of a scheme to reduce traffic speed on Ivel Road to a level appropriate for a 20 mph speed limit have been approved by the Local Planning Authority and no dwellings accessing Ivel Road via a shared access shall be occupied until the scheme has been constructed in accordance with the approved details.**

Reason: To make the accesses safe and convenient for the traffic which is likely to use them and to encourage pedestrian and cycle access to the town centre.

- 3 **No development shall commence until details of the roundabout junction between the proposed estate road and Ivel Road 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.

- 4 No dwelling accessing onto Ivel Road shall be occupied until visibility splays are provided at the junction of the accesses with Ivel Road. 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 33m measured from the centre line of the proposed access along the line of the channel of the public highway. The required vision splays shall for the duration of the development remain free of any obstruction to visibility.

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

- 5 Before any of the accesses 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 highway into the site along the centre line of the anticipated vehicle path. The vision splay so described and on land under the applicant's control shall be maintained free of any obstruction to visibility exceeding a height of 600mm above the adjoining 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.

- 6 Visibility splays shall be provided at all road junctions 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 33m 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

- 7 **No development shall commence until the detailed plans and sections of the proposed roads, including gradients, method of surface water disposal and a scheme to reduce the speed on the main access road**

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 roadworks are constructed to an adequate standard.

- 8 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.

- 9 **No development shall 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.

- 10 No dwelling shall be occupied until a site wide travel plan has been submitted to and approved in writing by the Council, such a travel plan to include details of:
- Baseline survey of site occupants in relation to these current/proposed travel patterns;
 - Predicted travel to and from the site and targets to reduce car use.
 - Details of existing and proposed transport links, to include links to both pedestrian, cycle and public transport networks.
 - Proposals and measures to minimise private car use and facilitate walking, cycling and use of public transport.
 - Detailed 'Action Plan' to include specific timetabled measures designed to promote travel choice and who will be responsible
 - Plans for monitoring and review, annually for a period of 5 years at which time the resulting revised action plan shall be submitted to and approved in writing by the planning authority.
 - Details of provision of cycle parking in accordance with Central Bedfordshire Council guidelines.
 - Details of marketing and publicity for sustainable modes of transport to include site specific welcome packs. Welcome pack to include:
 - Site specific travel and transport information,
 - Details of sustainable incentives (e.g. travel vouchers)
 - Maps showing the location of shops, recreational facilities, employment and educational facilities
 - Details of relevant pedestrian, cycle and public transport routes to/ from and within the site.

- Copies of relevant bus and rail timetables together with discount vouchers for public transport and cycle purchase.
- Details of the appointment of a travel plan co-ordinator.

No part of the development shall be occupied prior to implementation of those parts identified in the Travel Plan [or implementation of those parts identified in the Travel Plan as capable of being implemented prior to occupation]. Those parts of the approved travel plan that are identified therein as being capable of implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied.

Reason: To promote sustainable modes of travel and to reduce the potential traffic impact of the development on the local highway network

- 11 Before the premises are occupied all on site vehicular areas shall be surfaced in a stable and durable manner in accordance with details to be approved in writing by the Local Planning Authority. Arrangements shall be made for surface water drainage from the site to soak away within the site so that it does not discharge into the highway or into the main drainage system.

Reason: To avoid the carriage of mud or other extraneous material or surface water from the site so as to safeguard the interest of highway safety and reduce the risk of flooding and to minimise inconvenience to users of the premises and ensure satisfactory parking of vehicles outside highway limits

- 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 previously agreed in writing by the Local Planning Authority.

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 Before any dwelling hereby permitted is occupied, a scheme for the secure and covered parking of cycles on the site (including the internal dimensions of the cycle parking area, stands/brackets to be used and access thereto), calculated at one cycle parking space per bedroom and 2 short stay spaces per unit, 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.

- 14 **No development shall commence 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 drainage strategy should demonstrate the**

surface water run-off generated up to and including the 1% AEP (100-year return period) critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall be based upon the criteria, principles and parameters as set out within the Flood Risk Assessment (dated March 2012, reference J-B0348-R03, compiled by Opus International Consultants (UK) Ltd), and include the following:

- Full calculations detailing the existing surface water runoff rates for the Q_{BAR}, Q₃₀ and Q₁₀₀ storm events, and further demonstration that the system functions given the 3 l/s/ha limit;
- Full storm event simulation results with appropriate inputs and parameters demonstrating the surface water runoff rates for the Q_{BAR}, Q₃₀, Q₁₀₀ and Q_{100 PLUS CLIMATE CHANGE} storm events, of the critical storm season and duration;
- Full results of detailed modelling of the proposed drainage system in the above-referenced storm events, inclusive of all collection, conveyance, storage, flow control and disposal elements, together with an assessment of the system performance;
- Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions, and pipe reference numbers;
- Full details of the proposed attenuation and flow control measures, including dimensions, design and water levels, gradients and – where a vortex flow control is used – the manufacturer's design flow curve;
- Details of overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites;
- Full details of the maintenance and/or adoption of the system inclusive of all collection, conveyance, storage, flow control and disposal elements.

Reason: To prevent the increased risk of flooding, both on and off site.

- 15 Details of the method of disposal of foul sewage for the site shall be submitted to and approved in writing by the Local Planning Authority before any work on the site commences. The drainage works shall be constructed in accordance with the approved plans.

Reason: To ensure that adequate foul water drainage is provided to prevent pollution of the surrounding environment.

- 16 No development shall commence until the applicant or developer has secured the implementation of a Written Scheme of Archaeological Investigation which has been submitted to and approved in writing by the Local Planning Authority. The said development shall only be implemented in accordance with the scheme thereby approved.

Reason: To record and advance understanding of the significance of the heritage asset with archaeological interest in accordance with Policy 141 of the *National Planning Policy Framework*.

- 17 Details of bin storage/collection point shall be submitted to and approved by the Local Planning Authority. The bin storage/collection point shall be implemented in accordance with the approved details prior to the occupation of any dwelling.

Reason: In the interest of highway safety.

- 18 **Notwithstanding the landscaping details as submitted, revised details of planting along the west and north boundaries of the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The details shall include:**

- **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 , indicating those to be retained and the method of their protection during development works; and**
- **measures to secure the management and maintenance of the landscape buffer along the northern boundary of the site.**

Notwithstanding condition no. 19, the landscaping works thereby approved shall be implemented within the first planting season following the granting of planning permission and shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenities of the area and the amenities of adjoining properties.

- 19 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development whichever is the sooner; and any trees or plants which within a period of 5 years of completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority give written consent to any variation.

Reason: In the interests of the visual amenities of the site and the area generally.

- 20 No removal of trees or hedgerows shall be carried out on site between March and September (inclusive) of any year unless previously agreed in writing by the Local Planning Authority.

Reason: To safeguard and protect the wintering/roosting/feeding/resting/breeding locations of protected species.

21 The boundary treatment scheme hereby approved shall be completed in accordance with the approved scheme before the building(s) is/are occupied.

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

22 Prior to the occupation of any dwelling details of the security measures to limit access to proposed rear pedestrian accesses of properties shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented prior to the occupation of the relevant plots.

Reason: In the interests of security.

23 **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.

24 **Prior to the Commencement of the 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 road traffic noise shall not exceed 35 dB LAeq 07.00 – 23.00 in any habitable room or 30 dB LAeq 23.00 – 07.00 and 45 dB LAmax inside any bedroom and that external noise levels from road traffic noise sources shall not exceed 55 dB LAeq (1 hour) in out door amenity areas.**

i. Any works that form part of the scheme approved by the Local 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 Authority.

Reason: In order to provide an acceptable noise environment and level of amenity for future occupants of the development.

25 **Prior to the commencement of development full details of the open space, including the play area, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:**

- **design and locations of seating and bins to be provided;**
- **design, height and location of fencing; and**
- **full details of equipment to be installed; and**
- **details of signage to be provided; and**
- **a future maintenance and management regime.**

The completed development shall accord with the approved details and

in a timescale to be agreed in writing with the Local Planning Authority.

Reason: In the interests of the visual amenities of the area.

- 26 **No development shall commence until a sustainability strategy has been submitted which demonstrates that a minimum of 10% of the energy needs of the development will be met from renewable or low carbon technologies. The development shall be implemented in accordance with the measures approved.**

Reason: In the interests of securing sustainable forms of development.

- 27 **No development shall commence until 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, and also details of its future maintenance and the maintenance of the other open space areas within the site, shall be submitted to and approved in writing by the Local Planning Authority. The details thereby approved shall be implemented as approved and in a timescale to be approved with the Local Planning Authority.**

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

- 28 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers SHEF-02-100 Rev A, SHEF-02-105, SHEF-02-150 Rev A, SHEF-02-160 Rev A, SHEF-02-180 Rev A, SHEF-02-200 Rev A, SHEF-02-215/1 Rev A, SHEF-02-215/2 Rev A, SHEF-02-300 Rev A, SHEF-02-310 Rev A, SHEF-02-400, SHEF-02-700, SHEF-02-800, SHEF-02-900, SHEF-03-100 Rev A (Sheet 1 of 2), SHEF-03-100 Rev A (Sheet 2 of 2), SHEF-03-101, SHEF-03-102, SHEF-03-103, 249-E001 Rev B, 249-E004 Rev B, 249-E005 Rev B, 249-E006, 249-E007, SHEFF/200/01 Rev A, SHEFF/200/02 Rev A, SHEFF/200/03 Rev A, SHEFF/200/04 Rev A, SHEFF/200/05 Rev A, SHEFF/200/06, SHEFF/200/07 Rev A, SHEFF/200/08 Rev A, SHEFF/200/11 Rev A, SHEFF/200/12, SHEFF/200/13, SHEFF/200/14, SHEFF/200/15, SHEFF/200/16 Rev A, SHEFF/200/17 Rev A, SHEFF/200/18 Rev A, SHEFF/200/19 Rev A, SHEFF/200/20 Rev A, SHEFF/200/21, SHEFF/200/22, SHEFF/200/23 rev A, SHEFF/200/24 Rev A, SHEFF/200/25 Rev A, SHEFF/200/26 Rev A, SHEFF/200/27 Rev A, SHEFF/200/28 Rev A, SHEFF/200/29, LE1688.

Reason: For the avoidance of doubt.

Reasons for Granting

The site is allocated for residential development, and the proposal would not have an adverse impact on the character of the area or on the amenities of neighbouring dwellings. There would be no unacceptable impact on highway safety, or on biodiversity, archaeology, and the proposals for drainage are appropriate. As such the proposal complies with the National Planning Policy Framework, East of England Plan, policies, CS2, CS3, CS4, CS5, CS7, CS9, CS10, CS13, CS14, CS15, CS16, CS17, CS18, DM1, DM2, DM9, DM10, DM13, DM14, DM15 and DM16 of Core Strategy and

Management Policies (2009), and policy MA6 of the Site Allocations Development Plan Document (2009).

DECISION

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