

Item No. 15

APPLICATION NUMBER	CB/12/01123/OUT
LOCATION	Bridge Farm, Ivel Road, Shefford, SG17 5LB
PROPOSAL	Outline Application: Commercial development for B1 office floor space up to 3, 247 sq. metres after demolition of existing buildings at the site with all matters reserved.
PARISH	Shefford
WARD	Shefford
WARD COUNCILLORS	Cllrs Birt & Brown
CASE OFFICER	Richard Murdock
DATE REGISTERED	20 April 2012
EXPIRY DATE	20 July 2012
APPLICANT	Bovis Homes Ltd
AGENT	
REASON FOR COMMITTEE TO DETERMINE RECOMMENDED DECISION	Request by Cllr Brown in light of public interest
	Outline 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.

The site forms one part of a site allocated for mixed use development. The employment site forms the southern half of the site with the residential to the north. 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.

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 west 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 Application:

The site is an allocated site within the Site Allocations Development Plan Document

2009 for a mixed use development comprising a minimum of 70 dwellings and 2ha of employment land.

This application is an outline planning application for the employment land, which forms the southern parcel of the allocated site and it is for B1 office space totalling approximately 3,247sq. m. The application has all matters reserved. The application is in outline form primarily to allow flexibility when potential occupiers/purchasers come forward. No end users have been identified at this time.

An indicative site plan indicating the potential siting of buildings has been submitted, illustrating four potential access points off the main spine road that is proposed to extend from the Ivel Road roundabout.

It has also been confirmed that the floorspace of each building would range from 464 sq.m to 836 sq.m. In addition, The Design and Access Statement provides parameters in terms of heights, widths and lengths. They are as follows:

Height: 6m - 10m;

Width: 15m - 20m

Length: 30m - 100m

The spine road forms part of the full planning application for the residential development immediately to the north.

The applications share a number of supporting documents with this outline planning application being accompanied by the following reports:

- Design & Access Statement;
- Transport Assessment & travel Plan;
- Ecological Appraisal;
- Noise
- Air Quality Assessment;
- Tree Survey & Arboricultural Implications Assessment;
- Heritage Assessment

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;
- 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;
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;
DM13 – Heritage in development;
DM14 – Landscape and woodland;
DM15 – Biodiversity;
DM16 – Green infrastructure.

Supplementary Planning Guidance

Design Guide for Central Bedfordshire 2010

Planning History

None relevant:

Representations: (Parish & Neighbours)

SheffordTown Council	Objects to the application on the following grounds: <ul style="list-style-type: none">• Provision of accesses from Ivel Road and problems with traffic;• Occupations of the residential land should be restricted prior to a sensible number of commercial units being delivered and ready for occupation. Required to provide a better link between houses and jobs and reduce travel.
Adjacent Occupiers	Fourteen letters of objection on grounds of: <ul style="list-style-type: none">• excessive noise and traffic pollution;• another commercial development is not necessary

- given existing empty units;
- loss of green space;
- The water and power infrastructure is not there to support the development;
- public safety concerns;
- Speeding traffic along Ivel Road;
- Increased traffic flow on a road with existing heavy volume of traffic;
- Crossing facilities required;
- Existing problems with pedestrian safety will be exacerbated;
- Concern over provision of the access road to land to the east;
- Are potential through roads suitable for pedestrians, cyclists and vehicles to each use the highway;
- Pedestrian access along Ivel Road should be provided;
- Make provision for future management of drains;
- Increased flood risk;
- Foul sewage needs to be adequately addressed;
- Commercial use should be for uses appropriate to a residential area to limit use by HGV's and control noise. Plans do not support significant access by HGV's;
- Concern over maintenance of commercial site so that it is kept clean and tidy;
- Access should be from the roundabout.
- The position of the roundabout will not require speeding motorists to slow down
- Rise in traffic and speeding is a great concern
- Anti-social behaviour, inadequate police presence, fire station only part time.
- With vacant premises in Shefford, no need for more commercial buildings

Two letters 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.
- Good planning to require adopted highway to the site boundary to ensure links are provided to the rest of Shefford in the adjoining land to the east is developed

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

- unsure of preservation of drainage rights;
- Application does not meet statutory validation requirements in terms of information and as such it is not possible to assess the impacts of the development;
- Design & Access Statement;
- Parameters for width, length and height are not specified;
- 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;
- 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

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.

The site has adequate access to the public highway only if the roundabout improvement required for the residential development (CB/12/01125) is implemented.

This is an outline application but the indicative layout of the car parking areas for the employment sites are not adequate to allow service vehicles to turn within the sites.

No objection to this application on highway grounds subject to conditions restricting the size of the development to 3,247 square metres and B1 use and the implementation of the improved roundabout.

CBC Sustainable Transport

The site will require a travel plan.

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 measure 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.

CBC Trees

Travel plan needs to be amended to be acceptable. This can be dealt with by a planning condition.

Existing native field boundary hedge should be enhanced to provide improved wildlife corridor. Ample opportunity for good planting on the site to compliment the planting as part of the residential development opposite. Recommend some form of separation between commercial and residential use by way of planted bunding. Full details to be submitted as part of future reserved matters application.

CBC Landscape

Recommend further planting along the boundaries of the site to create structure buffer planting. Can further planting be provided along south west corner of the site.

CBC Ecology

The Ecology Report recommends a further survey of the buildings on site to ascertain the value for bats and propose necessary mitigation. Confirm that this can be conditioned as this is an outline planning application.

CBC Public Protection

Any vegetation clearance shall be carried out outside bird nesting season. Recommend that ample planting be incorporated into any landscaping scheme, including fruit trees, to enhance biodiversity.

No objections in principal but given the proximity of the proposed development to new and existing residential development consideration should be given to conditions regarding operational hours and noise emanating from plant, machinery etc, Construction Code of Practice.

CBC Archaeology

No objection subject to a condition requiring a Written

CBC Waste	Scheme of Investigation 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 Level Drainage Board	No objection. As it is proposed to discharge storm water runoff to the 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	Comments to be reported verbally
Ramblers	Comments to be reported verbally

Determining Issues

The main considerations of the application are;

1. Principle of development
2. Character and appearance of the area:
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. In light of this, the principle of employment development is acceptable

The site has been allocated for a mixed use development and whilst this application is for the employment land, members also have before them a full planning application for 85 dwellings on the northern part of the site.

The wording of the policy makes only one prescriptive requirement relating to this application and that relates to the provision of a safeguarded access to serve land to the south and east should that land come forward for development. 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 were consulted and they have submitted comments on the application. In summary one letter comments that they are supportive of the application but have raised two concerns as follows:

1. 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
2. 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.

A second letter from another landowner raises the same issue and expresses concern regarding the safeguarding the provision of a route for the land to the south and east.

Taking the points in turn, the noise issue is dealt with as part of the residential planning application.

In securing the links, the section 106 agreement associated with the residential use will safeguard the road as proposed as it forms part of a detailed application. This application is in outline with all matters reserved and therefore at this stage it is not known at which particular point/route the road to the south would take. Although the indicative layout does show a route to the south.

It is therefore considered appropriate to require the submission of a safeguarded route as part of the section 106 agreement prior to the submission of any reserved matters applications for the site.

If the land does not come forward for development for whatever reason e.g. viability, lack of demand it would not be reasonable for the Council to require the link road to be built at the landowners expense, solely to serve the adjoining development. The provision of access through the site to serve adjoining land would be subject to discussion between the relevant parties.

Comments have been raised regarding the deliverability of the site and a requirement for units to be delivered and occupations on the residential site being restricted until some/all the units have been provided. It is not considered reasonable to require this as there is no certainty, particularly in the current market, that there will be immediate demand. Within the commercial sector, developers no longer construct buildings speculatively as this constitutes a large financial outlay and in addition, by building the units there is then reduced flexibility in terms of responding to individual needs. The outline planning application offers that flexibility so that reserved matters applications can be tailored to meet specific needs of occupiers.

It is considered essential as part of the section 106 agreement to secure the submission, agreement and implementation of a marketing strategy for the site to make best efforts to bring forward occupiers for the site.

In light of the above considerations, the specific requirements of the allocation

policy can be secured 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 open to the south and east.

The context for development of this site is characterised by residential development to the north and west and a petrol filling station to the south west. 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.

This application is in outline form and therefore the detailed elements such as design, siting etc are not subject to formal approval at this stage. However, this site will form a gateway to the southern edge of Shefford and therefore it is important as part of this application to set out some key principles for future reserved matters application. The application does include as part of the Design and Access Statement, the parameters for the buildings in terms of the heights, widths and lengths of buildings.

In terms of general layout, the Design and Access Statement states that the design philosophy is to create a building at the site entrance to reflect the residential scheme opposite and 'turn the corner'. The commercial buildings are proposed to be broadly orientated so that the long axis runs in a north south direction so that the short axis is presented to the south of the site, thus minimising the visual impact in terms of the widths of buildings that can be seen from the wider surrounding area. Between the buildings it is envisaged that courtyards could be formed providing parking, landscaping and open space.

The document contains examples of the types of design of building that is envisaged for the site. The images include contemporary designed buildings but also includes more traditional style buildings, both of which could sit well within the rural context of the site.

With regard to the heights of the buildings, the applicant has confirmed that they will be no more than two storeys in height ranging from 6m to 10m, not materially different in scale to the residential development. The storey heights for commercial development compared to residential are generally higher given the requirements for servicing and modern standards. It would be considered overly restrictive to restrict the development to single storey as this could prejudice the site coming forward.

As well as providing details of the height, the parameters for widths and lengths have been provided and it is stated that the building will range between 464 and 836 sq. metres in floorspace. It is envisaged that a larger footprint building is not

particularly suitable for the site. This reduces bulk and massing.

There is an existing native field boundary hedge along the southern edge of the site and it is considered important to retain this and supplement it as part of the edge of Shefford. The Design and Access Statement states that specifically states that new tree and shrub planting should be incorporated to the south and east boundary. This issue has also been picked up in the comments of the Tree and Landscape Officer and will form a key part of any reserved matters application. A condition requiring a standard of planting belt is considered appropriate to ensure consistency should any plots come forward individually.

Although the application is in outline, the scale of development is not overly significant such that it would warrant the preparation of any design guide/brief. The information submitted envisages relatively small footprint buildings that are of a suitable height and sited in such a way that their appearance to the wider surrounding area is minimised. The reinforcement of existing boundaries with further landscaping has also been clearly identified.

In light of the information that has been provided, it is considered that it is sufficient to reasonably conclude that a development can be secured of sufficiently high quality design. The Council has adopted design guidance regarding larger footprint buildings which will influence the design and appearance of any future scheme and inform the decision making process.

There are other matters which impact upon the character and appearance such as detailed landscaping within the site, boundary treatment etc but they can all be conditioned for future consideration when detailed proposals are formulated.

At this stage, the scope of information submitted with the application is considered sufficient to make an informed assessment of the impact upon the character and appearance of the area and this is considered acceptable.

3. Amenities of adjoining properties

The proposed development will be on the other side of Ivel Road from existing residential properties and proposed properties to the north of the proposed spine road. At this stage the siting of buildings is not known in detail but given the relationship of the site to adjoining residential development (existing and proposed), two storey commercial buildings can be accommodated on site such that they would not adversely affect the amenities through any overbearing impact, loss of light or overshadowing. This will be fully assessed at reserved matters stage.

Consideration must be given at this stage to the impact of the proposed development in terms of noise associated with the use proposed and associated traffic.

The proposal is for B1 use which encompasses offices, research and development and light industrial use. Such uses are considered acceptable adjacent to residential properties given that they are not high noise generators. In addition, the type of vehicles associated with such uses are smaller vehicles with occasionally larger vehicles for servicing. B1 uses do not normally have frequent movements of HGV's.

To safeguard amenity it is considered appropriate to impose conditions which restrict hours of use, hours of any deliveries and require details of plant equipment or machinery to be installed. Should these hours not be suitable for a potential occupier/user on the site then there is the option to amend the condition and any application would be considered on its merits with full regard to the need to safeguard the amenity of surrounding residential properties.

4. Access and highway safety

The Transport Assessment that accompanies the application assesses the impact of both the proposed residential development and the B1 floorspace based on the quantum of development put forward. The impact upon the surrounding road network is considered to be acceptable subject to the implementation of the roundabout prior to any of the commercial units being occupied.

The Highways Officer has no objections overall to the proposals subject to the provision of a travel plan for each unit and a condition to restrict the overall quantum of floorspace to that assessed by the Transport Assessment. The detailed issues such as turning areas and parking can be addressed as part of any reserved matters application.

The residential application (subject to obtaining planning consent) will be subject to additional requirements regarding the delivery of a 20mph zone and enhancements to walking and cycling facilities. It is not considered reasonable to request those same works just from the employment land. The new roundabout will include pedestrian crossing facilities by way of central refuges as part of the design.

The proposal is considered acceptable in this regard.

5. Landscaping

The detailed landscaping scheme will be subject to a reserved matters application. However, as stated above there are some elements of more strategic landscaping such as the site boundaries for which the requirements should be set now. This includes retaining and enhancing the existing native hedge planting on the south and east boundaries. These can be secured by planning condition.

With regard to the less strategic elements of the landscaping, the Design And Access Statement envisages a green environment surrounding the buildings. It is considered that an acceptable scheme can be secured at reserved matters stage. It is worth noting that landscaping along the southern edge of the main access road through the site is important.

6. Flood Risk

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 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.

At this stage it is not known exactly which SuDS system will be used and each system should be considered on a unit by unit basis along with a site wide system as well.

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 has raised no objection to the proposal subject to a condition relating to surface water drainage. The surface water will drain to a watercourse controlled by the Beds and River Ivel Drainage Board and their formal consent will be required. This will be subject to a separate process.

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 report identified the potential for roosting within the main house on the house, which is to be removed as part of the proposed development. The

Council's Ecologist has agreed that a survey to establish the use of the building by bats.

The proposal is acceptable in this respect.

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

A number of other issues have been raised as part of the consultation process and the comments on those are as follows:

The application is considered to be a valid submission for an outline application. The red edge site plan does not include the access road, which is why it is beneath the 2 hectare requirement of the policy. The road is within the red line plan for the residential application.

With regard to renewable energy requirements, the provision of 10% energy from renewable sources can be secured by condition. At outline stage it is not possible to define exactly which technology is suitable as this will depend on the building, therefore a condition is a reasonable way of addressing this.

The preservation of drainage rights is a civil matter between landowners and not a matter the Local Planning Authority can have jurisdiction over.

Finally, the need to take account of the future development of adjoining land is an issue that needs to be considered. The adjoining land does however not have any planning status and it is not known whether or when it will be developed. The indicative layout does form a satisfactory relationship to adjoining land and any reserved matters consent would also assess this. However, it is more for the adjoining land to respond to whatever development is implemented on this site. The key requirement is making provision for access and this will be dealt with as part of any section 106 agreement.

10. Section 106

A section 106 agreement is required to secure the provision of suitable access through the site to serve land to the south and to agree a marketing strategy to deliver the site for employment purposes.

Recommendation

That Planning Permission be granted subject to the following conditions and the applicant entering into a section 106 agreement.

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

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

- 2 Approval of the details of:-

- (a) the layout of the building(s);
- (b) the scale of the building(s);
- (c) the appearance of the building(s);
- (d) the means of access of the site;
- (e) the landscaping of the site;

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

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

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

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

- 4 **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*.

- 5 **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.

- 6 **Development shall not 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 scheme shall subsequently be implemented in accordance with the approved details before the development is completed.**

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

- **Full calculations detailing the existing surface water runoff rates for the Q_{BAR}, Q₃₀ and Q₁₀₀ storm events;**
- **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 proposed drainage system modelling 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, and ensure future maintenance of the system.

- 7 **No building shall be occupied until a travel plan for that unit 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 building 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

- 8 **No development shall commence until details of the final ground and slab levels of the buildings hereby approved shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include sections through both the site and the adjoining properties, the location of which shall first be agreed in writing with the Local Planning Authority. Thereafter the site shall be developed in full accordance with the approved details.**

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

- 9 Prior to the occupation of any units on the site a scheme shall be submitted for written approval by the Local Planning Authority indicating the positions, design, materials and type of boundary treatment to be erected for that particular unit. The boundary treatment 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.

- 10 **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.

- 11 Before any building hereby permitted is occupied, a scheme for the secure and covered parking of cycles associated with that building (including the internal dimensions of the cycle parking area, number of stands/brackets to be provided and access thereto), shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the building to which it relates 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.

- 12 The quantum of floorspace shall not exceed 3,247 sq. metres of B1 floorspace.

Reason: For the avoidance of doubt

- 13 All plant, machinery and equipment installed or operated in connection with any commercial building hereby permitted shall be so enclosed, operated and/or attenuated so that noise arising from such plant shall not exceed a level of 5dBA below the existing background level (or 10dBA below if there is a tonal quality) when measured or calculated according to BS4142:1997, at 1m from the façade to the nearest noise sensitive property.

Reason: To prevent any adverse impact from plant noise on the amenity of existing and future residents in the locality.

- 14 Deliveries by commercial vehicles shall only be made to or from the commercial premises between 7:00am and 6:00pm Monday to Friday, 7:00am and 1:00pm on Saturdays, and at no time on Sundays, Bank or Public holidays.

Reason: To safeguard the amenities of adjoining residential properties.

- 15 No unit shall be used except between 7:00am and 7:00pm Monday to Friday, 7:00am and 5:00pm on Saturdays, and at no time on Sundays, Bank or Public holidays.

Reason: To safeguard the amenities of adjoining residential properties.

- 16 **Prior to the submission of any reserved matters application a survey of the site shall be undertaken to ascertain as to whether there are any bats roosting on the site. If any of the above species are found to exist the details of measures to be undertaken to safeguard these protected species then habitat protection measures shall be submitted to and approved in writing by the Local Planning Authority. The habitat**

protection measures shall be implemented to the satisfaction of the Local Planning Authority and in accordance with a timetable agreed in writing by the Local Planning Authority.

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

- 17 No development works or 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.

- 18 No shrubs, hedges or trees existing on the site shall be removed or cut down without the prior written consent of the Local Planning Authority.

Reason: To safeguard the existing shrubs and hedges on the site in the interest of visual amenity.

- 19 Prior to the submission of any reserved matters application, details of a strategic landscape buffer to be provided along the south, west and east boundaries of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the landscaping to be retained and provision of an additional 5 metre wide landscaping strip to be provided. The planting details shall include planting plans, including schedule of size, species, positions, density and times of planting; and cultivation details including operations required to establish new planting. The approved scheme shall be carried out prior to the occupation of any building on the site.

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

- 20 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.

- 21 No building shall be occupied until a scheme identifying bin storage and refuse collection points for that building has been submitted to and approved in writing with the Local Planning Authority. The scheme shall be wholly implemented in accordance with the approved scheme prior to any building is first being brought into use.

Reason: To ensure the safe collection of refuse for all residential dwellings.

22 **No development of any unit(s) shall commence until a sustainability strategy has been submitted which demonstrates that a minimum of 10% of the energy needs of that unit(s) 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.

23 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers (TBC).

Reason: For the avoidance of doubt.

Reasons for Granting

The site is allocated for employment 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, CS9, CS10, CS13, CS14, CS15, CS16, CS17, CS18, DM1, DM2, DM9, DM13, DM14, DM15 and DM16 of Core Strategy and Management Policies (2009), and policy MA6 of the Site Allocations Development Plan Document (2009).

Notes to Applicant

1. The reserved matters landscaping scheme shall include a five metre wide planting strip to be included along the southern boundary of the south and to the north of the existing hedge. This should include a mix of native planting consisting of both standard trees and bare root plantings to increase the screening of the site and to provide an improved wildlife corridor along this boundary.

DECISION

.....
.....