

Item No. 19

APPLICATION NUMBER	CB/12/00645/OUT
LOCATION	Stables Rear Of 50, High Road, Shillington, SG5 3PJ
PROPOSAL	Outline Application: Residential development following demolition of existing garage and stable building. All matters reserved except access.
PARISH	Shillington
WARD	Silsoe & Shillington
WARD COUNCILLORS	Cllr MacKilligan
CASE OFFICER	Clare Golden
DATE REGISTERED	24 February 2012
EXPIRY DATE	25 May 2012
APPLICANT	City and County Projects Ltd.
AGENT	Woods Hardwick Planning
REASON FOR COMMITTEE TO DETERMINE RECOMMENDED DECISION	This is a Major application with an unresolved objection from Shillington Parish Council
	Outline Application - Granted

Site Location:

The application site is located in the north-east of Shillington village, to the north of High Road and Marshalls Avenue. The site comprises 0.74 hectares and is located to the rear of No.s 50 - 52A High Road. The site is currently used as an equestrian riding school with existing stables, paddocks, menage, hardstanding and an approach road.

The site slopes gently southwards, and is enclosed by a mixture of post and rail fencing, close boarded fencing, trees and conifer hedges.

The site is surrounded by residential developments to the east (Marshalls Avenue) and to the south (High Road). Open fields lie to the north and west. A number of public footpaths and bridleways encircle the site.

The site has been allocated for residential development in the Council's Site Allocations Development Plan Document, Adopted April 2011.

The Application:

This application seeks outline planning permission for a residential development with all matters reserved apart from the access from the highway. The illustrative layout submitted with the application indicates a scheme for 20 dwellings.

RELEVANT POLICIES:

National Planning Policy Framework, 2012

- 4 - Supporting sustainable transport
- 6 - Delivering a wide choice of high quality homes
- 7 - Requiring good design
- 8 - Promoting healthy communities
- 11 - Conserving and enhancing the natural environment
- 12 - Conserving and enhancing the historic environment

Central Bedfordshire North Core Strategy and Development Management Policies, 2009:

- CS2 - Developer contributions
- CS3 - Healthy and sustainable communities
- CS4 - Linking communities
- CS7 - Affordable housing
- 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
- DM4 - Development within and beyond settlement envelopes
- DM10 - Housing mix
- DM13 - Heritage in new development
- DM14 - Landscape and woodland
- DM15 - Biodiversity
- DM16 - Green Infrastructure

Supplementary Planning Guidance

Central Bedfordshire (North) Site Allocations DPD, April 2011
Design in Central Bedfordshire - A Guide for Development, 2010
Planning Obligations Strategy, 2009

Planning History

None.

**Representations:
(Parish & Neighbours)**

Shillington Parish
Council

Object to the proposal on the following grounds:

- overdevelopment of the site by reason of the density of the development
- Safety of the access. The speed of traffic on High Road approaching from Lower Stondon direction makes the location of an access at this location hazardous to

motorists turning right into or out of the site access road. It is also questionable whether the proposed splays would make it safe for motorists turning left out of the access road to do so safely without having to cross onto the opposite side of the road.

- Insufficient visitor parking provided within the proposal which would result in on road parking

- When this site was allocated for development under the LDF Site Allocations DPD, Anglian Water stated as part of the consultation exercise - "These three development sites (of which this was one) would be treated at Shillington STW which does not have the capacity to serve these sites. Anglian Water does not have any investment plans to upgrade these works until post 2015 which will be dependent on being allowed to increase our discharge consent by the Environment Agency". To our knowledge, no upgrades to the STW have been made since that time. With the amount of recent new development which has taken place at Stondon, Gravenhurst, and Shillington, all of which discharge into the Shillington STW, and with a further 32 new dwellings in course of construction or proposed for Shillington (in addition to the 20 proposed under this application) grave concerns are expressed as to whether the STW has the necessary capacity to take this extra development. Before determining the application, a full impact assessment must be carried out by Anglian Water and a statement as their findings obtained.

- The application provides no provision for either a formal or informal area of open space for play.

Neighbours

9 letters of **objection** have been received from the occupiers of the following properties:

- 121 Holme Court Avenue, Biggleswade, 29 Woodmer Close, Shillington, 52A High Road, Shillington, 6A Bury Road, Shillington, 41A Ashwell Street, Leighton Buzzard, 13 Silver Street, Litlington, 12 Eaton Park, Eaton Bray, 6 Bedford Close, Shillington, 54 High Road, Shillington

It should be noted that only 5 of these letters are from occupiers of neighbouring properties.

- Highway safety: having two roads so close to each other, an access coming directly off the main High Road, close to a bend is dangerous. Marshalls Avenue has 30 dwellings already with another 11 with planning permission. This together with the 20 dwellings proposed in this application, which is within a few metres of

Marshalls Avenue will cause traffic accidents.

- Noise: being on the main road, adding another road to service 20 houses with substantially increase noise. Many dwellings will now have a road directly in front of them.

- Appearance: there are no two roads in the village in such close proximity to each other than the new proposal. It is completely out of character with the village.

- New access: the current vehicular access is in fact a driveway and there is insufficient space to allow emergency access if there are any cars on the road at the same time. A better access would be through Marshalls Avenue where a parking bay and a cul-de-sac are adjoining the proposed development

- Proximity to the conservation area: would like to see provision for planting of native trees and shrubs which would screen the development from locations in the conservation area.

Consultations/Publicity responses

Shillington Village
Design Association

- Highway Safety: There is frequent excessive speed of traffic approaching from Lower Stondon and there should be appropriate traffic signage to warn of a left hand bend with two roads joining from the right. Traffic turning right into or out of the site is vulnerable to impact from speeding traffic approaching from Stondon.

- Noise: The first five bungalows in Marshalls Avenue will suffer traffic noise from the rear of their properties as well as to the front. Suggest that a sound deadening boundary wall or screen be erected along the access road and/or provision of additional glazing to the rear windows of the bungalows.

- Affordable housing: object to the proposed reduction in affordable housing from 35% to 20%. Any negotiations on contributions should retain the 35% affordable housing.

- Contributions to local rights of way, green infrastructure projects and a safe crossing at High Road, in accordance with the site allocation, should be retained.

- The Shillington treatment works were at maximum capacity during the site allocation process. Any further local development would result in a need to upgrade the works and nothing is scheduled for this. A review is to take place in 2014.

- Need to seek approval from the Environment Agency for

	surface water issues, and note that there are no public surface water sewers within the vicinity of the development.
Highways, Development Management	No objection subject to conditions.
Tree & Landscape Officer	No objection subject to conditions.
Public Protection	No objection subject to a condition.
Anglian Water	No objection.

Determining Issues

The main considerations of the application are;

1. **Principle and policy background**
2. **Visual impact on the character and appearance of the surrounding area and street scene**
3. **Impact on the residential amenities of neighbouring properties**
4. **Any other material planning considerations**

Considerations

1. Principle and policy background

This is an outline application for a new residential development. Only access is to be considered at this stage and all other matters such as siting, scale, appearance and landscaping are to be reserved for consideration in a future application. An illustrative layout plan has been submitted with the application and gives indications of the number, heights and siting of the dwellings.

The key issues to assess with this application relate to the principle of residential development on the site in terms of the impact on neighbours, visual amenity, car parking and highway safety. The provision of affordable housing and contributions towards open space facilities must also be considered.

The application site is located within the village settlement of Shillington which is classed as a Large Village in the Adopted Core Strategy. The site was allocated for residential development in Policy HA27 of the Site Allocations DPD in April 2011.

The site was allocated for a minimum of 24 dwellings with contributions towards local Rights of Way and Green Infrastructure projects; contributions to the provision of a safe crossing point on High Road, near the Church Street junction and the Post Office; and provision of sufficient capacity within the public foul sewer system and the waste water treatment works to meet the needs of the development.

This illustrative layout is showing 20 dwellings on the site which is a small reduction in the number of units originally required, and results from the removal of the minimum housing density target by Central Government and the change in the housing market in the area since the site was initially promoted through the Local Development Framework in early 2007.

In terms of the detailed requirements for this allocated site, the Section 106 will satisfy the contribution requirements for rights of way, green infrastructure, and a crossing point.

It should be noted however, that since the site was allocated, Anglian Water have confirmed that there is presently sufficient capacity to accommodate this development, without further infrastructure enhancements.

The principle for residential development on this site has been established as part of the Site Allocations DPD and is therefore acceptable subject to the detailed requirements in Policy HA27, planning obligation strategy and relevant policies in the Adopted Core Strategy.

2. Visual impact on the character and appearance of the surrounding area and street scene

The character and appearance of the surrounding area:

Core Strategy policy DM3 requires that new development be appropriate in scale and design to their setting and should contribute to creating a sense of place and respect local distinctiveness through design and use of materials. The aims of this policy are reinforced in the Council's adopted Design Guidance - 'Design in Central Bedfordshire', 2010.

The character of Shillington is very much influenced by its various ends and concentrations of development following main roads which are then often surrounded by open fields. The character of High Road comprises mainly of linear development, but this often includes further development to the rear.

The existing site and proposal:

The proposed development shows an illustrative layout with an access road leading from High Road, between existing residential development. The character of the layout of the development is mainly influenced by the relatively narrow width of the site and access road through it, with houses fronting onto the road facing each other. This type of layout with houses centred around the road is reflective of adjacent development in Marshalls Avenue and follows the linear nature of the site.

Concern has been raised in respect of the siting of the access road in close proximity to another access road (Marshalls Avenue), with particular concern being that this would be out of character with the surrounding development. The character of the area is varied, although there are other examples of two access roads and tracks in close proximity to each other, particularly further south along High Road, and thus it is not considered that this arrangement would be out of keeping with the existing grain of the surrounding development.

As this is an outline application, the layout and appearance of the dwellings will be considered at the approval of the reserved matters stage.

Further detailed considerations regarding landscaping will also be considered at the reserved matters stage, however a comprehensive Tree Survey and Arboricultural Impacts Assessment has been submitted with this application and it is proposed to retain several groupings of mature trees and boundary

hedgerows and incorporate these into the development.

3. Impact on the residential amenities of neighbouring properties

Core Strategy policy DM3 requires development to respect the amenities of neighbouring residents. The Council's Adopted Design Guide, and in particular, supplement 1: New Residential Development, provides guidance on designing to respect aural and visual privacy, light and outlook.

Privacy:

The proposed dwellings would back onto the rear gardens of other dwellings along Marshalls Avenue to the north, and High Road to the east. The proposed dwellings located to the south of the access road would back onto open fields.

The illustrative layout shows a scheme that accords with the Council's guidelines in terms of back to back, and separation distances between dwellings to achieve an adequate level of privacy, outlook, light and to avoid potential overlooking. A back to back distance of greater than 21 metres is achieved between the rear of the proposed dwellings and surrounding neighbouring properties. The rear gardens of each proposed dwelling would also be a minimum of 10 metres.

Noise and General Disturbance:

Concern has been raised in respect of the noise impact of the access road on the first five bungalows in Marshalls Avenue. The access road would be sited 10 metres away from the rear elevations of these properties

The Council's Public Protection team have been consulted on the proposal and have raised no objection subject to a condition requesting details of the boundary treatment along this part of the site to ensure that any traffic noise is mitigated.

As this is an illustrative layout only, further detailed consideration in a future reserved matters application will be given to the siting and design of each dwelling to ensure that development on this site does not cause a detrimental impact on the residential amenities of occupiers of neighbouring properties in terms of overlooking, loss of privacy, outlook, loss of light or by having an overbearing impact.

4. Any other material planning considerations

Highway Safety:

Concern has been raised in respect of the impact of the proposal on highway safety. In particular, the Parish Council, Design Association and local residents consider that the proposed access coming directly off High Road, in close proximity to Marshalls Avenue and located close to a bend, would be dangerous and may lead to traffic accidents.

Access:

This is the main issue to be considered in this outline application.

The main access into the site would be from High Road and full details of the junction to create this access have been submitted for approval. The Council's Highways, Development Management team have been involved in detailed discussions at the preapplication stage. They have been consulted on the proposal and have raised no objections subject to conditions relating to parking, surfacing, visibility, turning space, traffic calming, and refuse collection. As such, the scheme is considered to be acceptable to preserve highway safety in the surrounding area.

Section 106 Matters:

The Planning Obligations Strategy, wherein the construction or creation of one dwelling or more is required to make a financial contribution towards the costs of local infrastructure and services, was adopted by the Council on 20th February 2008 and has been operative since 1st May 2008.

In accordance with Policy HA27 of the Site Allocations DPD, contributions are proposed for local Rights of Way and Green Infrastructure projects. This includes re-surfacing of the Public Footpath (No. 23), hedge laying and clearance and revetment works to Footpath 38. The provision of a safe crossing point on High Road would be a formal crossing close to the shop and junction of Church Street/High Road.

The contributions requested are as follows:

- Education: £103, 244
- Sustainable Transport (Pedestrian Crossing): £10,000
- Health Facilities: £12,000
- Leisure, recreation and open space: £49,620
- Green Infrastructure: £30,580
- Marston Vale: £13,780
- Rights of Way: £17,400
- Community Cohesion: £380
- Waste Management: £920
- Emergency Services: £4,140

Total: £242,064

The applicant is proposing the following:

- Education: £103, 244
- Sustainable Transport (Pedestrian Crossing): £10,000
- Leisure, recreation and open space: £49,620
- Green Infrastructure: £19,736
- Rights of Way: £17,400

Total: £200,000

There is provision within the Planning Obligations SPD document to consider applications where the level of planning obligation contributions is being challenged, although this is in exceptional circumstances and must be subject to the submission of a financial viability statement which justifies the case for a

reduction in the level of contributions.

The total contributions initially sought through the Planning Obligations calculator and discussions with Officers led by the site allocations document, were for £242,064. The number of affordable units to satisfy the Council's 35% requirement would be 7.

Circular 05/2005 provides guidance on planning obligations and advises in Para. B10, that in some instances, it may not be feasible for the proposed development to meet all the requirements set out in local, regional and national planning policies and still be economically viable. In such cases, and where the development is needed to meet the aims of the development plan, "it is for the local authority to decide what is to be the balance of contributions made by developers... In such cases, decisions on the level of contributions should be based on negotiation with developers over the level of contribution that can be demonstrated as reasonable to be made whilst still allowing development to take place".

The recently adopted National Planning Policy Framework also advises that local planning authorities should take account of market conditions and wherever appropriate, be sufficiently flexible to prevent planned development being stalled, (para. 205).

The applicant's have provided a financial viability assessment of the proposal which has shown that the scheme as originally proposed would be economically unviable. The current scheme with 4 affordable units and contributions of £200,000 would still have a low economic return of 16%, but it has been agreed by the Council's Principal Housing Development Officer that this is an acceptable compromise to ensure that the development commences with the provision of as many affordable housing units as possible within the viability of the site.

Similarly, whilst the proposed level of contributions would also be reduced from £242,064 to £200,000, it should be noted that this has also been the subject of a financial viability assessment. The development of this site also already attracts specific contributions to local infrastructure, including a crossing point and rights of way enhancements and these are considered to be priorities in the local area, but they also impose additional financial contributions.

The Site Allocations policy originally asked for 7 affordable units, and as a result of the financial viability of the scheme, 4 are proposed which equates to 20%. This application should however, be considered in the context of other developments at Marshalls Avenue (CB/11/03682/FULL) and Scyttles Court (CB/11/03036/FULL) both recently approved in Shillington and which have collectively, provided 24 affordable units. The provision of affordable housing units in Shillington has increased significantly recently and it is not considered that this proposal would undermine the aspirations for achieving affordable housing in the area.

In line with the Government's advice in the National Planning Policy Framework, it is considered that in order to achieve sustainable development, the Local Planning Authority will be required to, in some cases, take a flexible approach and approve development which meets the main principles to achieve

sustainable development. It is therefore considered that the benefits embedded in an economically viable scheme, in terms of a significant contribution to local infrastructure and the creation of 4 affordable units would outweigh any potential harm caused as a result of a reduction in the total planning obligation contributions and affordable housing.

Recommendation

That Planning Permission be **Granted** subject to the following conditions and completion of a Section 106 agreement:

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

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

- 2 Approval of the details of:-

- (a) the scale of the buildings;
- (b) the appearance of the buildings;
- (c) the landscaping of the site and
- (d) layout

(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 particularized 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 **Prior to the commencement of development a scheme shall be submitted for written approval by the Local Planning Authority setting out the details of the materials to be used for the external walls and roof. The development shall be carried out in accordance with the approved scheme.**

Reason: To protect the visual amenities of the building and of the area generally.

- 5 The number of dwellings on this site shall not exceed 20 units and shall comprise of the following:

Private:

7 x 4 bedroom
7 x 3 bedroom
2 x 2 bedroom

Total: 16

Affordable:

2 x 2 bedroom
2 x 3 bedroom

Total: 4

Reason: For the avoidance of doubt and to ensure that the number of dwellings and mix remains in accordance with the planning obligations sought for this development.

- 6 **Prior to the development hereby approved commencing on site details of the final ground and slab levels of the dwellings hereby approved shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include sections through both the site and the adjoining properties. 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.

- 7 **No development shall commence until a surface water strategy/flood risk assessment has been submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the surface water strategy so approved unless otherwise approved in writing by the Local Planning Authority.**

Reason: To prevent environmental and amenity problems arising from flooding.

- 8 **Prior to the commencement of the development hereby approved, a scheme outlining measures for ecological enhancements on the site through the development, shall be submitted to and approved by the Local Planning Authority. The scheme shall include the provision of bird and bat boxes.**

The weather van tower shall be dismantled by hand under the direction of a licensed bat worker to verify the absence of bats. Should bats be found to be present, works shall cease and the advice sought from Natural England.

There shall be no clearance of vegetation undertaken during the bird nesting season of March to August inclusive.

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

Reason: To ensure that the development does not have an adverse impact and supports the ecology and biodiversity on the site, in accordance with Policies CS18 and DM15 of the Adopted Core Strategy and Section 11 of the National Planning Policy Framework, 2012.

- 9 **Prior to the commencement of the development hereby approved, details of the proposed boundary treatment adjacent to No.s 1-11 Marshalls Avenue, and the means of mitigating against potential noise disturbance to these dwellings as a result of vehicle movements along the access road shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.**

Reason: To protect the amenity of the neighbouring residential occupiers.

- 10 **Before development commences details of the visitor parking spaces shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be brought into use until the visitor parking spaces have been constructed in accordance with the approved details.**

Reason: To provide adequate on site visitor parking provision.

- 11 **Development shall not begin until details of the junction between the proposed estate road and the highway have been approved by the Local Planning Authority and no building shall be occupied until that junction has been constructed in accordance with the approved details.**

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the proposed estate road.

- 12 **Visibility splays shall be provided at the junction of the access with the public highway before the development is brought into use. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed access from its junction with the channel of the public highway and 43.0m measured from the centre line of the proposed access along the line of the channel of the public highway. The required vision splays shall, on land in the applicant's control, be kept free of any obstruction.**

Reason: To provide adequate visibility between the existing highway and the proposed access, and to make the access safe and convenient for the traffic which is likely to use it.

- 13 **Development shall not begin until the detailed plans and sections of the proposed road, including gradients and method of surface water disposal have been approved by the Local Planning Authority and no building shall be occupied until the section of road which provides access has been constructed (apart from final surfacing) in accordance with the approved details.**

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

- 14 No dwelling shall be occupied until all triangular vision splays are provided on each side of the all accesses onto the new road and shall measure 1.8m along the fence, wall, hedge or other means of definition of the front boundary of the site, and 1.8m measured into the site at right angles to the same line along the side of the new access drive. The vision splays so described shall be maintained free of any obstruction to visibility exceeding a height of 600mm above the adjoining footway level.

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

- 15 The maximum gradient of all vehicular accesses onto the estate roads shall be 10% (1 in 10).

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

- 16 Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

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

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

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

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

- 19 If the proposed road is not constructed to the full length and layout illustrated on the approved plan, a temporary turning space for vehicles shall be constructed within the site in a position to be approved in writing by the Local Planning Authority before any building taking access from the road is occupied.

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

- 20 **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.

- 21 **Development shall not begin until a scheme to restrict the speed of traffic on the estate road has been approved by the Local Planning Authority and no building shall be occupied until that scheme has been implemented in accordance with the approved details.**

Reason: In the interests of road safety.

- 22 The access shall have a minimum width of 5.0m.

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

- 23 The development shall not be brought into use until a turning space for vehicles has been constructed within the curtilage of the site in a manner to be approved in writing by the Local Planning Authority.

Reason: To enable vehicles to draw off, park and turn outside of the highway limits thereby avoiding the reversing of vehicles on to the highway.

- 24 **Prior to the commencement of the development hereby approved, details of a refuse collection point located outside of the public highway shall be submitted to and approved by the Local Planning Authority prior to the occupation of any dwelling. The scheme shall be fully implemented in accordance with these details prior to the occupation of any dwelling and shall be retained thereafter.**

Reason: In the interest of amenity and in order to minimise danger, obstruction and inconvenience to users of the highway and the premises.

- 25 **Prior to the commencement of the development hereby approved, details of the achievable forward visibility curve shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be brought into use until the forward visibility**

curve has been constructed in accordance with the approved details, and thereafter the forward visibility curve as indicated on the approved drawing and the highway boundary shall be kept free in perpetuity from all obstructions.

Reason: In the interests of road safety.

- 26 **Prior to the commencement of the development hereby approved, details of the service margin around the proposed highway adoptable areas of the site, inclusive of the turning head and along the channel of the carriageway at plots 1-3 shall be submitted to and approved by the Local Planning Authority and the development shall not be brought into use until the service margin has been constructed in accordance with the approved details.**

Reason: For the avoidance of doubt.

- 27 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 16660/1003; 16660/1003C; 13885/2001B.

Reason: For the avoidance of doubt.

Reasons for Granting

The proposed development is acceptable in principle and would not have a detrimental impact on the character and appearance of the surrounding area, the residential amenities of neighbouring properties or the local highway network; as such it is considered to be in conformity with policies CS1, CS2, CS4, CS7, DM3 and DM4 of the Central Bedfordshire Adopted Core Strategy and Development Management Policies 2009; and the National Planning Policy Framework, 2012. Furthermore, the proposal is in conformity with supplementary planning guidance Design in Central Bedfordshire - A guide for development and Planning Obligations Strategy (2008).

Notes to Applicant

1. The applicant is advised that the requirements of the New Roads and Street Works Act 1991 will apply to any works undertaken within the limits of the existing public highway. Further details can be obtained from the Central Bedfordshire Council's Highway Help Desk, P.O.Box 1395, Bedford, MK42 5AN.
2. The applicant is advised that if it is the intention to request the Central Bedfordshire County Council as Local Highway Authority, to adopt the proposed highways as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways together with all the necessary highway and drainage arrangements, including run off calculations shall be submitted to the Development Planning and Control Group, Central Bedfordshire Council's Highway Help Desk, P.O.Box 1395, Bedford, MK42 5AN. No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place.

3. The applicant is advised that in order to comply with Condition 13 of this permission it will be necessary for the developer of the site to enter into an agreement with Central Bedfordshire Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. Further details can be obtained from the Development Planning and Control Group, P.O.Box 1395, Bedford, MK42 5AN.

All roads to be constructed within the site shall be designed in accordance with Central Bedfordshire Council's publication "Design in central Bedfordshire (Design Supplement 7 – Movement, Street and Places" and the Department of the Environment/Department of Transport's "Manual for Street", or any amendment thereto.

DECISION

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