

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

Recommendation

That Planning Permission be approved subject to the following conditions and completion of a Section 106 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 L_{Amax} 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 final 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.

- 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 1of2), SHEF-03-100 Rev A (Sheet 2of2), 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).

NOTES

(1) In advance of the consideration of the application the Committee were advised of additional consultation/publicity responses including a petition that had been signed by over 200 residents opposing the application. Four further letters of objection had been received. Two letters received from Agents acting on behalf of adjacent landowners. In addition comments from Anglian Water and Bedfordshire Rural Communities Charity were outlined.

(2) In advance of the consideration of the application the Committee received representations made under the Public Participation Scheme.