

Item No. 6

APPLICATION NUMBER	CB/12/02929/FULL
LOCATION	186, 188 and land rear of Station Road, Lower Stondon, Henlow, SG16 6JQ
PROPOSAL	Erection of 98 dwellings, garaging and associated works after the demolition of No's 186 and 188 Station Road to provide for a new access road.
PARISH	Stondon
WARD	Arlesey
WARD COUNCILLORS	Cllrs Dalgarno, Drinkwater & Wenham
CASE OFFICER	Nikolas Smith
DATE REGISTERED	10 August 2012
EXPIRY DATE	09 November 2012
APPLICANT	Bovis Homes Ltd
AGENT	
REASON FOR COMMITTEE TO DETERMINE	This application was called in to the committee by Cllr Dalgarno because of concerns relating to the deliverability of the schemes, the lack of a full assessment of need and because of concerns raised by local residents.
RECOMMENDED DECISION	Full Application - Granted

Recommendation:

That Planning Permission is granted subject to;

all section 106 arrangements being agreed in consultation with the Chairman, Vice-Chairman and Executive Member for Sustainable Communities- Strategic Planning and Economic Development; the satisfactory completion of a s106 agreement reflecting the terms set out in the report now submitted and the following conditions:

- 1 The development shall begin not later than three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 **No development shall commence at the site before a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied at the site before the measures set out in the foul water strategy have been carried out as approved.**

Reason: To prevent environmental and amenity problems arising from

flooding.

- 3 The development shall not be occupied until a residential travel plan has been submitted to and approved in writing by the Council, such a travel plan to include details of:**
- 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.**
 - Timetable for implementation of measures designed to promote travel choice.**
 - Plans for monitoring and review, annually for a period of 5 years at which time the obligation will be reviewed by the planning authority.**
 - Details of provision of cycle parking in accordance with County Council guidelines.**
 - Details of marketing and publicity for sustainable modes of transport to include site specific welcome packs. Welcome packs to include walking, cycling, public transport and rights of way information.**
 - 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 reduce reliance on the private car by promoting public transport and sustainable modes of transport.

- 4 Notwithstanding the submitted details, no development shall commence at the site before details of the proposed LAP and LEAP including the proposed equipment, layout and materials to be used together with a timetable for implementation, and details of future management has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved in accordance with the approved timetable.**

Reason: To ensure that adequate provision is made for play at the site.

- 5 No development shall commence at the site before details of the**

junction between the proposed estate road and the highway have been submitted to and approved in writing 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.

- 6 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 43m 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.

- 7 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 25m 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.

- 8 **No development shall commence at the site before detailed plans and sections of the proposed road(s), including gradients and method of surface water disposal have been submitted to and approved in writing 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.

- 9 **No development shall commence at the site before a scheme for the implementation of a traffic regulation order to manage and restrict the parking of vehicles on the new estate roads has been 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 that parked vehicles do not adversely affect the safety and convenience of road users.

- 10 No dwelling shall be occupied until all triangular vision splays are provided

on each side of the all access on to 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,

- 11 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.

- 12 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.

- 13 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.

- 14 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.

- 15 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.

- 16 **No development shall commence at the site before 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.

- 17 No development shall commence at the site before details of how the development will achieve 10% or more of its own energy requirements through on-site or near-site renewable or low carbon technology energy generation have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.

Reason: In the interest of sustainability.

- 18 Details of bin storage/collection point shall be submitted to and approved by the Local Planning Authority prior to the occupation of any dwelling. The details shall be carried out as approved.

Reason: In the interest of amenity.

- 19 No development shall commence at the site before a timetable for the implementation and maintenance of the landscaping shown on drawings c-876-01, 02 and 03 and the boundary treatment shown on drawings LST0-02-200 rev and LST0/02/800 has been submitted to and approved in writing by the Local Planning Authority. The landscaping and boundary treatment shall be carried out in accordance with the approved timetable and maintained as approved.

Reason: To ensure a satisfactory appearance at the site.

- 20 No development shall commence at the site before a scheme detailing provision for on site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

Reason: To ensure adequate off street parking during construction in the interests of road safety.

- 21 No development shall commence at the site before details of measures to protect existing neighbours adjacent to the access road on Station Road from excessive noise and disturbance have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.

Reason: To protect living conditions at neighbouring properties.

- 22 No development shall commence at the site before 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 August 2012, reference J-B0421-R01, compiled by Opus International Consultants (UK) Ltd) in addition to the letter dated 11 September 2012, reference L003-J-B0421, from Opus International Consultants (UK) Ltd to the Local Planning Authority. The scheme 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, to improve and protect water quality, and ensure future maintenance of the drainage system.

24

All plant, machinery and equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise shall not exceed a level of 5dB(A) below the existing background level (or 10dB(A) below if there is a tonal quality) when measured according to BS 4142:1997, at a point one metre external to the nearest noise sensitive building.

Reason: To protect the residential amenity from the impact of noise from the use plant, machinery and equipment.

25

No development shall commence at the site before a Scheme of Archaeological Resource Management has been submitted to and approved

in writing by the Local Planning Authority. The development shall only be implemented in full accordance with the approved archaeological scheme.

Reason: To record and advance understanding of the archaeological resource which will be unavoidably impacted upon as a consequence of the development.

- 26 **No development shall commence at the site before a detailed drawings showing traffic calming measures on Station Road to reflect those shown on drawing DO J-B0421 102 R0 have been submitted to and approved in writing by the Local Planning Authority. The details shall be carried out as approved prior to the occupation of the 20th market unit at the site.**

Reason: In the interest of highway safety.

- 27 Car parking shall be provided in accordance with drawing LSTO-02-150 prior to the occupation of the relevant residential unit and shall be provided in full prior to the occupation of the last residential unit at the site.

Reason: To ensure that adequate car parking is provided at the site.

- 28 The materials used in the external appearance of the buildings shall be as shown on drawing LSTO-02-180 rev A.

Reason: To ensure a satisfactory appearance at the site.

- 29 The cycle parking shown on the approved drawings shall be completed prior to the occupation of the relevant dwelling at the site and in full prior to the occupation of the last dwelling at the site.

Reason: In the interest of sustainable development.

- 30 The boundary treatment shown on the approved plans shall be completed prior to the occupation of a relevant dwelling and in full prior to the occupation of the last dwelling at the site.

Reason: To ensure adequate privacy for future occupiers.

- 31 Finished floor levels at the shall site shall be strictly in accordance with those shown on drawing LSTO-5-FFL.

Reason: To protect living conditions of at neighbouring and proposed properties.

- 32 The boundary treatment at the site shall be carried out strictly in accordance with that shown on drawings LSTO-02-200 rev A and LSTO/02/800.

Reason: To protect the appearance of the site and living conditions for future occupiers.

- 33 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

Design and Access Statement dated August 2012
Planning Layout Dwg No. LSTO-02-100 rev B
Fence Key Plan Dwg No. LSTO-02-200 rev A
Location Plan Dwg No. LSTO-02-105
Street Scenes Dwg No. LSTO-02-300
Perspectives Dwg No. STON-02-310
Watercolours Plots 68-71
Watercolours Plots 85-89 & 92
Watercolours Plots 92-97
Block Plan (Sheet 1 of 3) Dwg No. LSTO-02-215/1 Rev A
Block Plan (Sheet 2 of 3) Dwg No. LSTO-02-215/2 Rev A
Block Plan (Sheet 3 of 3) Dwg No. LSTO-02-215/3 Rev A
Materials Layout Dwg No. LSTO-02-180 Rev A
Storey Heights Dwg No. LSTO-02-160 Rev A
Parking Analysis Dwg No. LSTO-02-150 Rev A
Garden Sizes & Back-to-Back Distances Dwg No. LSTO-02-400 Rev A
Boundary Treatments Dwg No. LSTO-02-800
Planning Statement
Planning Obligations
Statement of Community Involvement dated August 2012
Affordable Housing Statement dated September 2012
Type A Elevations Dwg No. LSTO/200/P202/01
Type A Floor Plans Dwg No. LSTO/200/P202/02
Type B Elevations Dwg No. LSTO/200/P302/01
Type B Floor Plans Dwg No. LSTO/200/P302/02
Type C Elevations Dwg No. LSTO/200/P303/01
Type C Floor Plans Dwg No. LSTO/200/P303/02
Type D Elevations Dwg No. LSTO/200/P401/01
Type D Floor Plans Dwg No. LSTO/200/P401/02
Type E Elevations V1 Dwg No. LSTO/200/P404/01
Type E Elevations V2 Dwg No. LSTO/200/P404/02
Type E Elevations V3 Dwg No. LSTO/200/P404/03
Type E Elevations V4 Dwg No. LSTO/200/P404/04
Type E Floor Plans Dwg No. LSTO/200/P404/05
Type F Elevations Dwg No. LSTO/200/A444/01
Type F Floor Plans Dwg No. LSTO/200/A444/02
Type G Elevations in Brick Dwg No. LSTO/200/C534/01
Type G Elevations in Brick & Render Dwg No. LSTO/200/C534/02
Type G Elevations in Render Dwg No. LSTO/200/C534/03
Type G Floor Plans Dwg No. LSTO/200/C534/04
Type H Elevations Dwg No. LSTO/200/C525/01
Type H Floor Plans Dwg No. LSTO/200/C525/02
Type J Elevations Dwg No. LSTO/200/P502/01
Type J Floor Plans Dwg No. LSTO/200/P502/02
Type S1 Elevations – Plots 11-14 Dwg No. LSTO/200/S1APTS/01
Type S1 Floor Plans – Plots 11-14 Dwg No. LSTO/200/S1APTS/02
Type S1.VT Elevations – Plots 24-29 Dwg No. LSTO/200/S1.VTAPTS/01
Type S1.VT Floor Plans – Plots 24-29 Dwg No. LSTO/200/S1.VTAPTS/02
Type S2 Elevations Dwg No. LSTO/02/S241/01
Type S2 Floor Plans Dwg No. LSTO/02/S241/02
Type S3 Elevations Dwg No. LSTO/02/S351/01

Type S3 Floor Plans Dwg No. LSTO/02/S351/02
Type S4 Elevations & Floor Plans Dwg No. LSTO/200/SB1B/01
Global Works Plan Dwg No. STON-03-102
Garages with Cycle Storage Dwg No. LSTO-02-400
Timber Sheds with Cycle Storage Dwg No. LSTO-02-900
Short Stay Cycle Stand Dwg No. LSTO-02-901
Proposed Finished Floor Levels Dwg No. LSTO-5-FFL
Cross Sections Dwg No. LSTO-02-600
Proposed Adoptable Roads Dwg No LSTO-5-S38
Refuse Vehicle Tracking Dwg No. LSTO-5-650
Ambulance Tracking for Private Drives Dwg No. LSTO-5-651
Adoptable Lighting Layout Dwg No. LSTO-5-800
Detailed Planting Proposals (Sheet 1 of 3) Dwg No. c-876-01 rev A
Detailed Planting Proposals (Sheet 2 of 3) Dwg No. c-876-02 rev A
Detailed Planting Proposals (Sheet 3 of 3) Dwg No. c-876-03 rev A
Play Area & POS Design Dwg No. STON-03-103
Topographical Survey Dwg No. S3180/0
Geo-Environmental Investigation Report produced by Opus dated July 2012
(Ref: CHR/J-B0421.00(R01))
Heritage Assessment produced by CGMS Consulting dated 18 June 2012
Construction Waste and Materials Recycling Statement
Energy Efficiency and Sustainability Statement
Ecological Appraisal produced by FPCR dated July 2012
Risk and Run Off Assessment produced by Opus International Consultants
(UK) Ltd dated August 2012, ref: J-B0421-R01
FRA Addendum produced by Opus International Consultants (UK) Ltd dated
11 September 2012
Drainage Statement produced by Opus International Consultants (UK) Ltd
dated 17 September 2012
Environmental Noise Assessment produced by noise.co.uk dated 3 July
2012
Ref: 11665-1
Transport Assessment produced by Opus International Consultants (UK) Ltd
dated July 2012, ref: J-B0421.00.R1.0
Traffic Calming General Arrangement Dwg No. DO J-B0421/102
Travel Plan produced by International Consultants (UK) Ltd dated July 2012,
Ref: J-B0421.00.R2.0
Air Quality Assessment produced by RSK dated July 2012, ref: HH/441127

Reason: For the avoidance of doubt.

Statement required by the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 - Article 31

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012.

Reason for approval:

The development would, subject to conditions and planning obligations, cause no harm to the appearance of the site or the character of the area, would cause no harm to living conditions at neighbouring properties, would result in acceptable standards of living accommodation for future occupiers and would cause no harm to the safe and free flow of traffic. The development would meet the specific site requirements of Policy HA28 of the Central Bedfordshire (North): Site Allocations DPD (2011) and would be in accordance with the National Planning Policy Framework (2012), the Central Bedfordshire Core Strategy and Development Management Policies (2009) and Design in Central Bedfordshire 9a guide for development) (2010).

Notes to Applicant

1. Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this in to account and accommodate those assets within either prospectively adoptable highways or public open spaces. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991, or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before the development can commence.
2. The development site is within 15 metres of a sewage pumping station. Whilst Anglian Water takes all reasonably practicable steps to prevent any nuisance arising from the site, there should be no development within 15 metres from the boundary of a sewage pumping station of this type if the development is potentially sensitive to noise or other disturbance or which might give rise to complaint from the occupiers regarding the location of the pumping station.
3. 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.
4. 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.

5. The applicant is advised that in order to comply with Conditions attached to 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,
6. 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.

NOTES

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

(2) In advance of the consideration of the application the Committee were advised that the applicant had agreed to the following:

- The trigger delivery of the MUGA would be the occupation of the 10th unit rather than the 35th unit;
- A planning condition would require the submission and approval of amended traffic calming measures on Station road. As such, condition 26 would be amended to remove the words 'to reflect those shown on drawing DO J-BO421 102 RO';
- Contributions towards Green Infrastructure (£169,784) and Marston Vale (£76,509) would be secured through a s106 agreement;
- The attenuation area would be redesigned to increase its ecological value;

The council had been advised that existing flooding at properties on Bedford Road was more frequent than has been suggested in the committee report.

Two additional letters of objection from residents who had already responded to the consultation exercise were received. No new issues were raised.

The Committee noted reference made by Mr Oliver, Bovis Homes, in his presentation that no request to reduce Section 106 contributions on viability grounds would be made.

