

Item No. 11

APPLICATION NUMBER	CB/13/00554/FULL
LOCATION	Land off Biggleswade Road, Upper Caldecote, Biggleswade, SG18 9BD
PROPOSAL	Proposed development of 10 new dwellings including parking, private amenity for each dwelling and associated landscape.
PARISH	Northill
WARD	Northill
WARD COUNCILLORS	Cllr Mrs Turner
CASE OFFICER	Samantha Boyd
DATE REGISTERED	28 February 2013
EXPIRY DATE	30 May 2013
APPLICANT	Grand Union Housing Group
AGENT	David Coles Architects Ltd
REASON FOR COMMITTEE TO DETERMINE	Cllr Call In - Cllr Turner I am requesting this application is considered by DMC. A very difficult Parish mtg was held last evening with considerable concern being expressed by a number of residents, and uncertainty from the PC itself, albeit that it resolved to recommend approval. I am not requesting a site visit.

RECOMMENDED DECISION - FULL APPLICATION - APPROVAL

Recommended reasons for granting

The proposed development of 10 affordable housing units on this rural exception site is acceptable in terms of Policy CS8. The proposal would not have an adverse negative impact on the character of the area or on the residential amenity of neighbouring properties and is acceptable in terms of highway safety. Therefore by reason of its size, design and location, the proposal is in conformity with Policies CS1, CS8, DM3, DM4, DM14 and DM15 of the Core Strategy and Management Policies, November 2009; and The National Planning Policy Framework, 2012 . It is further in conformity with the Supplementary Planning Documents: Design in Central Bedfordshire: A Guide for Development, 2010 and the Local Transport Plan - Parking Strategy.

Site Location:

The application site is located on the southern side of Biggleswade Road to the eastern edge of Upper Caldecote. The site is currently an agricultural field approximately 0.9 acres in size with the northern boundary fronting Biggleswade Road. The eastern and southern boundaries face open fields and the western boundary lies adjacent to No 108 Biggleswade Road.

The village of Upper Caldecote is predominantly located to the west of the application site, however to the east there are small clusters of dwellings along Biggleswade Road and commercial uses.

Biggleswade Road comprises a variety of dwellings styles with a mixture of materials therefore there is no particular architectural character to the area. Opposite the site is Swallowfield, a small development of modern bungalows.

The Application:

Planning permission is sought for the erection of 10 affordable dwellings comprising two three bedroom properties, five two bedroom properties and three two bedroom bungalows. The application includes a new access road along with parking, turning area and associated landscaping.

RELEVANT POLICIES:

National Planning Policy Framework 2012

Core Strategy and Development Management Policies - North 2009

CS1 - Development Strategy

CS7 - Affordable Housing

CS8 - Exception Schemes

DM3 - High Quality Development

DM4 - Development within and Beyond Settlement Envelopes

DM14 - Landscape and Woodland

DM15 - Biodiversity

Supplementary Planning Guidance

Design in Central Bedfordshire: A Guide for Development
Local Transport Plan. Appendix F - Parking Strategy

Planning History

The site has no previous planning history

Representations: (Parish & Neighbours)

Site Notice displayed 14/03/13

Application advertised in local press 15/03/13

Northill Parish Council

The application was assessed under the following material consideration headings:

1. Planning policy – affordable housing can be permitted outside the normal village development framework on an exception site if housing need is identified. It was acknowledged that NPC supports the provision of affordable housing in the parish as identified in the recent Housing Needs Survey. CBC will ensure compliance with national/regional planning policy.
2. Amenity – it was acknowledged that the development will impact on local residents during construction.
3. Design – this was considered to be acceptable.
4. Highways – the increased traffic will exacerbate existing problems with traffic, on road parking and speeding on Biggleswade Rd. Recommendation - A traffic survey should be completed in order to assess the impact of the development and identify measures to address this impact.

Mrs Parker informed the committee that Speed Watch volunteers will shortly be undertaking speed checks on Biggleswade Rd.

(2 members of the public arrived at the meeting.)

5. Crime/fear of crime – not considered to be relevant to this application.
6. Ecology/impact on the environment – The ecological survey was done in December – Recommendation – this is re done at a more appropriate time to correctly identify species present on the site. Infrastructure – foul water drainage system needs to be upgraded in order to service the additional properties.

Resolved –to approve with the provision that the issues identified in points 1 – 6 above are adequately addressed by CBC.

Northill Parish Council planning committee met last night to consider this application. Its resolution was to approve the revised plans with a request that additional soft landscaping be included on the southern side of the turning key

PC Comments on revised plans

Neighbours

37 letters of objection have been received from residents including a petition of 40 signatures. Residents raised similar concerns and some letters were duplicated. The concerns raised are summarised as follows:

- Credibility of the survey is questioned. It was commissioned by the house builders, it states only 4

houses are required in Upper Caldecote, the full information on the survey was not made available to the public, there are Councillors on the Board of Directors of Grand Union housing, the survey is inadequate.

- The site in Ickwell Road was the first choice of the Parish Council and the residents. This site is for sale by the land owner, why has this site been overlooked in favour of Biggleswade Road.
- The need for affordable housing is recognised, but only in a suitable location,
- The site is too far from village amenities,
- Residents would have to walk half a mile to village amenities such as post office, lower school and church,
- The site access is on a bend in Biggleswade Road which is already dangerous due to speeding traffic,
- There will be additional cars speeding along the road,
- The site is located so that it encourages more people to use the entrance/exit onto the A1 (vehicles and pedestrians),
- There would be more disturbance from additional cars and people in the area,
- There are existing sewage problems/drainage issues in this part of Biggleswade Road, the development would make the situation worse. Raw sewage often backs up through drains into houses,
- There is a potential flooding issue, the land is low lying and water collects on the field.
- The site is located on/nearby an old gravel pit,
- The site uses important agricultural land; the realignment of the A1 was refused for the same reason,
- The hammer head shown on the plans could lead to more development,
- There is no provision for visitors to park and/or delivery vehicles therefore they would park on the main road,
- The design of the dwellings bears no resemblance to the surrounding houses,
- The two rows of houses is not in keeping with the area,
- There would be a loss of privacy to No.108 and the houses in Swallowfield opposite,
- The existing footpath that crosses the site is well used and would need to be diverted,
- No landscaping proposed to mask the development from views across the fields,
- Ecology issues, wild geese rest nearby and fly over the development site, great crested newts grass snakes toads and frogs have been spotted in the pond to the

rear and garden of 108. The machinery sheds to the rear house bats.

- Plans mention trees to be removed however they are not in the boundary of the application site,
- Revised plans have not improved access for the properties on the front who will need to reverse out,
- There have already been accidents in the area, additional access/traffic will make problem worse,
- There are alternative sites for providing the housing,

One letter was received in support of the proposal.

Consultations/Publicity responses

Highways

Comments based on revised plans, nos.12039(D)099 Revision D, 12039 (D)120, 12039(D)98 Revision C, 12039(D)121

The proposal is for 2 three bedroom units and 8 two bedroom units with associated parking and visitor parking provision. The proposal has been designed to adoptable standards with a suitable turning area within the site for a refuse vehicle and a service vehicle at the end of the shared private drive. From a highways point of view there are no objections to the proposal subject to recommended conditions.

IDB

Storm water run off is by means of a sustainable drainage system. Providing the drainage is appropriate the Board has no objection however planning permission should not be granted without conditions requiring the applicant's storm water design and construction methods to be approved before any development commences.

Rights of Way Officer

The application site and adjoining land to the south east is crossed by public footpath No.9. The applicant has applied for a diversion via the Highways Act 1980 sect 119 which is currently being processed. The adjacent landowners and tenant have agreed in writing to the diversion. There are no further comments regarding this application.

Public Protection (contaminated land)

The site borders a 'former pit' map feature which could have been backfilled with unknown material. No objections raised however a condition should be attached relating to contamination assessment prior to commencement of the development.

Public Protection

No comments

Anglian Water

There are no assets owned by Anglian Water in the application site boundary. The foul drainage for this site is within the catchment of Biggleswade STW which has the capacity for these flows. The sewerage system has the available capacity for these flows.

Tree and Landscape Officer

The proposal is for ten homes on the edge of Upper Caldecote located on what is at present level agricultural land. There is little in the manner of trees or vegetation on the site with the exception of some poor condition hedgeline along the boundary of Biggleswade Road, the majority of which is composed of Elm regrowth, bramble etc.

There is a comprehensive landscaping proposal supplied with the application that includes detail of proposed planting species, sizes, densities and where they are to be located. Most of which would seem to be acceptable. The native hedge mix should be planted as a double row, not a single row as suggested may be the option. The species mix seems to be a bit excessive. I would suggest a better mix would be to include a higher percentage of crataegus and prunus spinosa to improve security and remove some of the other species. Probably a total of six would be more suitable.

There is no detail of boundary treatment either between plots or along the east boundary. I would like to see the east boundary include additional native hedgeline and avoid the use of closeboard fencing or similar. This will allow an open view across existing farmland.

West boundary proposes a new evergreen hedge which would seem acceptable and will help provide screening from the adjoining property.

There is potential to include one additional specimen tree at the far south end of the access road to provide a focal point from the Biggleswade Road to anyone entering the estate.

Ecology Officer

The site does not seem to contain any important habitats or species. A survey should be undertaken for the presence of Great Crested Newts and other amphibians and reptiles.

Determining Issues

The main considerations of the application are;

1. The principle of the development
2. The effect on the character and appearance of the area
3. The impact on neighbouring amenity
4. Highway considerations
5. Public Footpath No. 9
6. Other issues

Considerations

1. The principle of the development

The application site is located outside of the settlement envelope for Upper Caldecote therefore there is a presumption against new development in accordance with Policy DM4, Development within and Beyond Settlement Envelopes and the NPPF in order to protect the open countryside from inappropriate development.

However Policy CS8 recognises the need to provide for local housing needs in smaller settlements. Therefore an exception to Policy DM4 is allowed for residential schemes where a local need is demonstrated, the scheme is viable, the scheme will remain in perpetuity for local people who demonstrate a need for affordable accommodation, the design and location relates well to the built up area of the settlement and the mix of size and tenure will relate to the identified needs in the area.

The site adjoins the settlement envelope on two sides and would be contained to one area rounding off the settlement envelope on this edge of the village. It would extend built development to the east only slightly further than the existing dwellings on the opposite side of the road. There are no other policy constraints relating to the site.

Local housing need

Northill Parish Council requested a housing needs survey be undertaken for the Parish of Northill. The independent survey was carried out by Bedfordshire Rural Communities Charity (BRCC) in the summer of 2010, the results of which identified a need for 22 affordable units across the entire Parish of Northill.

Given that Policy CS8 states rural exception sites in most cases will not exceed 10 dwellings, it was necessary to identify the housing need for each of the three larger villages in the Parish (Ickwell, Northill and Upper Caldecote). Of the 22 units for the Parish, 11 would meet the need identified for Upper Caldecote, however anyone from the Parish of Northill will be considered to have a local connection and be eligible for the housing in Upper Caldecote provided they can demonstrate a housing need. In terms of tenure and mix, the survey identified that of the 11 units in Upper Caldecote four should be shared ownership and seven for rent. Based on the composition of the households in need, the survey suggests the 11 units could be broken down into, 3 x one bed bungalows for rent, 1 x two bed bungalow for shared ownership, 1 x one bed shared ownership, 2 x three bed shared ownership, 1 x one bed for rent and 3 x two beds for rent.

The application proposes the following tenure mix -
Shared ownership: 1 x 2 bed bungalow, 1 x 2 bed houses, 2 x 3 bed houses.
Affordable rent: 2 x 2 bed bungalows, 4 x 2 bed houses.

Concern has been raised by residents regarding the credibility of the housing needs survey. BRCC are a charity that provide independent services such as housing needs surveys on behalf of separate bodies such as Grand Union Housing. The Housing Needs Survey is based on a tried and tested methodology that is approved by Central Bedfordshire Council as a means for identifying housing need, and is widely used across the country. It was commissioned by the Parish Council but funded by Grand Union Housing.

The Parish Consultation was publicised and issued to all Parishioners by Northill Parish Council. Comments relating to a poor response are noted, however the number of people that choose to respond is beyond the control of the Parish or the Council.

While survey was funded by Grand Union Housing they would have no influence on the results of the survey. It should also be noted that Grand Union are a non profit organisation whose aim is to provide affordable housing for local people.

There is no evidence to suggest that the housing needs survey has not been carried out in a professional and independent manner. As such the results of the survey are considered to be an accurate indication of the housing needs for Northill Parish.

The choice of site

A consultation with the Parish Council took place on 17 September 2012 where the site options were made available to residents. Two sites in Upper Caldecote were looked at, Land off Biggleswade Road (the subject of this application) and Land off Ickwell Road. While Ickwell Road was the preferred choice for the Parish Council and residents, in planning policy terms, it was not as suitable as the Biggleswade Road site.

The Biggleswade Road site adjoins the settlement envelope on two sides and is adjacent to and opposite existing housing. It is considered to relate well to the existing built up area.

The Ickwell Road site does relate so well to the existing development. It does not adjoin the settlement envelope in the same way as the Biggleswade Road site (it touches the settlement envelope boundary on the south east corner) and is located in a space between one existing dwelling to the west and unused commercial/agricultural buildings to the east. If developed the site would create a gap between it and the settlement envelope boundary that runs along the rear of gardens in Hitchin Road. This site is therefore considered to be contrary to Policy CS8.

Concerns have been raised regarding the choice of site. Residents have questions why the Biggleswade Road site has been chosen over Ickwell Road when this was the preferred choice. These concerns are noted, however consideration can only be given to acceptability an application as submitted in

terms of whether it is policy compliant, would not adversely affect the character of the area and neighbouring amenity, and is acceptable for highway safety reasons.

In terms of sustainability, the application site is adjacent to existing dwellings on the edge of Upper Caldecote. While the Lower School and local post office are some distance away, residents would be capable of walking or cycling the distance. The playing field and sports pavilion are located at this end of the village where the site is located and there is a small convenience store along Biggleswade Road. In general, exception schemes are located on the edge of settlements, meaning not all village amenities will be within close proximity to the site.

With regard to the principle of the development, the proposed application site is considered to meet the criteria contained within Policy CS8.

2. The effect upon the character and appearance of the area

The proposed dwellings are designed to appear as traditional properties. The layout comprises two rows of five properties with their rear elevations facing each other and gardens in between. They are a mix of detached and semi detached but all are linked by car ports.

On the eastern edge of the site the bungalows are to be located which would help reduce the impact of the development on the edge of the village and would be an appropriate transition from the built development on this side of Biggleswade Road and the adjacent agricultural land. The two storey dwellings would be adjacent to the existing dwelling to the west, which is also two storey. It is proposed to landscape the eastern and southern edge of the application site with native hedgerows to soften the appearance of the development, and this can be secured via a condition.

The southern side of Biggleswade Road comprises linear development evenly spaced out and sited in along obvious building line. Opposite there are terraced dwellings, detached and bungalows. Swallowfield lies directly opposite the site and is a development of large detached bungalows accessed from a private road that leads into the development. While the proposed two rows of houses are fairly regimented in layout, it is not considered to be completely out of character to have a small development on the edge of the village, as is the case opposite the site.

The site is on the edge of the village, adjacent to the settlement envelope, however with careful landscaping the proposal is not considered to adversely affect the character of this part of Upper Caldecote or the open countryside beyond. In this respect the proposal is considered acceptable.

3. The impact on neighbouring amenity

The proposed dwellings are sited at approximately 20m from rear elevation to rear elevation. This is considered to be an acceptable back to back distance as

set out in the Council's Design Guide which recommends a distance of 21m back to back distance to avoid any undue loss of privacy. The layout of the dwellings is such that the future occupiers would not suffer in terms of lack or privacy, light or outlook.

The front row would face onto Biggleswade Road and would be opposite No. 1 Swallowfield and Nos 175, 173 and 171 Biggleswade Road. There would be approximately 17m between the new and the existing dwellings which is not an unacceptable distance between the front of one property and another. Furthermore the front of a property, where it faces onto the public realm has a limited amount of privacy in most cases. As such the proposed dwellings are not considered to result in an adverse loss of privacy to the properties opposite.

No.108 is a detached two storey dwelling located to the west of the application site. This property would be separated from the new dwellings by around 11m and the access road. The side gable of Plot 1 and Plot 10 would be the closest properties to No. 108 however neither would not contain first floor windows in the side elevations facing onto the neighbouring property. Plot 10 would be set further towards the rear of 108 therefore the rear elevation windows would have a view across the garden. However Plot 10 is off set by a 45 degree angle and located some 25m from the rear elevation of 108. Any overlooking is not considered to be detrimental due to the spacing between the dwellings.

Given the siting of the dwellings no loss of light or overbearing impact would occur to neighbouring properties.

Concern has been raised regarding the noise, disturbance created by the new dwellings/occupants. It is acknowledged that would be additional comings and goings to this part of Biggleswade Road however the existing dwellings are sited along the main road into the village and amongst existing residential properties therefore a degree of noise exists and is to be expected. The additional dwellings are not considered to significantly increase noise and disturbance to a level over and above what would normally be expected in a residential area.

Overall the proposal is not considered to have a significant impact on the amenities of the neighbouring properties.

4. Highway considerations

In terms of highway safety, Development Management Highways Officers have raised no objection to the development. The proposal has been designed to adoptable standards with a suitable turning area within the site for a refuse vehicle and a service vehicle at the end of the shared private drive off a 30mph classified road.

Concerns have been raised relating to the access road being located on a bend in Biggleswade Road, however visibility is felt to be at an acceptable level.

Concern has also been raised relating to occupants of the new dwellings using the A1 access/entrance however this is a public road which anyone is entitled to use.

In terms of parking, the proposal complies with the parking requirements as set out in the Councils current Parking Strategy which requires one space for each bedroom. There are also three visitor spaces.

5. Footpath

The diversion of the public footpath that crosses the site has been agreed with the Rights of Way Officer. The footpath is to be diverted to the perimeter of the field rather than crossing the field diagonally. The applicant has applied for a diversion and this is currently being processed. There are no concerns regarding the diversion of the footpath.

6. Other issues

Drainage

A number of residents have outlined concerns regarding problems with the existing drainage/sewerage in this area of Upper Caldecote. As a result Anglian Water have been consulted on the proposal in order to ascertain whether the existing system can cope with additional properties. They have raised no objections to the proposal and have confirmed that the existing system is capable of dealing with the additional properties.

Ecology

Generally the site does not appear to contain any important habitats or species. The most likely site for biodiversity interest is the pond to the rear of the site. There is a moderate likelihood that Great Crested Newts may be using the pond and the surrounding land.

The areas of bramble would be well used by breeding birds therefore clearance work should be done outside of nesting season. It is felt that the development will have a local impact on the area due to loss of habitat and the potential presence of GC newts therefore a specific survey will need to be carried out at the appropriate times by a licensed surveyor which should include searches for other amphibians and reptiles. This can be secured via a condition and should be undertaken prior to any development on site.

Landscaping

There is little in the manner of trees or vegetation on the site with the exception of some poor condition hedgeline along the boundary of Biggleswade Road, the majority of which is composed of Elm regrowth, bramble etc.

There is a comprehensive landscaping proposal supplied with the application that includes detail of proposed planting species, sizes, densities and where they are to be located. Most of which would seem to be acceptable. The native hedge mix should be planted as a double row, not a single row as suggested. The species mix seems to be a bit excessive.

The Tree and Landscape Officer has suggested a better mix would be to include a higher percentage of crataegus and prunus spinosa to improve

security and remove some of the other species.

There is no detail of boundary treatment either between plots or along the east boundary. The east boundary should include additional native hedgeline and avoid the use of closeboard fencing or similar. This will allow an open view across existing farmland. The west boundary proposes a new evergreen hedge which would seem acceptable and will help provide screening from the adjoining property.

There is potential to include one additional specimen tree at the far south end of the access road to provide a focal point from the Biggleswade Road to anyone entering the estate. A detailed landscaping scheme should be submitted and approved as a condition of approval.

S106 matters

For all new housing developments the Council would normally require the applicant to submit a Section 106 legal agreement to secure financial contributions towards local infrastructure.

In this case the contributions which would be sought would amount to approximately £36,910.

As part of this application a viability assessment has been produced which calculates the costs of providing a 100% affordable housing scheme in addition to the agreed purchase cost of the land. The conclusion of the assessment is that the scheme would not be viable if the infrastructure costs were added to the land value. As such the provision of such much needed accommodation would not be possible.

On the basis of the above and taking account of the Councils strategic aim to secure more affordable housing, a scheme in this location, where such a need has been proven to be required, overrides the lack of financial contributions in this particular case.

However this development will be subject to a Section 106 legal agreement to ensure that the site is developed for the sole purpose of ensuring the provision of affordable housing for local people in perpetuity. This agreement is currently being prepared.

Human Rights/Equalities Act

Based on the information submitted there are no known issues raised in the context of the Human Rights and the Equalities Act and as such there would be no relevant implications

Recommendation

That Planning Permission be granted subject to the completion of a section 106 planning obligation and the following:

RECOMMENDED CONDITIONS / REASONS

- 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 a scheme has been 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 which shall include samples of all the materials. 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 in accordance with Policy DM3 of the Core Strategy and Development Management Policies Document.

- 3 **No development shall commence on site until details of the final ground and slab levels of the dwellings hereby approved have been submitted to and approved in writing by the Local Planning Authority. Such details shall include sections through both the site and details of the surrounding ground levels. 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 in accordance with Policy DM3.

- 4 **No development shall commence on site until full details of both hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority. These details shall include:-**

- **boundary treatments;**
- **materials to be used for any hard surfacing;**
- **minor structures (e.g. furniture, play equipment, signs, etc);**
- **proposed and existing functional services above and below ground level;**
- **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 on the site, indicating those to be retained and the method of their protection during development works.**

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

Reason: In order to ensure that the landscaping is carried out within a reasonable period in the interest of the visual amenities of the area in accordance with Policy DM3.

- 5 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.

- 6 **No development approved by this permission shall take place until the following have been submitted to and approved in writing by the Local Planning Authority:**

a) A Phase 1 Desk Study incorporating a site walkover, site history, maps and all further features of industry best practice relating to potential contamination.

b) Where shown to be necessary by the Phase 1 Desk Study, a Phase 2 Site Investigation report further documenting the ground conditions of the site with regard to potential contamination, incorporating appropriate soils and gas sampling.

c) Where shown to be necessary by the Phase 2 Desk Study, a Phase 3 detailed scheme for remedial works and measures to be taken to mitigate any risks to human health, groundwater and the wider environment.

Any works which form part of the Phase 3 scheme approved by the local authority shall be completed in full before any permitted building is occupied. The effectiveness of any scheme shall be demonstrated to the Local Planning Authority by means of a validation report (to incorporate photographs, material transport tickets and validation sampling), unless an alternative period is approved in writing by the Authority. Any such validation should include responses to any unexpected contamination discovered during works.

The British Standard for Topsoil, BS 3882:2007, specifies requirements

for topsoils that are moved or traded and should be adhered to.

Applicants are reminded that, should groundwater or surface water courses be at risk of contamination during or after development, the Environment Agency should be approached for approval of measures to protect water resources separately, unless an Agency condition already forms part of this permission.

Reason: To protect human health and the environment in accordance with Policy DM3.

- 7 No development shall commence until a survey of the site has been undertaken to ascertain as to whether there are any great crested newts and other amphibians and reptiles. 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/migration 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 in accordance with DM15.

- 8 Details of the method of disposal of foul and surface water drainage shall be submitted to and agreed in writing by the Local Planning Authority including any land drainage system, before the development is commenced on site. Thereafter no part of the development shall be brought into use until the approved drainage scheme has been implemented.

Reason: To ensure that adequate foul and surface water drainage is provided and that existing and future land drainage needs are protected.

- 9 Before development commences details of the demarcation of the highway boundary at the site fronting Biggleswade Road, visitor parking bays and signage advising of the turning area for service vehicles should be kept clear should be submitted to and approved in writing by the local planning authority and no dwelling shall be occupied until the demarcation and signage have been constructed in accordance with the approved plans.

Reason: For the avoidance of doubt, to provide adequate on site visitor parking provision and a usable turning area.

- 10 Development shall not begin until the detailed plans and sections of the proposed road(s), 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.

11 **Development shall not commence until a scheme detailing provision for on site parking for construction workers and deliveries and access thereto 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.

12 **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.

13 **No building shall be occupied until the junction of the proposed vehicular access with the highway has been constructed in accordance with the approved details.**

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

14 **Before the accesses for plots 7, 8, 9 and 10 is 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 and the shared driveway

- 15 No dwelling shall be occupied until a 2.0m wide footway has been constructed on the south side of Biggleswade Road along the site frontage from the existing footway at the frontage of no. 108 to the access for plot 5 in accordance with details of the approved drawing/or scheme to be submitted to and approved by the Local Planning Authority. Any Statutory Undertakers equipment or street furniture shall be resited to provide an unobstructed footway.
Reason: In the interests of road safety and pedestrian movement.
- 16 Before the premises are occupied the on site vehicular areas shall be constructed and surfaced in a stable and durable material 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 be intercepted and disposed of separately so that it does not discharge into the highway.
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
- 17 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 prior to 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
- 18 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995, or any amendments thereto, the parking provision on the site shall not be used for any purpose, other than as parking provision, 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.
- 19 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans,

numbers 200 PLAN, SJA177.01.A, SJA177.02.0, 12039 (D) 097 A, 12039 (D) 112 A, 12039 (D) 121, 12039 (D) 120, 12039 (D) 111 A, 12039 (D) 100 D, 12039 (D) 102 A, 12039 (D) 105 B, 12039 (D) 104 A, 12039 (D) 103 A, 12039 (D) 101 C, 12039 (D) 106 B, 12039 (D) 107 C, 12039 (D) 099 D, 12039 (D) 98 C, 12039 (D) 110.

Reason: For the avoidance of doubt.

Notes to Applicant

1. The applicant and the developer are advised that this permission is subject to a legal obligation under Section 106 of the Town and Country Planning Act 1990.
2. The applicant is advised that no works associated with the construction of the vehicular access should be carried out within the confines of the public highway without prior consent, in writing, of the Central Bedfordshire Council. Upon receipt of this Notice of Planning Approval, the applicant is advised to write to Central Bedfordshire Council's Highway Help Desk, Technology House, 239 Ampthill Road, Bedford MK42 9BA quoting the Planning Application number and supplying a copy of the Decision Notice and a copy of the approved plan. This will enable the necessary consent and procedures under Section 184 of the Highways Act to be implemented. The applicant is also advised that if any of the works associated with the construction of the vehicular access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) then the applicant will be required to bear the cost of such removal or alteration.

The applicant is advised that, under the provisions of the Highways Act 1980, no part of the structure, including planting, foundations and surface water hardware shall be erected or installed in, under or overhanging the public highway and no window, door or gate shall be fixed so as to open outwards into the highway.

The Highway Authority has the power under Section 143 of the Highways Act 1980, to remove any structure erected on a highway

The applicant is advised that as a result of the development, new highway street lighting will be required and the applicant must contact the Development Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ for details of the works involved, the cost of which shall be borne by the developer. No development shall commence until the works have been approved in writing and the applicant has entered into a separate legal agreement covering this point with the Highway Authority

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 Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.

The applicant is advised that no highway surface water drainage system designed as part of a new development, will be allowed to enter any existing highway surface water drainage system without the applicant providing evidence that the existing system has sufficient capacity to account for any highway run off generated by that development. Existing highway surface water drainage systems may be improved at the developers expense to account for extra surface water generated. Any improvements must be approved by the Development Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.

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 Traffic Management Group Highways and Transport Division, Central Bedfordshire Council, Technology House, 239 Ampthill Road, Bedford MK42 9BD.

The applicant is advised that photographs of the existing highway that is to be used for access and delivery of materials will be required by the Local Highway Authority. Any subsequent damage to the public highway resulting from the works as shown by the photographs, including damage caused by delivery vehicles to the works, will be made good to the satisfaction of the Local Highway Authority and at the expense of the applicant. Attention is drawn to Section 59 of the Highways Act 1980 in this respect.

The applicant is advised that if it is the intention to request Central Bedfordshire 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 Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ . 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.

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

The Council acted pro-actively through positive engagement with the applicant 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.

DECISION

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