

Item No. 6

APPLICATION NUMBER	CB/13/02497/FULL
LOCATION	Land At Central Garage, High Street, Cranfield
PROPOSAL	Erection of 135 dwellings.
PARISH	Cranfield
WARD	Cranfield & Marston Moretaine
WARD COUNCILLORS	Cllrs Bastable, Matthews & Mrs Clark
CASE OFFICER	Annabel Gammell
DATE REGISTERED	25 July 2013
EXPIRY DATE	24 October 2013
APPLICANT	Bellway Homes Ltd (Northern Home Counties)
AGENT	DLA Planning Ltd
REASON FOR COMMITTEE TO DETERMINE	This is a major application with an objection from the Parish Council.

**RECOMMENDED
DECISION** **Full Application - Granted**

Summary of Recommendation:

The site is considered acceptable as it accords with national and local planning policy documents. The site was allocated for residential development within the Central Bedfordshire Core Strategy and Development Management Policies. The design and layout at the site would be good and the amount and quality of play space would be acceptable. No significant harm would be caused to living conditions of adjacent neighbouring properties. It is considered that a single vehicular access in conjunction with an additional pedestrian access would be an acceptable solution for site access, in addition parking would be provided in accordance with the Council's standards. The development is in accordance with policies HA7, CS2, CS7, DM3, DM4 of Central Bedfordshire Core Strategy and Development Management Policy Document, in addition to this it is considered this would result in a sustainable form of development in accordance with the National Planning Policy Framework.

Site Location:

The site comprises an area of some 5.52 ha, and is located to the north/west of Flitt Leys Close in Cranfield. Flitt Leys Close is a relatively modern residential road, accessed off the High Street, it is central to the village of Cranfield. The site is currently comprised of three agricultural fields; there is an existing hedgerow along the southern boundary with the properties on the High Street.

To the North of the site are agricultural fields and Cranfield Airport. To the East is open countryside. To the South are properties on Flitt Leys Close, and High Street and properties on Lincroft are to the West of the site.

Vehicular access is taken from Flitt Leys Close which is a residential road comprised of 23 residential dwellings. Situated off the initial access to the road there is a small close comprising 2 take-aways, a restaurant and a business. The

dwellings on Flitt Leys Close were consented under planning application references MB/04/02359/OUT and MB/08/01369/RM (22.10.08), and constructed in 2010. The access to this development was reserved by the development Central Motors Bloor Homes, as additional housing was allocated within the Central Bedfordshire Core Strategy and Development Management Site Allocation Document.

The site has pedestrian access from the High Street, as Footpath 22 crosses the site. The site is centrally located within the village, within half a mile of most of the village amenities such as Cranfield Lower School, Holywell Middle School, Cross Keys Public House, Budgens and the Parish Church.

The Application:

Planning permission is sought for the erection of 135 dwellings made up of the following:

- Market Housing (94 units)
 - 29 x 3-bedroom houses
 - 65 x 4-bedroom houses
- Affordable housing (41 units) (30%)
 - 12 x 2-bedroom flats
 - 12 x 2-bedroom houses
 - 17 x 3-bedroom houses
- 2 Local Equipped Area of Play (LEAP) and 1 Local Area of Play (LAP)

Relevant Policies:

National Policy

National Planning Policy Framework (2012)

Local Policy

Central Bedfordshire Core Strategy and Development Management Policies (2009)

CS2	Developer Contributions
CS3	Healthy and Sustainable Communities
CS4	Linking Communities – Accessibility and Transport
CS5	Providing Homes
CS7	Affordable Housing
CS9	Providing Jobs
CS13	Climate Change
CS14	High Quality Development
CS17	Green Infrastructure
DM1	Renewable Energy
DM2	Sustainable Construction of New Buildings
DM3	High Quality Development
DM4	Development Within and Beyond Settlement Envelopes
DM9	Providing a Range of Transport

DM10 Housing Mix
DM14 Landscape and Woodland
DM15 Biodiversity
DM17 Accessible Green spaces

Site Allocations (North) Development Plan Document (2011)

Planning Obligations Supplementary Planning Document (2009)

Design in Central Bedfordshire (a guide for development) (2010)

Appendix F (Parking Strategy) Central Bedfordshire Transport Plan (2012)

Relevant Planning History:

CB/13/02018/SCN - EIA - Screening Opinion: To assess the need for an EIA for a residential development of 135 dwellings. - 27.06.13 - No EIA required.

Consultation responses:

Neighbours were written to and press and site notices were published. The responses are summarised below:

Cranfield PC Cranfield Parish Council is not opposed to housing (at Central Motors) per se, but to the inadequate access from the High Street and it is believed the proposal is storing up problems by using an existing road which is already under pressure.

In addition Cranfield Parish Council is opposed to the application for the following reasons:

- a) Adverse impact on existing Flitt Leys Close residents of 135 homes on top of the planned school and health centre and existing hot food takeaways.
- b) There has been no progress on a CBC pledge to tackle existing traffic congestion in Flitt Leys Close.
- c) The proposal inaccurately refers to Flitt Leys Close providing "adequate access", it claims without justification that bus services are adequate and it says CBC will encourage future residents to walk, cycle and car share. The Parish Council believes this last aspiration is "highly unlikely".
- d) Poor information - The planning documents refer to the health centre both being "lapsed" and going ahead
- e) The only alternative access to Flitt Leys Close is by public footpath
- f) There will be added pressure on parking from the health centre as most health centre parking places will be taken up by staff.
- g) There is inadequate parking per house because of the optimistic assumption that garages will be used for parking.
- h) There is no evidence for how a school bus will access the school

or alternatively drop children off safely without entering the access.

i) Concerns about access for fire service vehicles.

j) Designated play areas have not been concentrated as requested.

k) The proposed 'swale' or balancing lake provides no information for its maintenance or safety.

Neighbours 27 letters of objection and a petition containing 45 signatures have been received, commenting as follows:

- Traffic and Access Arrangements
- The site is too close to the airport
- Landscaping proposals are not acceptable
- The location of a school is inappropriate
- Concerns the development would lead to flooding
- Impact on local sewerage
- The principle of housing is unacceptable/ Not a sustainable location for new housing
- The open space provision is poor
- Impact upon infrastructure (gas, electricity, water)
- Unacceptable Layout/Density
- Not enough school places in Cranfield to accommodate additional children
- The S106 should gift the school land, and remain in perpetuity
- Impact upon Privacy/Overlooking
- Poor community involvement
- Noise during construction
- There is brownfield land elsewhere
- The affordable housing does not appear integrated
- Impact upon habitat
- The location of the take-aways
- Cranfield can not take any more houses
- Loss of farmland
- Objection to the health centre
- There is a lack of bungalows on site

The Council consulted again once amended plans were received and received two objections raising concerns as listed above.

It is anticipated that Cranfield Parish Council may wish to respond to the amended plans, if so its comments will be presented in the Late Sheet.

Consultee responses:

Sustainable Transport No objection

Waste The applicant will need to provide the following to the Council:

- Detailed bin storage locations for each dwelling, with specific designs for any proposed communal dwellings. All individual dwelling storage locations must be at the rear of the property and all communal dwellings storage location must be within 10 metres of the highway
- Detailed bin collection points
- Confirm the ability that all dwellings are able to return their bins after collection to the storage area without having to pass through the dwelling.
- Provide a tracking plan of the site to ensure our collection vehicles are able to access the site safely. Details are available on request on the specification of our vehicles.

Play Officer

No objection

Housing Development Officer

No objection

Highways

I acknowledge and am mindful of the local concerns surrounding the use of Flitt Leys Close as the sole means of vehicle access to this site and in particular the use of adjacent land for the provision of a lower school. Nevertheless I can confirm that there is no fundamental highway reason that would justify objecting to the current proposal for just residential development. The existing carriageway width at 5.5m is compliant with the CBC Design Guidance for a development of up to 300 dwellings. Indeed at the time of the original development of Flitt Leys Close, on land then occupied by Central Motors, sufficient land was identified and reserved to enable access to further development of the land now being pursued.

I am also conscious of the concerns regarding existing parking and congestion problems in the vicinity of the junction of FLC with High Street caused by customers using the nearby commercial enterprises. The highways authority are considering proposals to overcome the issues. These proposals do not have a significant bearing on the acceptability or otherwise of the application as submitted.

Internal Drainage Board

No objection

Archaeology

No objection recommends condition

Environment Agency

Have objected and requested more information. It is considered that this objection is likely to be resolved pending further information, and subject to planning conditions. This will be updated on the late sheet.

Public Protection

No objection recommends conditions

Trees and landscaping	<p>No objections recommends conditions</p> <p>There is supplied with the application a comprehensive landscaping plan which has a good variety of suitable planting throughout.</p> <p>Planting has been concentrated on the plot fronts with generally low growing species which should cause no issues as regards obstructing windows etc and as such are likely to be retained by owners in the future.</p> <p>Tree choice throughout the site with regards to street tree and amenity planting areas would seem to be perfectly acceptable and more imaginative than many applications whilst not being over ambitious.</p>
Ecology	No objection
Urban Design Consultant	Suggested amendments on the first consultation. No comments received regarding the amendments. This will be updated on the late sheet.
Anglian Water	Recommended a condition regarding a foul water strategy.

Determining Issues:

The considerations in the determination of this application are:

1. The principle of the development
2. Layout and appearance
3. Impact upon existing neighbours and future living conditions
4. Traffic and parking
5. Drainage, flooding and sustainability
6. Other considerations
7. s106 and affordable housing
8. Conclusions

Considerations:

1. Principle of the development

This is part of a larger site (5.52ha rather than 7ha) allocated by Policy HA7 (land at Central Garages, Cranfield) of the Site Allocations Development Plan Document which states:

Land at the rear of Central Garage, Cranfield, as identified on the Proposals Map, is allocated for residential development providing not more than 135 dwellings and the provision of a new Lower School, should that be required.

In addition to general policy requirements in the Core Strategy and Development Management Policies DPD and appropriate contributions to infrastructure

provision in the Planning Obligations SPD, development on this site will be subject to the following:

- Production of a Development Brief to guide development;
- Preparation of a Transport Assessment to help identify the impact of the development on the highway network and mitigate against impacts on junctions within Cranfield;
- Provision of adequate access to the site;
- Provision of satisfactory buffer landscaping to minimise the impact of development on the open countryside;
- Provision of green space in order to protect the biodiversity of the site; and
- Provision of a cycleway providing a link to Bridleway 22 north of the development site.

The application site does not include the area which would be for the Lower School (as allocated).

Prior to the planning application being submitted on the 18th March 2013 Central Bedfordshire Council Executive adopted a Development Brief, in accordance with the policy. It is considered that this planning application has been submitted in accordance with the adopted brief.

The application is for the housing portion of the allocation, rather than the whole site, however this is considered an acceptable approach, as should a Lower School be required, a separate planning application would be needed. The land adjacent to the housing site, within the allocation would be subject to legal agreement to ensure it was available, should it be required.

2. Layout and appearance

Layout

The general layout is considered acceptable; the site is a relatively low density (25dph), with clear street hierarchy. The site has been designed with a main vehicular spine, with a feature square in the centre, which would be bisected by the shared surface, and green route through the site, linking the FP22 between the High Street and the route to the University.

A number of comments have been received that the density, and positioning of the dwellings is not appropriate for Cranfield, or a village setting, however it is considered that in order to comply with the policy requirements, and to use the land efficiently, this spine road approach with various smaller culs-de-sac off shoots is acceptable.

The majority of the site includes on plot detached garages, although this does give the appearance of a higher density than the dwelling density is, it is considered that the garages are required to comply with parking standards, and they also give additional storage and flexibility for future residents. Although

there are a relatively high number of garages on this site, they are predominantly set back, to allow parking in front of them. It is considered that they would not appear prominent within the street scene.

Rear gardens would meet the Council's standards in terms of size and layout. All rear gardens would be approximately 10m deep, and no private garden would be less than 50sqm. Larger houses would mostly be served by larger gardens, approximately 100sqm. The layout complies with the 21 metre back to back privacy distance guidance standard.

Design

The Design and Access Statement explains the approach that has been taken in the design of the proposed buildings. The village of Cranfield, has a mixture of architectural styles, it is a linear development comprised largely of brick built two storey properties. Some of the most attractive properties within this locality are simple cottage styles, largely red brick and white render; simple chimney pots are relatively common.

It is considered that the design approach taken would be acceptable, the dwellings are between 7-8 metres in height, which is typical of local housing styles; the proposed material palette includes rendered properties, which is also considered locally appropriate. It is considered that the housing design would be largely symmetrical which should result in visually pleasing street scenes.

3. Impact upon existing neighbours and future living conditions

The site is to the north of High Street and Flitt Leys Close, and to the east of properties on Lincroft.

Typical back to back distances across the site are in excess of the 21 metre guidance standard. Examples of distances between the proposed dwellings and the existing dwellings are as follows:

22 Lincroft to plots 58-65 – 21 metres
161 High Street to plot 38 – 34 metres
169 High Street to plot 26 – 38 metres
179a High Street to plot 22 – 31 metres
11 Flitt Leys Close to plot 22 – 23 metres
15 Flitt Leys Close to plot 21 – 21 metres
21 Flitt Leys Close to plot 17 – 21.5 metres

All the proposed properties are two stories, typical of Cranfield. It is considered that the distances between properties would be sufficient to ensure no undue harm to residential amenity. It is accepted that the backs of the properties on the High Street are largely open, and therefore this development may appear more intrusive than if those properties were currently enclosed, however it is considered that the rear gardens of these properties are relatively large, and a significant level of buffer planting and landscaping is proposed on this boundary. The relationship between existing properties and the new development is considered acceptable.

Overall it is considered that the development has been well designed to respond

to adjoining buildings and no significant harm would be caused to living conditions at neighbouring properties.

27 letters of objection/concern were received:

- Traffic and Access Arrangements

Please see Highway and parking section of this report.

- The site is too close to the airport

The runway associated with Cranfield Airport is to the rear of the site, it is considered that the proposed development would have a similar relationship to the properties on Lincroft, Merchant Lane, Townsend Close and the southern portion of the High Street. A Noise assessment has been submitted as part of this development and the public protection officer is content that the amenities of the residential properties could be safeguarded with the imposition of a suitable condition.

- Landscaping proposals are not acceptable

The landscaping was subject to change for the 2nd consultation, this increased the planting on the southern edge between the properties on the High Street. It is considered that the landscaping proposals are acceptable for the location.

- The location of a school is inappropriate

This application is for 135 houses, as per the site allocation document, the legal agreement reserves the council the ability to construct a Lower School, should that be required. The school does not form part of this application and would be subject to a further planning application should it be required. However the principle of a school in this location was established by the site allocation document and the adopted Development Brief for the site. It is considered with the access from Flitt Leys Close that the land reserved for a school would be an appropriate location on this site.

- Concerns the development would lead to flooding

A flood risk assessment has been prepared, which the Environment Agency is currently considering. This matter will be updated on the late sheet.

- Impact on local sewerage

It is considered that suitable drainage solutions would be managed at the Building Control stage. In addition to this Anglian Water have commented on the application stating that foul drainage is in the catchment of Marston Moretaine Sewage Treatment Works, they specify that at present this has available capacity for the proposed flows.

- The principle of housing is unacceptable/ Not a sustainable location for new housing

The principle of housing on this site was considered and set out in the Site Allocation DPD and the adopted Development Brief. The site is considered a sustainable appropriate location for new housing, due to the location central within the village.

- The open space provision is poor

The open space provision on the site has been designed in consultation with the Council Play and Open Space officer; In this case it is considered an appropriate approach to split the provision into 3 smaller play areas, as this gives greater access opportunity for children to use the areas.

- Impact upon infrastructure (gas, electricity, water)

The developer would need to ensure that suitable infrastructure was in place prior to the occupation of the dwellings.

- Unacceptable Layout/Density

Although the council does not have any formally adopted density requirements, the design guide does suggest that within a village the density should be around the 30dph, this site (excluding the land which would be reserved for a lower school) would have a density of 25dph. It is considered that the density is acceptable, and in terms of the layout, a series of culs-du-sac off a spine road, would result in a good hierarchy of streets.

- Not enough school places in Cranfield to accommodate additional children

Subject to an appropriate Section 106 agreement suitable provision would be made to education for additional school places in relation to 135 dwelling houses.

- The S106 should gift the school land, and remain in perpetuity

It is considered that to have an option on the land to construct a school should it be required within the plan period should be sufficient to ensure should there be a need for a new lower school within Cranfield that one could be constructed on the site.

- Impact upon Privacy/Overlooking

Please see the Neighbouring comments section of this report.

- Poor community involvement

Prior to the submission of the planning application:

The applicant presented the Development brief to the Parish Council meeting.

The applicant had an evening exhibition for the development brief at Holywell School.

The boards were then displayed in Budgens for two weeks.

The applicant placed development briefs at the doctors surgery, and local co-op. After the planning application was submitted, two formal consultation processes have been undertaken. This involved extensive consultation by letter, site notice and a press notice.

It is considered that the development has been the subject of a full and proper consultation process, which has included community involvement.

- Noise during construction

It is accepted that with any development within the construction period there will be localised disturbance. Conditions can be used to manage hours of construction to try to minimise the impact upon adjacent properties.

- There is brownfield land elsewhere

Although there may be brownfield land elsewhere, that does not have a bearing on this allocated site. This allocation forms part of the Councils Strategy for necessary housing provision.

- The affordable housing does not appear integrated

Although it might be ideal in integration terms to have the dwellings “pepper potted” at random throughout the site, this is not practical from a management point of view. The need for affordable housing within Cranfield has been established for 2 and 3 bedroom properties, which is the proposed provision. It is considered that the clusters, with the largest cluster (cluster 2) being 14 houses, would be acceptable.

- Impact upon habitat

An ecology report was submitted as part of the development. The land is largely farm land with some hedgerow. It is acknowledged that there will be disturbance to the site, from the development, however it is considered that the impacts would not be so severe as to restrict the granting of planning permission in this location. The land is not of any specific designation, the site was screened as EIA development. It was confirmed that the development did not require an Environmental Impact Assessment to be undertaken.

- The location of the take-aways

At the access to Flitt Leys Close, there are two take aways and a restaurant. These businesses have been there since the construction of Flitt Leys Close, and form a small cul-du-sac, which has a limited parking provision. It is noted that at times in conjunction with the use of these businesses clients park on Flitt Leys Close, and this has caused conflict with existing residents. It is acknowledged that the existing issue has been raised with the Council, who are trying to address the existing issue. The Highways Officer has confirmed that the road Flitt Leys Close was designed to a standard which would be suitable to exceed the level of dwellings proposed.

- Cranfield can not take any more houses

Cranfield is designated within the Core Strategy and Development Management Policy Document and the emerging Development Strategy as a Minor Service Centre. Minor Service Centres are considered to have suitable infrastructure for additional housing, in suitable locations. It is judged that Cranfield is a sustainable location for new residential development, with the level of local services, which include Lower/Middle Schools, Co-op, Budgens, Public Houses, restaurants and take aways.

- Loss of farmland

The use of this farmland has been established for housing, it is considered it is an acceptable location for new housing, and would not detrimentally impact upon the farm land supply within Cranfield.

- Objection to the health centre

No health centre is proposed as part of this development.

- There is a lack of bungalows on site

Although bungalows maybe desirable, there is no policy reason to a refuse a planning application because there are no bungalows on the site and no requirement for the developer to provide them.

4. Traffic and parking

Works to the highway and access arrangements

The applicant has submitted a Transport Assessment that sets out the likely impact that the development would have on the local highways network. The Transport Assessment concludes that the development would be acceptable in terms of impact upon the public highway.

The highways officer has confirmed that in terms of housing the 5.5 metre wide carriageway of Flitt Leys Close is suitable for the additional 135 dwellings as proposed. This road width is identified within the Central Bedfordshire Highway Design Guidance as suitable for up to 300 dwellings. With the existing 23 dwellings on Flitt Leys Close and the proposed 135, the total number remains significantly lower than the capacity level.

The takeaways are an existing development, which require a separate solution, to ensure the clients and staff do not cause a danger to users of the public highway. The works to the highway, caused by the need relating to the existing businesses can not be conditioned or required by this development, however the issue is acknowledged, and the highways authority is considering measures to control inconvenient and obstructive parking.

Parking at the site

Parking at the site would be provided in line with the Council's current parking standards. In addition to parking spaces that meet the standards, the market rate units would be provided with garages. The garages meet the Council's

recent standards (3.2 x 7m internally).

5. Drainage, flooding, and sustainability

The applicants have submitted a Flood Risk Assessment. Concerns have been raised by the Environment Agency regarding drainage on the site. They have objected and requested additional information, from the applicant. This issue will be updated on the late sheet, and the recommendation to grant is subject to a satisfactory resolution with the Environment Agency. It is noted that the objection is not a principle issue with the development of this site, but with the additional information required.

Swale:

A swale is proposed on the north western side of the site, this is envisaged to be largely dry, and landscaped as part of the landscape master plan. The swale would be part of the on site drainage scheme. The management of the swale and the other open space throughout the site would be subject to a management plan to be submitted as part of the Section 106.

6. Other considerations

Ecology

The Council's Ecologist is concerned that the loss of existing trees and hedges however is satisfied that no protected species will suffer harm as a result on the proposals.

Trees

It is considered that the proposed landscape proposals are good, although some hedgerows would be removed; it is judged that a suitable provision would be planted.

Rights of Way

An existing footpath (FP22) is currently in place across this site, it is considered that these proposals would ensure that the route is dedicated and accessible. It is considered that the route would encourage sustainable travel to the centre of the village. No changes are proposed to the off site link between the site and the High Street. It is also considered that the main access via Flitt Leys Close, is also a suitable route for pedestrians, with pavements on both sides.

Human Rights Issues

The proposal would raise no known Human Rights Issues.

Equality Act 2010

The proposal would raise no known issues under the Equality Act.

7. s106 and affordable housing

30% (41 units) of the dwelling on site would be affordable and they would be a mix of two and three bedroom units. Whilst lower than the Council's policy suggests (47 units would be provided if 35% was proposed) that the provision should be, it is considered that 30% is in accordance with Policy 34 of the emerging Development Strategy. The tenure mix as proposed is:

56% Shared Ownership
44% Affordable Rent

Contributions would be made to mitigate the impact of the development on existing local infrastructure in line with the Council's Supplementary Planning Guidance. The financial contributions towards the following are currently proposed:

Education
Sustainable Transport
Leisure, Recreational Open Space
Community Facilities and Services

1.45 Hectares of land adjacent to the application site, for the provision of a Lower School within the next 10 years, should that be required.

There is not currently a signed Section 106, and the final figures have not been agreed, however all contributions have been tested against CIL regulations. Any update on this matter shall be made on the late sheet.

8. Conclusions

The principle of residential development at this site is established as acceptable by the site allocation policy and the adopted Development Brief. The site is not the complete allocation but it is considered that the application meets the requirement for housing in this location, and within the Section 106 the land for a school should that be required will be made available, which would be the complete allocation. The design and layout at the site would be good and the amount and quality of play space would be acceptable. No significant harm would be caused to living conditions of adjacent neighbouring properties. It is considered that a single vehicular access in conjunction with an additional pedestrian access would be an acceptable solution for site access, in addition parking would be provided in accordance with the Council's standards. There would be no other planning impacts and the impact of the development on existing local infrastructure would be properly mitigated. Affordable Housing would be provided at an acceptable level.

Recommendation:

That Planning Permission is granted subject to the Environment Agency removing their objection to the development, the satisfactory completion of a suitable Section 106 agreement reflecting the terms set out in this report and the following conditions:

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 take place until a written scheme of archaeological investigation; that adopts a staged approach and includes post excavation analysis and publication, has been submitted to and approved in writing by the Local Planning Authority. The said development shall only be implemented in full accordance with the approved archaeological scheme.**

Reason: To record and advance understanding of the heritage assets with archaeological interest which will be unavoidably affected as a consequence of the development.

- 3 **No development shall commence at the site before details of existing and proposed site and slab levels and proposed cross sections through houses that border the site 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 of at neighbouring and proposed properties.

- 4 **No development shall commence at the site before details and samples of materials to be used in the construction of the dwelling houses, garages and external surfaces of the site have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.**

Reason: To ensure that the appearance of the site would be acceptable.

- 5 Landscaping shall be in accordance with approved plans 5268/PP1 B, 5268/PP2 B, 5268/PP3 B, 5268/PP4 B, 5268/PP5 B 5268/PP6 B, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory appearance at the site.

- 6 The planting and landscaping scheme shown on approved Drawings 5268/PP1 B, 5268/PP2 B, 5268/PP3 B, 5268/PP4 B, 5268/PP5 B 5268/PP6 B shall be implemented by the end of the full planting season immediately following the completion and/or first use of any separate part of the development (a full planting season shall mean the period from October to March). The trees, shrubs and grass shall subsequently be maintained for a period of five years from the date of planting and any which die or are destroyed during this period shall be replaced during the next planting

season with others of a similar size and species.

Reason: To ensure a satisfactory standard of landscaping.
(Policies 43 and 58, DSCB)

- 7 **Notwithstanding the submitted details, no development shall commence at the site before details of the proposed play area at the site 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.

- 8 **No development shall commence at the site before a construction and environmental management plan has been submitted to and approved in writing by the Local Planning Authority which shall detail methods that all developers, contractors and subcontractors will employ and shall include:**

- **Details of traffic routes and points of access and egress to be used for the construction process,**
- **Measures of controlling dust created by the development**
- **Measures to be used to reduce the impact of noise arising from the noise generating activities on site in accordance with best practice set out in BS:5228:1997 'Noise and vibration control on construction and open sites.**
- **The sighting and appearance of the works compounds**
- **Wheel cleaning facilities for construction traffic.**
- **The hours of work**

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

Reason: to safeguard the amenities of adjoining occupiers, to protect the surrounding countryside, and prevent the deposit of materials on the highway.

- 9 **No development shall commence on site until a Public Art strategy has been submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of any of the dwellings the Public Art thereby approved shall be constructed in accordance with approved details.**

Reason: To ensure a satisfactory standard of public art for the site which would relate to the dwellings, to better integrate the dwellings and public open space into the wider development of Cranfield.

- 10 **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.

d) 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, unless an alternative period is approved in writing by the Authority.

Reason: To protect human health and the environment .

- 11 **No development shall begin on site until, the applicant has submitted 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 air traffic noise sources shall not exceed 35dB LAeq, 07.00-23.00 in any habitable room or 30 dB LAeq, 23.00-07.00 and 45 dB LAm_{ax} 23.00-07.00 inside any bedroom and that external noise levels from air traffic noise sources shall not exceed 55 dB LAeq, (1hr) in outdoor amenity areas. Any works which 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: To protect human health.

- 12 **No development shall commence until the detailed plans and sections of the proposed roads, 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.

- 13 **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.

- 14 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.

- 15 **No development shall commence until 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, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented for each individual dwelling before that dwelling is first occupied 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.

- 16 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 12044 (D) 040, 12044 (D) 050 A, 12044 (D) 200 A, 12044 (D) 201 A, 12044 (D) 202 A, 12044 (D) 300, 12044 (D) 301 A, 12044 (D) 302 A, 12044 (D) 303 A, 12044 (D) 304 A, 12044 (D) 310, 12044 (D) 311 A, 12044 (D) 312 A, 12044 (D) 313, 12044 (D) 314, 12044 (D) 315, 12044 (D) 316 A, 12044 (D) 330 A, 12044 (D) 331 A, 12044 (D) 332 A, 12044 (D) 340, 12044 (D) 341 A, 12044 (D) 350, 12044 (D) 351 A, 12044 (D) 360 A, 12044 (D) 361 A, 12044 (D) 400, 12044 (D) 401 A, 12044 (D) 402 A, 12044 (D) 403 A, 12044 (D) 405 D, 12044 (D) 406 D, 12044 (D) 407 A, 12044 (D) 408, 12044 (D) 410 A, 12044 (D) 411 A, 12044 (D) 412 A, 12044 (D) 413 A, 12044 (D) 415 A, 12044 (D) 416, 12044 (D) 418 A, 12044 (D) 420 A, 12044 (D) 421 B, 12044 (D) 422 C, 12044 (D) 425 B, 12044 (D) 426 B, 12044 (D) 428, 12044 (D) 429 C, 12044 (D) 430 B, 12044 (D) 431 B, 12044 (D) 432 B, 12044 (D) 433 A, 12044 (D) 434 A, 12044 (D) 435 A, 12044 (D) 436 A, 12044 (D) 437 B, 12044 (D) 438 A, 12044 (D) 439 A, 12044 (D) 440 A, 12044 (D) 441 A, 12044 (D) 442 A, 12044 (D) 444, 12044 (D) 445 A, 12044 (D) 446, 12044 (D) 447 A, 12044 (D) 450, 12044 (D) 460, 12044 (D) 461 A, 12044 (D) 462 A, 12044 (D) 463 A, 12044 (D) 464 A, 12044 (D) 465, 12044 (D) 466 A, 12044 (D) 470 A, 12044 (D) 471 A, 12044 (D) 472 A, 12044 (D) 473 A, 12044 (D) 474 A, 12044 (D) 480 B, 12044 (D) 481 B, 12044 (D) 500, 12044 (D) 501, 12044 (D) 510, 12044 (D) 511, 12044 (D) 512, 12044 (D) 513, 12044 (D) 900 A, 12044 (D) 910 A, 12044 (D) 920 A, 12044 (D) 930 A, 12044 (D) 940 A, 12044 (D) 950, 12044 (D) 951, 12044 (D) 952, 12044 (D) 953, 12044 (D) 954, 12044 (D) 955, 12044 (D) 956, 12044 (D) 960, 12044 (D) 970, 12044 (D) 971, 12044 (D) 972, 268/ASP1 B, 5268/PP1 B, 5268/PP2 B, 5268/PP3 B, 5268/PP4 B, 5268/PP5 B, 5268/PP6 B.

.Reason: For the avoidance of doubt.

Notes to Applicant

1. **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.
2. This permission relates only to that required under the Town & Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.

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.