

Item No. 6

APPLICATION NUMBER	CB/13/04201/FULL
LOCATION	Land off High Street and Lodge Road, Cranfield, Bedford, MK43 0BG
PROPOSAL	The erection of 20 dwellings for residential purposes along with garages, sewers, roads and all ancillary details.
PARISH	Cranfield
WARD	Cranfield & Marston Moretaine
WARD COUNCILLORS	Cllrs Bastable, Matthews & Mrs Clark
CASE OFFICER	Annabel Gammell
DATE REGISTERED	12 December 2013
EXPIRY DATE	13 March 2014
APPLICANT	Charles Church Development Ltd
AGENT	Woods Hardwick Ltd
REASON FOR COMMITTEE TO DETERMINE	Departure from core strategy policy HA8
RECOMMENDED DECISION	Full Application - Approve

Summary of Recommendation:

The development 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 would be an acceptable solution for site access, in addition parking would be provided in accordance with the Council's standards. The development is suitably in accordance with policies HA8, 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 0.69 ha, and is located to the corner of Lodge Road and High Street in Cranfield. The site currently has two derelict dwellings set well back from the road, and the land forms a long "L-Shape", encompassing the corner of Lodge Road, which is the southern gate way to Cranfield.

To the North and east of the site are agricultural fields, where the approved scheme for 370 houses known as "Home Farm" is being developed, there are 10 dwellings to the south fronting onto Lodge Road.

Vehicular access is taken from two private drives onto Lodge Road, three private drives onto High Street and the main access serving fifteen dwellings off High Street. The High Street is one of the main vehicular routes through Cranfield, and Lodge Road, is a smaller country lane, which is the access to sporadic residential development on the eastern edge of Cranfield.

The Application:

Planning permission is sought for the erection of 20 dwellings made up of the following:

- Market Housing (14 units)

4 x 2- bedroom houses

1 x 3-bedroom houses

9 x 4-bedroom houses

- Affordable housing (6 units) (30%)

4 x 1-bedroom flats

2 x 2-bedroom houses

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) -HA8

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:

Application:	Planning	Number:	MB/94/00648/FA
Validated:	18/05/1994	Type:	DO NOT USE - Full Application
Status:	Decided	Date:	30/06/1994
Summary:	Full Conditional Approval	Decision:	Full Conditional Approval
Description:	FULL: ERECTION OF CONSERVATORY TO REAR AND DETACHED GARAGE.		

Application:	Planning	Number:	MB/91/00197/FA
Validated:	05/02/1991	Type:	Listed Building
Status:	Decided	Date:	16/04/1991
Summary:	Permitted Development	Decision:	Permitted Development
Description:	FULL: CHANGE OF USE FROM DOMESTIC GARAGE TO DENTURE AND ORTHODONTIC WORKSHOP		

Application:	Planning	Number:	MB/81/0747A/FA
Validated:	06/05/1985	Type:	DO NOT USE - Full Application
Status:	Decided	Date:	01/07/1985
Summary:	Full Conditional Approval	Decision:	Full Conditional
Description:	FULL: ALTERATION TO FORM ADDITIONAL ROOM IN ROOF		

Application:	Planning	Number:	MB/81/00747/FA
Validated:	01/10/1981	Type:	DO NOT USE - Full Application
Status:	Decided	Date:	26/11/1981
Summary:	Full Conditional Approval	Decision:	Full Conditional
Description:	FULL: GROUND FLOOR REAR EXTENSION		

Application:	Planning	Number:	MB/75/1493A/FA
Validated:	06/05/1976	Type:	Listed Building
Status:	Decided	Date:	01/07/1976
Summary:		Decision:	Full Conditional
Description:	FULL: ALTERATIONS AND NEW FIRST FLOOR		

Application:	Planning	Number:	MB/75/01493/FA
Validated:	18/11/1975	Type:	Listed Building
Status:	Decided	Date:	13/01/1976
Summary:	Refused	Decision:	Refuse
Description:	FULL: ALTERATIONS AND NEW FIRST FLOOR		

Consultation responses:

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

Cranfield Parish Council No comments received

Neighbours Three letters of concern/comment/objection have been received:

6 Lodge Road

1). If not already in place in the design, I would ask that the side windows to the dwelling on plot 20 (especially the upstairs landing window) be constructed with obscure glass to stop direct overlooking into the rear windows/gardens of 5 and 6 Lodge Road.

2). I request that there be fixed and solid, vertical privacy screens to the southerly sides of the upstairs windows on the social block of houses (plots 15-20), so as to restrict views into the rear part of the dwelling being constructed at 6 Lodge Road. This would be views into the master bedroom, the kitchen, the dining room and hallway/stairs/landing. According to the Planning Layout plan for the proposal, the social block of houses is angled towards the rear of 6 Lodge Road. This would mean anyone standing near to any of the six upstairs rear windows could easily see into the majority of the dwelling at 6 Lodge Road, which would lead to a concerning lack of privacy. The closest window looks to be only around 15-20 metres from the rear windows of 6 Lodge Road and only a few metres from the rear boundary of 6 Lodge Road. The Planning Layout plan is not up to date with the envelope of the dwelling that is being built at 6 Lodge Road, which had planning approval prior to this submission, so when this matter is looked into, please take this into account.

3). I would like to be consulted on the treatment of the rear boundary between plot 20 and 6 Lodge Road.

Hillview, Lodge Road

I would like to be consulted on the treatment of the side boundary between plot 1 on the proposal and Hill View, Lodge Road, as this boundary currently consists of different wall and fence types of varying heights and in one place only fence posts marking the boundary line.

Tivoli, Lodge Road

1. Wish to preserve village status
2. Cranfield has many attractive buildings, often on small and awkward plots, the design of the proposal is unimaginative and the houses are too big.
3. Concern over gaining access to the rear of the properties on Lodge Road.
4. Insufficient play space.
5. Unsuitable landscaping.
6. Lack of a public green.
7. Fear of living on a traffic Island, bounded by the new access road and Lodge Road.

Consultee responses:

Waste	No comment received
Play Officer	No comments received
Housing Development Officer	No objection
Highways	<p>As you will be aware from pre application involvement there is no fundamental highways objection to this proposal. The on-site layout as shown is acceptable and access arrangements appropriate both on High Street and Lodge Road and have been submitted in accordance with pre-app discussions with the applicants.</p>
Public Protection	<p>Given that Cranfield Airport is near to the location of the proposed development I am concerned regarding potential internal and external noise levels. Therefore I would recommend that the following condition be attached to any grant of permission -</p> <p>"Prior to the commencement of the development hereby permitted, the applicant shall submit in writing for the approval of the Local Planning Authority a scheme of noise attenuation measures which will ensure that internal noise levels from external 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".</p>
Trees and landscaping	<p>The site is relatively flat and at present is mainly rough grassland, areas of hardstanding and old buildings. There are a number of hedges on the site and around the perimeter, and few trees of any significance.</p> <p>To the north east of the site there is adjoining land that has a planning permission granted for a further housing development and additional development to the south east of the site.</p>

This area of Cranfield does not have a great deal of existing landscaping and few mature trees but the proposal would appear to be intending to remove quite a large amount of the hedgeline to the west and north boundaries to allow for access mainly to individual properties. The Design and Access Statement does refer to these hedgelines and their importance. It would seem possible to change the access for Plots 1 to 5 to come from the main access to the site rather than giving these plots individual access points from the High Street and Lodge Road which would substantially reduce the need to remove such a large percentage of these hedgelines.

There seems in this layout to have little in the way of landscaping or tree planting in the highway area and there is no indicated amenity area that could include any planting.

Rear garden areas of Plots 15 to 20 appear to show the removal of an existing mature hedgeline to be replaced with new tree planting. I would sooner see the existing hedgeline trimmed back and retained as a hedge and an existing boundary rather than removed. The existing hedgeline is a continuation of an extensive hedge and tree belt that divides what will be two housing estates in the future and as such acts as an important wildlife corridor between two areas.

Ecology

Further details required to fully assess.

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. Other considerations
6. s106 and affordable housing
7. Conclusions

Considerations:

1. Principle of the development

This site is allocated by Policy HA8 (Land at Lodge Road and High Street) of the Site Allocations Development Plan Document which states:

Land at High Street/Lodge Road, Cranfield, as identified on the Proposals Map, is allocated for residential development providing a minimum of 25 dwellings.

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:

- Protection of hedgerows and provision of a woodland edge in keeping with the Forest of Marston Vale.

This application is made for 20 houses, which means that it does not fully comply with the allocation, which is for a “minimum for 25”, the applicant undertook pre-application advice where they expressed an interest in a lower figure than 25, the advice was that due to the irregular shape of the site, it might be beneficial to the layout and quality of design to allow fewer dwellings on this site.

2. Layout and appearance

Layout

The general layout is considered acceptable; the site is a relatively low density (30dph). The site has been designed with a main vehicular spine, which would back the existing and proposed dwellings which front Lodge Road, it is considered this is acceptable, the intention being that the proposed dwellings would be a significant distance from the existing properties. It was also considered acceptable for some of the dwellings to address the streetscene and front both Lodge Road and High Street. Although it is accepted this would mean loss of some of the existing hedge on the frontage, it is considered that it is preferable to front the existing roads to create an active street frontage, and the majority of the hedge can be maintained.

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. Due to the layout of the road, the distance between the front to back distances between the existing and proposed houses (Lodge Road) would range between 30 metres (Plot 8 – Gaylands), and 26 metres (Plot 14 – 4 Lodge Road), there is a side to back distance of approximately 12 metres between Plot 20 and number 6 Lodge Road, it is considered that it would be necessary for the 1st floor side facing window to be obscure glazed to protect the private amenity space of this property. The application has been amended so as to site the rear garage on Plots 8 and 9 closer to the rear boundary. This would restrict views into their garden from plot 39 at Home Farm (not constructed) which is sited to the north. The layout plan has been amended to site plots 8 and 9 further towards the road frontage. There would be a minimum distance of 10 metres from the frontage of these plots to the rear garden

boundary of Gaylands and Tivoli, Lodge Road. This amendment would provide sufficient distance between Plot 39 on the Home Farm development and the rear of plots 8 and 9 of this proposed scheme.

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. The predominant style on Lodge Road is semi detached 1.5 storey chalet bungalows.

It is considered that the design approach taken would be acceptable, the dwellings are between 7-8.5 metres in height, which is typical of local housing styles; a number of plots have been designed with dormer windows set into the eaves, to echo the style of the properties on Lodge Road. 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

Typical back to back distances across the site are in excess of the 21 metre guidance standard.

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.

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. The existing and proposed residential amenity has been considered in terms of impact upon light, privacy, the causing of an overbearing impact, and impact upon outlook.

Three objections have been received:

6 Lodge Road

1). If not already in place in the design, I would ask that the side windows to the dwelling on plot 20 (especially the upstairs landing window) be constructed with obscure glass to stop direct overlooking into the rear windows/gardens of 5 and 6 Lodge Road.

2). I request that there be fixed and solid, vertical privacy screens to the southerly sides of the upstairs windows on the social block of houses (plots 15-20), so as to restrict views into the rear part of the dwelling being constructed at 6 Lodge Road. This would be views into the master bedroom, the kitchen, the dining room and hallway/stairs/landing. According to the Planning Layout plan for the proposal, the social block of houses is angled towards the rear of 6 Lodge Road. This would mean anyone standing near to any of the six upstairs

rear windows could easily see into the majority of the dwelling at 6 Lodge Road, which would lead to a concerning lack of privacy. The closest window looks to be only around 15-20 metres from the rear windows of 6 Lodge Road and only a few metres from the rear boundary of 6 Lodge Road. The Planning Layout plan is not up to date with the envelope of the dwelling that is being built at 6 Lodge Road, which had planning approval prior to this submission, so when this matter is looked into, please take this into account.

3). I would like to be consulted on the treatment of the rear boundary between plot 20 and 6 Lodge Road.

It is considered appropriate to condition that the south facing 1st floor window on plot 20 is to be obscure glazed, this is a landing window, and therefore the residential amenity of future occupiers would not be significantly impacted upon by this condition. There is no standard privacy distance between a side and rear elevation, it is considered that this distance is acceptable. It is judged that the angle of the block 15-20 would face the new properties on the Home Farm development, and these rear windows would not give rise to significant views of either number 5 or 6 Lodge Road. With regard to the boundary treatment, this would be a 1.8 metre high close board fence.

Hillview, Lodge Road

I would like to be consulted on the treatment of the side boundary between plot 1 on the proposal and Hill View, Lodge Road, as this boundary currently consists of different wall and fence types of varying heights and in one place only fence posts marking the boundary line.

The boundary treatment would be a close board timber fence some 1.8 metre in height, between the side elevations of the proposed and existing dwelling.

Tivoli, Lodge Road

1. Wish to preserve village status

The housing has been allocated within the Core Strategy, and is therefore in principle acceptable. It is considered that Cranfield would still be considered a village, however this is designated as a minor service centre within the Central Bedfordshire Core Strategy.

2. Cranfield has many attractive buildings, often on small and awkward plots, the design of the proposal is unimaginative and the houses are too big.

Cranfield does benefit from a number of attractive small properties within the centre of the village, however it is considered that it would be unreasonable to require a developer to emanate this style of property on a new housing estate. This site does contain 6 two bedroom dwellings, as well as 4 one bedroom flats, and it is considered that there is a mix of detached, and semi detached properties. It is judged that to require the buildings on the site to be significantly smaller, would increase the density, and could potentially have an impact upon the provision available for car parking and garden area.

3. Concern over gaining access to the rear of the properties on Lodge Road.

Suitable boundary treatment would be required to the rear of Lodge Road properties, it is considered that it is likely that the rear of these properties would be safer than the current situation as they would benefit from natural surveillance from the frontages of new properties.

4. Insufficient play space.

The number of properties is 20, each one with private amenity space, it is considered that a play area is not required for a development of this size, and that suitable play areas are accessible within walking distance.

5. Unsuitable landscaping.

Further landscaping details would be required to ensure a suitable level of landscaping on this site.

6. Lack of a public green.

This development is for 20 houses, it is considered that the intention would be that it would integrate fully into Cranfield, and therefore the creation of a public green would not be appropriate.

7. Fear of living on a traffic Island, bounded by the new access road and Lodge Road.

It is judged that the natural surveillance from the new properties would result in a safer rear access than the current situation, it is considered that the new access road would not be very busy, being a cul-de-sac, there is also a small buffer green between the road and the rear of the properties.

4. Traffic and parking

Works to the highway and access arrangements

It is considered that an extension of the footpath on Lodge Road would be required.

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, 10 of the market rate units would be provided with garages. The garages meet the Council's recent standards (3.2 x 7m internally).

5. Other considerations

Ecology

There are two derelict dwellings on the site, which are covered in a significant amount of Ivy, it is possible that bats are roosting within these properties, an Ecological Survey was submitted with the application, which highlighted that other reports were done, but not ready to be submitted. These have been required from the applicant and an update on this will be on the late sheet.

Trees

The landscape officer highlighted concern at the access for 5 plots being through the existing hedgerow, it is considered that it is more appropriate for dwellings to address the frontage of Lodge Road/High Street than to all be accessed of the same spine road and have the backs of the houses onto the existing streetscene. It is considered that a significant level of hedgerow frontage would be retained, and this edge of village would remain rural. The landscape officer was not satisfied with the details supplied and has suggested amendments. It is considered appropriate to request full landscape details and impose a condition to ensure inclusion of as much of the existing landscape features as possible, including the hedge to the rear of plots 15-20.

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.

6. S106 and affordable housing

30% (6 units) of the dwelling on site would be affordable and they would be a mix of one and two bedroom units. Whilst lower than the Council's policy suggests (7 units would be provided if 35% was proposed), it is considered that 30% is in accordance with Policy 34 of the emerging Development Strategy. The tenure mix as proposed is:

37% Shared Ownership (2 units)

63% Affordable Rent (4 units)

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 currently sought total £245,967.86.

There is not currently a signed Section 106, and the final figures have not been agreed. Any update on this matter shall be made on the late sheet.

7. Conclusions

The principle of residential development at this site is established as acceptable by the site allocation policy. The site is not the complete allocation of a minimum of 25 dwellings but it is considered that the application meets the requirement for housing in this location. The design and layout of the site would be acceptable. No significant harm would be caused to living conditions of adjacent neighbouring properties. It is considered that the access arrangements would be considered safe, 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 the issue of planning permission be delegated to the Head of Development Management on the expiry of the consultation period (subject to no new objections being raised which have not already been considered), the satisfactory completion of a suitable Section 106 agreement 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 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 neighbouring and proposed properties.

- 3 **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.

- 4 **No development shall take place until a landscaping scheme to include all hard and soft landscaping and a scheme for landscape maintenance for a period of five years following the implementation of the landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. The approved scheme 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 means the period from October to March). The trees, shrubs and grass shall subsequently be maintained in accordance with the approved landscape maintenance scheme and any which die or are destroyed during this period shall be replaced during the next planting season.**

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

- 5 **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:5228:2009 'Noise and vibration control on construction and open sites.**
- **The siting 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.

- 6 **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 LAmax 23.00-07.00 inside any bedroom and that external noise levels from air traffic noise sources shall not exceed 55 dB LAeq, (16hr) in outdoor amenity areas of any residential dwellings. 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

- 7 **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.

- 8 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.

- 9 Prior to first occupation of any dwelling hereby permitted the existing footway along the entire highway frontage of the site shall be widened and constructed to accord with the dimension and standard of the recently constructed footway along Lodge Road approaching the site from the East.

Reason: To ensure the provision of an appropriate pedestrian facility in the interests of highway safety and convenience.

- 10 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.

- 11 **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.

- 12 Before the vehicle accesses onto Lodge Road are first brought into use, a triangular vision splay shall be provided on each side of the new access drive and shall be 2.8m measured along the back edge of the highway from the centre line of the anticipated vehicle path to a point 2.0m measured from the back edge of the highway into the site along the centre line of the anticipated vehicle path. The vision splay so described and on land under the applicant's control shall be maintained free of any obstruction to visibility exceeding a height of 600mm above the adjoining footway level.

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

- 13 The first floor window in the south facing elevation of the dwelling shown on plan number 16965-1001F as Plot 20 of the development hereby permitted shall be of fixed type and shall be permanently fitted with obscured glass of a type to substantially restrict vision through it at all times. No further windows or other openings shall be formed in the elevation.

Reason: To safeguard the amenities of occupiers of adjoining properties.
(Policy 43, DSCB)

- 14 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 16965/1000, 6965/101B, 6965/111C, 6965/104A, 6965/106C, 6965/108C, 6965/110C, 6965/114C, 6965/122C, 6965/121B, 6965/113B, 6965/109B, 6965/107C, 6965/105C, 6965/103B, 6965/100A, 6965/102C, 6965/115A, 6965/123C, 6965/116B, 6965/118D, 6965/119D, 6965/124D, 16965/1001F.

Reason: For the avoidance of doubt.

Notes to Applicant

1. 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.
2. The applicants attention is drawn to their responsibility under The Equality Act 2010 and with particular regard to access arrangements for the disabled.

The Equality Act 2010 requires that service providers must think ahead and make reasonable adjustments to address barriers that impede disabled people.

These requirements are as follows:

- Where a provision, criterion or practice puts disabled people at a substantial disadvantage to take reasonable steps to avoid that disadvantage;
- Where a physical feature puts disabled people at a substantial disadvantage to avoid that disadvantage or adopt a reasonable alternative method of providing the service or exercising the function;
- Where not providing an auxiliary aid puts disabled people at a substantial disadvantage to provide that auxiliary aid.

In doing this, it is a good idea to consider the range of disabilities that your actual or potential service users might have. You should not wait until a disabled person experiences difficulties using a service, as this may make it too late to make the necessary adjustment.

For further information on disability access contact:

The Centre for Accessible Environments (www.cae.org.uk)
Central Bedfordshire Access Group (www.centralbedsaccessgroup.co.uk)

3. Advice Note 1/. 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.

AN2/. The applicant is advised that in order to comply with 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 off site improvements to the footway. Further details can be obtained from the Development Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.

AN3/. 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.

AN4/. The applicant is advised that all cycle parking to be provided within the site shall be designed in accordance with the Central Bedfordshire Council's "Cycle Parking Annexes – July 2010"

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 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.