

## **Item No. 6**

<b>APPLICATION NUMBER</b>	<b>CB/14/02013/FULL</b>
<b>LOCATION</b>	<b>Land Fronting Potton Road, Biggleswade, SG18 0EJ</b>
<b>PROPOSAL</b>	<b>The erection of 301 dwellings including access from Potton Road, parking and open space provision.</b>
<b>PARISH</b>	<b>Biggleswade</b>
<b>WARD</b>	<b>Biggleswade North</b>
<b>WARD COUNCILLORS</b>	<b>Cllrs Jones &amp; Mrs Lawrence</b>
<b>CASE OFFICER</b>	<b>Jennie Selley</b>
<b>DATE REGISTERED</b>	<b>16 July 2014</b>
<b>EXPIRY DATE</b>	<b>15 October 2014</b>
<b>APPLICANT</b>	<b>Bellway Homes Ltd (Northern Home Counties) &amp; Bloor Homes Ltd</b>
<b>AGENT</b>	<b>DLA Town Planning Ltd</b>
<b>REASON FOR COMMITTEE TO DETERMINE RECOMMENDED DECISION</b>	<b>Departure from the Development Plan</b>
	<b>Full Application - Granted</b>

### **Site Location:**

The application site is located off the western side of Potton Road, on the north-east edge of Biggleswade. The site consists of an 11 hectare site which is trapezium shaped. The site has 2 no. existing gated vehicular access points from Potton Road. It comprises of a derelict plant nursery with the remainder of the land in arable use and further open farmland to the north. There are some mature trees and hedgerows to the northern boundary and south western section of the Potton Road frontage. The western boundary is predominantly open. The site abuts existing residential properties along Potton Road. The site is bounded to the south west and north west by public footpaths with Potton Road to the eastern boundary.

### **The Application:**

This application seeks full permission for the construction of 301 no. dwellings including access from Potton Road, parking and open space provision.

The application is accompanied by a Design and Access Statement in which a strategic framework for the site has been developed from the approved Development Brief. The application is also accompanied by a Planning Report, Planning Report, Arboricultural Method Statement, Landscape Management Plan, Landscape Visual Impact Assessment, Flood Risk Assessment, Noise Assessment, Transport Assessment, Travel Plan, Extended Phase 1 Habitat Survey and Archaeological Evaluation.

The site provides an average net density of 30 dwellings per hectare. A range of house sizes and types are proposed with 35% as affordable tenure types dispersed throughout the scheme. The dwellings will mainly be two storey's in height with two

and a half storey's at key locations. All dwellings will be built to a minimum Code for Sustainable Homes Level 3. The site will have four main character area's - P Otton Road Gateway, The Avenue, The Crescent and Rural Edges and Lanes. The style will be primarily traditional design with focal dwellings having distinctive treatment in terms of materials. proposed materials will include bare red/buff brick, painted brick, render with some contrasting brick on certain dwellings. the roof materials will be plain and slate tiles.

Vehicular access to the site is proposed at two points along P otton Road. This will provide a primary route through the site from east and west. A hierarchy of roads, including a number of shared surfaces and squares, would branch off the primary road. An improved pedestrian footpath will be provided within the frontage along P otton Road to retain the existing public footway.

The application proposes 3 play areas comprising of a combined Neighbourhood Equipped Play Area (NEAP) and Local Equipped Play Area (LEAP) and 2 further combined LEAP's and Local Play Areas (LAP). A further smaller green square is proposed within the site. The application site is bound to the west and north by public rights of way and therefore the development has provided routes through to the network to connect with the wider countryside. A SuDS system is proposed incorporating a new attenuation pond in the north east corner of the site.

## **RELEVANT POLICIES:**

### **National Planning Policy Framework (2012)**

Policy 6	Delivering a wide choice of high quality homes
Policy 7	Requiring good design
Policy 8	Promoting healthy communities
Policy 11	Conserving and enhancing the natural environment
Policy 12	Conserving and enhancing the historic environment

### **Central Bedfordshire Council's Core Strategy and Development Management Policies (North) 2009**

Policy CS2	Developer Contributions
Policy CS3	Healthy and Sustainable Communities
Policy CS5	Providing Homes
Policy CS7	Affordable Housing
Policy CS14	High Quality Development
Policy CS17	Heritage
Policy DM3	High Quality Development
Policy DM10	Housing Mix
Policy DM16	Green Infrastructure

### **Central Bedfordshire Council's Emerging Development Strategy 2014**

Policy 1	Presumption in Favour of Sustainable Development
Policy 2	Growth Strategy
Policy 19	Planning Obligations and Community Infrastructure Levy
Policy 22	Leisure and open space provision
Policy 23	Public Rights of Way

Policy 27	Parking
Policy 29	Housing Provision
Policy 29	Housing Mix
Policy 30	Housing Mix
Policy 31	Supporting an Ageing Population
Policy 34	Affordable Housing
Policy 43	High quality development
Policy 49	Mitigating Flood Risk
Policy 56	Green Infrastructure

Having regard to the National Planning Policy Framework, weight is given to the policies contained within the emerging Development Strategy for Central Bedfordshire, which is consistent with the NPPF. The Development Strategy was submitted to the Secretary of State in October 2014.

### **Central Bedfordshire (North Area) Site Allocations DPD (April 2011)**

HA1 – Land west of Potton Road, Biggleswade

### **Supplementary Planning Guidance**

Central Bedfordshire Council's Design Guide 2014

### **Other Guidance**

Potton Road, Biggleswade Development Brief (2014)

### **Relevant Planning History**

None

### **Representations: (Parish & Neighbours)**

Biggleswade Town Council    No objections

Neighbours                    2 representations have been received from the following properties:

*The Avenue*  
*Rowletts View: No. 3*

Objections and concerns raised by the above can be summarised as follows:

- Concerns that the avenue described on the new development would be called 'The Avenue' as this street name already exists in Biggleswade;
- Needless destruction of countryside and wildlife habitats;
- Biggleswade is losing its heritage and identity;
- What are the Councils intentions for Biggleswade – retain it as a small quiet local community town surrounded by fields, common land and hedgerows or turn into a big noisy

- large town like Luton?;
- What's to stop anymore fields, open spaces, hedgerows, trees etc. being destroyed.

## Consultations/Publicity responses

CBC Archaeology	The proposed development will have a negative and irreversible impact upon any surviving archaeological deposits present on the site, and therefore upon the significance of the heritage assets with archaeological interest. This does not present an over-riding constraint on the development providing that the applicant takes appropriate measures to record and advance understanding of the archaeological heritage assets. This will be achieved by the investigation and recording of any archaeological deposits that may be affected by the development; a programme of community engagement, the post-excavation analysis of any archive material generated and the publication of a report on the works. In order to secure this, please attach conditions to any permission granted in respect of this application.
CBC Contaminated Land Officer	Due to the previous use of part of the site as a plant nursery, conditions have been suggested to provide desk study and remediation scheme to deal with any potential contaminated land.
CBC Ecology	It is not considered that the proposal will have an impact on protected species and pleased to see the ornamental planting mix for the site which will benefit bees and butterflies. Wants to see integral nest boxes for birds and bats within built structures. Further badger survey required together with phased escape routes for small mammals.
CBC Highways	No objections subject to relevant conditions being attached to any permission granted including visibility splays, road sections and construction traffic management plan.
CBC Housing Development Officer	Supports this application as it provides for 105 affordable homes which reflect the current policy requirement of 35%. The plans show the units well dispersed throughout the site and integrated with the market housing to promote community cohesion and tenure blindness. Expect all units to meet the Code for Sustainable Homes Level 3 and meet all HCA design and quality standards.
CBC Landscape Officer	The scheme has a very rich internal landscape but some changes to the specification are required. The maintenance required will be extensive and required skilled input. At present it is not considered that the boundary screening isadeqaute for a development of this scale
CBC Local Plans	No comments received.
CBC Play & Open Space	Onsite provisions are appropriate with off site requirements for young people, playing pitches and leisure centre expansion to be secured by s106 contributions.
CBC Public Art Officer	Would expect to see a reasonable amount of public art incorporated into a development of this size. A condition is

CBC Public Protection	recommended to ensure the public art is delivered No objections in principle to this development. However a condition has been suggested to control hours of working.
CBC Rights of Way	Raised comments with regards to the lack of boundary treatment adjacent to Bridleway No. 9 and the location of boundary treatment along the boundary with Footpath No. 12.
CBC Sustainable Transport Officer	Important the site is promoted as one that is well served by bus, walking and cycling routes. S106 contributions expected to provide for upgrades to the existing bus stops, public transport service improvements and improvements to the existing PROW network.
CBC Tree Officer	No objection following the submission of revised plans
Anglian Water	No objection subject to a planning condition requiring further drainage details.
Environment Agency	No objection subject to a planning condition requiring further drainage details.
Highways Agency	Does not intend to issue a direction.
Internal Drainage Board	Suggests that planning permission should not be granted without conditions requiring that the applicants storm water design and construction proposals are adequate before any development commences.

## Determining Issues

The main considerations of the application are;

1. Principle of Development
2. Layout, Density and Built Form
3. Impact on Amenities of Existing and Future Residents
4. Highways and Sustainable Transport
5. Flood Risk and Drainage
6. Open Space, Landscaping and Ecology
7. Impact on the Adjoining Rights of Way
8. Archaeology
9. Impact on Infrastructure and Services
10. Any Other Considerations

## Considerations

### 1. Principle of Development

The site was allocated for residential development to provide a *minimum* of 330 dwellings under Policy HA1 of the Central Bedfordshire (North) Site Allocations DPD. The principle of residential development for the site has therefore already been established in policy terms.

As the current application proposes 301 dwellings, it has been advertised as a departure from the Development Plan. The lower number of dwellings proposed to those sought by Policy HA4 is considered to be acceptable in view of the Council's new design requirements and parking standards set out in the Design Guide 2014.

## **2. Layout, Density and Built Form**

Site Allocations Policy HA1 required production of a Development Brief to guide development and this was completed in May 2014 following public consultation. The Development Brief was approved for Development Management purposes by the CBC Executive Committee. It outlines the aims for the development to deliver and identifies the constraints and opportunities which any planning application must address. The vision for the site is:

*'The creation of a carefully designed new neighbourhood in Biggleswade. Providing homes which draw on the architectural character of the town, set within a high quality public realm including landscaped greens, avenues and squares.'*

The proposals submitted under this application adequately demonstrate that the vision for the site will be achieved. The proposed dwellings will integrate the development within the local setting and the well located open spaces will create a sense of space and place.

The average net density of 30dph is considered to be appropriate for this site on the edge of the town and would be similar to densities in nearby residential areas. The development would be dispersed with open space in the form of formal play areas, avenue square and greens space. The application provides a range of house sizes and types will be provided to reflect local need and provide a mixed community. The application proposes mainly two storey dwellings, four bungalows and 2.5 storey heights at key locations within the site. These heights would be in keeping with surrounding properties and is considered appropriate for this edge of town site.

## **3. Impact on Amenities of Existing and Future Residents**

The site is surrounded by open countryside except for the nos. 157, 177, 179, Sandiacres and Elmside along Potton Road which adjoin the site, the properties facing on the opposite side of Potton Road and residential development to the south-west. Further new dwellings are currently under construction behind no. 157 Potton Road on the opposite side of Bridleway No. 9. to the south-west.

Nos. 177, 179 and Sandiacres are single storey bungalows set fairly close to their rear boundaries. The development has been designed to be sympathetic to these existing properties and therefore it is proposed for the plots behind nos. 177 and 179 to be bungalows with one flat over garage that is set further away from the shared boundary. The proposed development has an acceptable relationship to all other existing properties which will not result in any loss of amenity.

The detailed layout provided demonstrates that the development can provide adequate garden sizes that meet the required back-to-back distances to preserve the amenities of residents. Where there are 2½ storey dwellings, the rear elevations have velux windows proposed to reduce any potential overlooking issue.

## **4. Highways and Sustainable Transport**

### Highways

The proposal has been the subject of considerable pre and post application

discussion and general agreement in principle. The Highways Officer is content that the scheme is supported by a robust Transport Assessment that gives an accurate assessment of the impacts of the development on the surrounding highway network and taking into account the Eastern Relief Road (ERR) which is scheduled to be open for traffic in March 2015.

The ERR should therefore be open pre-commencement of this development. Due to concerns about the impact of construction and future residential traffic on existing routes through the town, a condition is proposed to prevent commencement of any development prior to April 2015 and proportionate contributions will be made towards the ERR and A1 south roundabout. These contributions are required by DPD policy HA1 and are justified by the figures contained within the Transport Assessment for this development.

In addition the agreed financial contributions toward sustainable transport and town centre traffic management arrangements will provide further mitigation against highway impacts. In the immediate vicinity of the site, the development will also provide for various off-site highway works to include provision of footway improvements, three pedestrian/cycle crossing points on Potton Road, reduction of speeds on Potton Road to 30mph and suitable bus stop/bays. The exact location and detail of the crossings and bus stop facilities have yet to be finalised but can be secured by condition and the other improvements will be secured by S106 Agreement.

With regard to the on-site layout, the estate roads along with the resident and visitor parking provision is compliant with the latest design requirements of the authority and as such provides appropriate highway related infrastructure to ensure the site can be adequately accessed and serviced.

In conclusion, the Highways Officer has recommended the inclusion of conditions and advise notes should the application be approved.

### Sustainable Transport

#### *Accessibility*

The development site is situated to the north east of Biggleswade on the Potton Road (B1040) approximately 1.9km.s from Biggleswade town centre, 2 km's from the strategic road network (A1).

Biggleswade town centre has a range of local facilities and provides access to a range of food stores and the rail station offering easy access to London and Peterborough. Local schools are also in reasonable proximity including Edward Peake Middle School and Stratton Upper School. The town centre is therefore within easy cycling distance and the schools within walking distance.

The site is also near the new Kings Reach development that upon completion will offer a range of new facilities including community, and sports facilities and a new school.

The site is adjacent to open countryside offering easy access to the rights of way (ROW) network with ROW running along the north (FP13) and south western (BW9) boundaries, these routes also connect to the national cycle network (NCN12) offering connectivity to Sandy across Biggleswade Common.

In order therefore to promote access to all of these local facilities by sustainable modes of transport it is important that the site is promoted as one that is well served by bus walking and cycling routes.

#### *Public Transport*

Potton Road currently has an infrequent service, with off peak services only along Stratton way and into the town centre.

The proposals for serving this site with an improved service are linked to the completion of the ERR through the Kings Reach development with a continuation into town via Potton Road. The scheme will provide a contribution to that service to ensure that the development is connected by public transport and in particular to the railway station and town centre facilities throughout the day.

#### *Walking and Cycling*

It is proposed that the site will be constructed such that vehicle speeds are low, with direct routes across the site to facilitate walking and cycling with easy access to local walking and cycling routes.

Cycle parking will also be provided within the curtilage of the properties although it is necessary to ensure that this provision is to the standard required by the council cycle parking guidance.

As previously mentioned the site is bounded by public rights of way and access to the ROW network is provided to the north and also at the north western boundary of the site. A contribution to improve FP13 will be made such that the opportunities to connect to the national cycle network are maximised.

There is currently a footway running the length of Potton Road adjacent to the site and for some of its length it is proposed that this will be upgraded, but towards the town it is proposed that the footpath be diverted into the site. The rationale for this is that the footway is deemed substandard and the potential for improvements limited by the mature hedgerow that currently exists.

This existing footway and hedge are currently poorly maintained and GIS plans for the area and the fact that the street furniture is buried in the hedgerow suggest that there is potential for localised improvement. The highway improvements associated with this site along Potton Road include provision for a 30mph speed limit, new crossings and upgraded bus stop. It is likely therefore that street lighting will need to be improved. A more active frontage along Potton Road would also help to keep vehicle speeds low and potentially limit the amount of work required to ensure that speed limits are enforceable.

Three pedestrian crossing points are proposed, the exact position being determined at a later stage. It is likely however that the crossing closest to Edward Peake school will need to be a zebra crossing such that all children from the site have the benefit of a formal pedestrian crossing.

#### *Travel Plan*

A travel plan has been submitted as part of this application in accordance with



the councils requirements, amendments have now been made to an early draft and this travel plan is now acceptable and will be secured through a S106 Agreement.

## **5. Flood Risk and Drainage**

The site is generally flat and currently comprises of a combination of cropped fields and rough grass land with heavily overgrown glass houses to the north east element. There are no existing surface water features within the site boundary. The Environment Agency was consulted on the submitted Flood Risk Assessment and their position is that the proposed development will be acceptable if a planning condition is included requiring further surface water drainage details.

Anglian Water confirms that there are no assets owned by them within the development site boundary. Anglian Water have provided the following comments regarding wastewater treatment, foul sewerage network and surface water disposal:

### *Wastewater Treatment*

The foul drainage from this development is in the catchment of Biggleswade Water Recycling Centre that will have available capacity for these flows.

### *Foul Sewerage Network*

Development will lead to an unacceptable risk of flooding downstream and mitigation in the form of the specifically requested connection point (at manhole 7501 at a maximum rate of 6 litres per second) will be required. The drainage strategy for the site should cover the procurement of the improvement works. Anglian Water has requested a condition requiring the drainage strategy covering these issues to be agreed prior to commencement of development.

### *Surface Water Disposal*

This is outside the jurisdiction of Anglian Water and the views of the Environment Agency are more appropriate.

## **6. Open Space, Landscaping and Ecology**

The applicants Landscape Strategy identifies a network of open spaces through the development in accordance with the requirements identified by Leisure Services. The development will deliver 3 combined LEAP/LAP play spaces each with the appropriate equipment and layout for the development. Appropriate contributions be secured for the Saxon Pool Leisure Centre extension, countryside recreation and green infrastructure to mitigate the impact of the development.

Following the submission of revised plans, the Landscape Officer is still not satisfied with the level of planting along the boundaries, particularly the north eastern boundary, where the development will create an urban edge to the countryside. The northern boundary is more acceptable, but screening relies in part on existing features beyond the boundary. However, the proposed planting within the SuDS area and the play area will create the filtered edge required.

The site is in a sensitive location close to Biggleswade Common and the Greensand Ridge - it needs greater integration than can be achieved with the

planting proposed. The Landscape Officer has concerns with the amount of development in the site has reduced the space for mitigation. In contrast, the internal planting is extensive and richly detailed although it will result in a more urban style of planting than would have been liked for this rural edge site as the maintenance of this scheme will have high requirements particularly for watering.

In some respects the scheme is "overplanted" which will lead to maintenance issues or not in keeping with landscape character. As such, amendments are recommended to the number of trees and species, native hedge mix, pond shrub mix, planting for the play area's. Full details of these amendments are set out in a Note to Applicant.

The Landscape Officer does not consider the boundary screening to be adequate for a development of this scale. Therefore, a condition shall be attached to any permission granted for a landscape scheme to be submitted incorporating the comments and suggestions set out within this report.

The Council's Ecologist has looked at the documents submitted with the application and noted that it is not considered that the proposals will have an impact on protected species. They are pleased to see the ornamental planting mix for the site includes nectar rich species which will benefit bees and butterflies such as lavender and buddleia.

Whilst the landscaping proposed identifies opportunities for native hedgerows and wildflower areas, including that around the attenuation pond, other opportunities for enhancement have not been explored such as bird and bat boxes within built structures along the rural edges of the development. This will be secured by a condition attached to any planning permission granted.

The ecological appraisal cites the fact that the development area is not connected to nearby CWSs and hence unlikely to provide significant habitat opportunities but this could be (and is to some extent with the new exterior hedges) improved upon. There is limited ecological value in the GI areas within the site though they will benefit invertebrates and some birds increased hedges / SuDS would add further benefit for mammals such as hedgehogs.

Badger activity has been identified during the updated ecological survey and a further evening badger survey will be required to determine the level of use and any mitigation that may be required. This will be secured by a condition attached to any planning permission granted.

## **7. Impact on Adjoining Rights of Way**

Concerns were raised by the Rights of Way Officer with regards to the boundary treatment surrounding the site adjoining the existing Public Rights of Way network. The boundary treatment plan was not clear and seemed to show two types of treatment. The proposal is for a 1.1m high three bar timber fence to be erected along the boundary with Bridleway No. 9 and Footpath No. 12. Revised plans have been submitted to ensure the boundary treatment is clear and this is now considered acceptable.

## **8. Archaeology**

The proposed development site contains a series of cropmark enclosures (HER 15079) and lies within an extensive and complex landscape of archaeological remains dating from the later prehistoric periods onwards. Under the terms of the National Planning Policy Framework (NPPF) these are all heritage assets with archaeological interest and are a material consideration in planning matters.

The Council's Archaeology Officer has been engaging with the applicant with regards to the archaeological sensitivities of this site since 2011 when it was requested that in advance of the submission of a planning application, they undertake a geophysical survey and targeted programme of trial trenching. In October 2014, a limited and partial trial trench evaluation was undertaken at the southern end of the site. Ten trenches were excavated in total and from the officers observations and what was reported by the archaeologists undertaking the fieldwork; only a small number of them contained archaeological features, none of which produced any dating evidence. Therefore the partial archaeological evaluation would seem to suggest that southern end of the site has relatively low archaeological potential.

The proposed development will have a negative and irreversible impact upon any surviving archaeological deposits present on the site, and therefore upon the significance of the heritage assets with archaeological interest. This does not present an over-riding constraint on the development providing that the applicant takes appropriate measures to record and advance understanding of the archaeological heritage assets. This will be achieved by the investigation and recording of any archaeological deposits that may be affected by the development; a programme of community engagement, the post-excavation analysis of any archive material generated and the publication of a report on the works. In order to secure this, the Council's Archaeology Officer has requested a condition be attached to any permission granted in respect of this application for the submission of a detailed 'Written Scheme of Archaeological Investigation' prior to any development or demolition taking place on site.

## 9. Impact on Infrastructure and Services

The applicants have agreed to appropriate contributions to ensure that the additional impacts arising from the development can be mitigated in accordance with the statutory test set out in CIL Regulations.

The total package to be secured via a Section 106 Agreement would include a contribution of around £3.7million (£12,340 per unit) towards provision of education, sustainable transport, healthcare, leisure, recreational and green infrastructure facilities and the full 35% affordable housing provision (106 dwellings).

The breakdown of financial contributions is as follows:

Education	£2,244,420.00
Sustainable Transport	£479,000.00
Health Facilities	£135,450.00
Indoor Sports & Centres	£110,085.00
Countryside Recreation Space & GI	£116,914.00
Community Facilities	£70,195.00
Waste Management	£14,462.00

Town Centre Improvements	£25,000.00
Contribution to Eastern Relief Road	£445,540.00
Contribution to A1(S) Junction Improvement	£73,274.00
<b>TOTAL</b>	<b>£3,714,340.00</b>

The Leisure, Recreational Open Space and Green Infrastructure contribution will include contributions towards leisure centre enhancements and improvements to the existing GI projects within the 'Biggleswade Green Wheel' that is in close proximity to development site.

The proposed affordable housing 'package' consists of 57% Intermediate and 43% Affordable Rent tenure types. These would comprise a range of 1, 2, 3, 4 bedroom dwellings pepper-potted across the site. The Affordable Rent properties will include 4 no. bungalows. It is noted that the scheme does not meet the current required affordable housing mix, this is due to the mix being agreed before the change.

#### 10. Any Other Considerations

There are no further considerations to this application.

##### Human Rights

The development has been assessed in the context of human rights and would have no relevant implications.

##### The Equalities Act 2010

The development has been assessed in the context of the Equalities Act 2010 and would have no relevant implications.

#### Recommendation

It is recommended that planning permission be resolved to be **GRANTED** subject to the conditions detailed below.

#### RECOMMENDED CONDITIONS / REASONS

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

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

- 2 **No development shall take place on site prior to 1 April 2014. The routing of construction traffic shall be in accordance with the approved Construction Traffic Management Plan under condition 5.**

**Reason: To allow for the opening of the Biggleswade Eastern Relief Road to traffic and thereby ensure the local highway network has adequate capacity to deal with traffic generated as a result of this development.**

**(Policy 25, DSCB)**

- 3 **No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.**

**Reason: To control the appearance of the building in the interests of the visual amenities of the locality.  
(Policy 43, DSCB)**

- 4 **No demolition or development shall take place until a written scheme of archaeological investigation, which reflects the final foundation design, has been submitted to and approved in writing by the Local Planning Authority.**

**The written scheme shall include details of the following components:**

- **A method statement for the investigation of any archaeological remains present at the site;**
- **An outline strategy for post-excavation assessment, analysis and publication;**
- **A strategy for community engagement.**

**The said development shall only be implemented in full accordance with the approved archaeological scheme and this condition shall only be fully discharged when the following components have been completed to the satisfaction of the Local Planning Authority:**

- **The completion of the archaeological investigation, which shall be monitored by the Local Planning Authority;**
- **The implementation of a programme of community engagement;**
- **The submission within eight months of the completion of the archaeological investigation (unless otherwise agreed in advance in writing by the Local Planning Authority) of a Post Excavation Assessment and an Updated Project Design, which shall be approved in writing by the Local Planning Authority.**
- **The completion within two years of the approval of the Updated Project Design (unless otherwise agreed in advance in writing by the Planning Authority) of the post-excavation analysis as specified in the approved Updated Project Design; the preparation of the site archive ready for deposition at a store approved by the Local Planning Authority, the completion of an archive report, and the submission of a publication report.”**

**Reason: In accordance with paragraph 141 of the NPPF; to record and advance the understanding of the significance of the heritage assets with archaeological interest which will be unavoidably destroyed as a consequence of the development and to make the record of this work publicly available. In accordance with Policy 45 of the emerging Development Strategy for Central Bedfordshire (2014); to give due consideration to the significance of the heritage assets with archaeological interest and ensure that any impact on the**

archaeological resource which takes place as a result of the development is appropriately mitigated.

5 No development shall take place until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. The CTMP shall include:

- proposals for construction traffic routes;
- proposed construction traffic routes in the event the Biggleswade Eastern Relief Road is not open to the public as at 1 April 2014;
- the scheduling and timing of movements, any traffic control, signage within the highway inclusive of temporary warning signs;
- the management of junctions to, and crossing of, the public highway and other public rights of way.

The CTMP shall be implemented in accordance with the approved details for the duration of the construction period.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and the site.  
(Policy 43, DSCB)

6 No development shall take place until a scheme detailing provision for:

- On site parking for construction workers
- Material Storage and compound
- Wheel Cleaning arrangements

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 and to prevent the deposit of mud or other extraneous material on the highway during the construction period.  
(Policy 43, DSCB)

7 No development shall take place until the detailed plans and sections of the proposed roads, including gradients, method of surface water disposal and surfacing materials have been 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.  
(Policy 43, DSCB)

8 No development shall commence until full engineering details of the junction arrangements including visibility splay provision as shown on the approved in principle plan JNY8043-02 Revision B and other off-site highway works to include footway and crossing facilities measures to promote sustainable modes of travel have been submitted to and

approved by the Local Planning Authority. No dwelling shall be occupied until such time as the agreed works have been implemented in accordance with a phasing timescale to be agreed in writing with the Local Planning Authority.

Reason: To ensure the provision of appropriate access arrangements and associated off-site highway works in the interests of highway safety.

(Policy 43, DSCB)

- 9 No development hereby approved shall take place until a Public Art Strategy and delivery timetable has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall address suitable themes and artistic opportunities; artists briefs and commissioning arrangements; strategies for community involvement as appropriate; timescales for implementation of the strategy; and project management and long-term maintenance arrangements. The Public Art Strategy shall then be implemented in full as approved in line with the agreed strategy and project timetable.

Reason: In the interests of promoting local distinctiveness and creating a sense of place.

(Policy 43 DSCB)

- 10 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 an acceptable standard of landscaping.

(Policies 43 and 58, DSCB)

- 11 No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 100 years. Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality.

The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. Critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall also include:

- a. Detailed drainage calculations demonstrating that the drainage system has been designed not to increase the risk of flooding on or off site.
- b. Detailed drainage plan illustrating the layout of the drainage system and the exceedance flow paths.
- c. Details of how the scheme shall be maintained and managed after completion

**Reason: To prevent the increased risk of flooding, both on and off site, and to protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with paragraphs 109, 120 & 121 of the National Planning Policy Framework.**

**(Policy 49, DSCB)**

- 12 **No development shall take place until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the approved foul water strategy.**

**Reason: To prevent environmental and amenity problems arising from flooding.**

**(Policies 43 and 44, DSCB)**

- 13 **No development shall take place on site until the following has been submitted to and approved in writing by the Local Planning Authority:**

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

**Reason: To protect human health and the environment**

**(Policy 44, DSCB)**

- 15 **No occupation of any permitted building shall take place until the following has been submitted to and approved in writing by the Local Planning Authority:**

3. Where shown to be necessary by any Phase 2 Desk Study found to be necessary by Condition XX, a Phase 3 detailed remediation scheme 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.
4. 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.

Reason: To protect human health and the environment  
(Policy 44, DSCB)

- 16 The parking shall be laid out in accordance with drawing number 56157-101 G (Site Layout Plan) and maintained thereafter.

Reason: To retain the appropriate level of parking.  
(Policy 27 DSCB)

- 17 Before the new accesses are first brought into use, any existing access within the frontage of the land to be developed, not incorporated in the accesses hereby approved shall be closed in a manner to the Local Planning Authority's written approval.

Reason: In the interest of road safety and to reduce the number of points at which traffic will enter and leave the public highway.  
(Policy 43 DSCB)

- 18 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 vehicle 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.  
(Policy 43 DSCB)

- 19 **No equipment, machinery or materials shall be brought on to the site for the purposes of development until details of substantial protective fencing for the protection of any retained tree(s), has been submitted to and approved in writing by the Local Planning Authority. The approved fencing shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made.**

**Reason: To protect the trees so enclosed in accordance with Section 8 of BS 5837 of 2012 or as may be subsequently amended.  
(Policies 43 and 59, DSCB)**

- 20 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 56157-100, 56157-101G, 56157-102B, 56157-103B, 56157-105D, 56157-107B, 56157-110A, 56157-111A, 56157-112A, 56157-113A, 56157-118, 56157-119, 56157-120A, 56157-121B, 56157-122A, 56157-132A, 56157-124A, 56157-125A, 56157-126A, 56157-127A, 56157-128A, 56157-

129A, 56157-130A, 56157-131A, 56157-132A, 56157-133A, 56157-134A, 56157-135A, 56157-136A, 56157-137A, 56157-138A, 56157-139B, 56157-140A, 56157-141A, 56157-142A, 56157-143A, 56157-144, 56157-145B, 56157-146A, 56157-150B, 56157-151B, 56157-152A, 56157-153A, 56157-154A, 56157-155B, 56157-160, 56157-161, 56157-162, 56157-163, 56157-164, 56157-165, 56157-166, 56157-167, 56157-168, 56157-169, 56157-170, 56157-171, 56157-172, 56157-173, 56157-175, 56157-176, 56157-177, 56157-178, 56157-179A, 56157-180, 56157-181, 56157-182, 56157-183, 56157-184, 56157-185, 56157-186, 56157-190, 56157-191A, 56157-192A, 56157-193A, 56157-194A, 56157-195, 56157-196, 56157-197A, 56157-198, 56157-199A, 56157-200A, 56157-201, 56157-202A, 56157-203A, 56157-204A, 56157-205, 097-CMP-01

Reason: To identify the approved plan/s and to avoid 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. During the construction phase **escape routes** should be provided from any open trenches to prevent small mammals becoming trapped or drowning should they fill with water.

**No removal of hedgerows, trees or shrubs shall take place between 1 March and 31 August inclusive**, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site.

3. 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 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.
4. 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.
5. 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.

6. The applicant is advised that if it is the intention to request Central Bedfordshire Council as Local Highway Authority, to adopt the estate roads as highways 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.
7. 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 developer's 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.
8. The applicant is advised that parking for contractor's vehicles and the storage of materials associated with this development should take place within the site and not extend into within the public highway without authorisation from the highway authority. If necessary the applicant is advised to contact Central Bedfordshire Council's Highway Help Desk on 0300 300 8049. Under the provisions of the Highways Act 1980 the developer may be liable for any damage caused to the public highway as a result of construction of the development hereby approved.
9. The British Standard for Topsoil, BS 3882:2007, specifies requirements for topsoils that are moved or traded and should be adhered to.

There is a duty to assess for Asbestos Containing Materials (ACM) during development and measures undertaken during removal and disposal should protect site workers and future users, while meeting the requirements of the HSE. Applicants are reminded that, should groundwater or surface water courses be at risk of contamination before, 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.

**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.

**DECISION**

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