

Item No. 7

APPLICATION NUMBER	CB/18/01850/RM
LOCATION	Land Rear of 7-37 Barton Road, Gravenhurst
PROPOSAL	Reserved Matters: Erection of 24 houses with associated garages and garden amenity space.
PARISH	Gravenhurst
WARD	Silsoe & Shillington
WARD COUNCILLORS	Cllr Ms Graham
CASE OFFICER	Peter Vosper
DATE REGISTERED	18 May 2018
EXPIRY DATE	17 August 2018
APPLICANT	Hearne Holmes Developments and Grand Union Housing Group
AGENT	David Coles Architects Ltd
REASON FOR COMMITTEE TO DETERMINE	Called-in by Cllr Graham if the application is recommended for approval for the following reasons: <ul style="list-style-type: none">• Previous DMC site visits have emphasised the importance of the skyline being kept rural - not a series of rooflines.• See 'Notes to Applicants - No. 9' in approval.
RECOMMENDED DECISION	Major application with an objection from the Parish Council. Reserved Matters – Recommended for Approval

Recommendation:

That Planning Permission be GRANTED subject to the following:

RECOMMENDED CONDITIONS / REASONS

- 1 Visibility splays shall be provided at all private means of access from individual properties within the site onto the estate roads. These vision splays shall be provided on each side of the access drive and shall be 2.8m measured along the back edge of the new highway from the centre line of the anticipated vehicle path to a point 2.0m measured from the back edge of the footway into the site along the centre line of the anticipated vehicle path. The vision splays so described and on land under the dwelling occupier'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 new estate road and the new individual accesses, and to make the accesses safe and convenient for the traffic which is likely to use them.

(Section 9, NPPF July 2018)

- 2 No construction of the development hereby approved shall take place until details of the junction between the proposed estate road and the highway have been submitted to and approved in writing by the Local Planning Authority and the development shall not be occupied until that junction has been constructed in accordance with the approved details.**

**Reason: To minimise danger, obstruction and inconvenience to users of the public highway and of the proposed estate road.
(Section 9, NPPF July 2018)**

- 3** Visibility splays shall be provided at the junction of the proposed estate road with the public highway before the development is occupied. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed access from its junction with the channel of the public highway and 43m measured from the centre line of the proposed access along the line of the channel of the public highway. The required vision splays shall, on land in the applicant's control, be kept free of any obstruction.

Reason: To provide adequate visibility between the existing highway and the proposed access, and to make the access safe and convenient for the traffic which is likely to use it.
(Section 9, NPPF July 2018)

- 4** Visibility splays shall be provided at all road junctions within the site. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the side road from its junction with the channel to the through road and 25m measured from the centre line of the side road along the channel of the through road. The vision splays required shall be provided and defined on the site by or on behalf of the developers and be entirely free of any obstruction.

Reason: To provide adequate visibility at road junctions in the interest of road safety.
(Section 9, NPPF July 2018)

- 5 No above ground construction of the development hereby approved shall take place until detailed plans and sections of the proposed roads, including gradients and method of surface water disposal have been approved by the Local Planning Authority and the development shall not 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.
(Section 9, NPPF July 2018)**

- 6** The maximum gradient of all vehicular accesses onto the estate roads shall be 10% (1 in 10).

Reason: In the interests of the safety of persons using the access and users of the highway.
(Section 9, NPPF July 2018)

- 7 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), 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.
(Section 9, NPPF July 2018)

- 8 The driveway length in front of the garages shall be at least 6.0m as measured from the garage doors to the highway boundary.

Reason: To ensure that parked vehicles do not adversely affect the safety and convenience of road users by overhanging the adjoining public highway.
(Section 9, NPPF July 2018)

- 9 No above ground construction of the development hereby approved shall take place until a scheme for the parking of cycles on the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development 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.
(Section 9, NPPF July 2018)**

- 10 No construction of the development hereby approved shall take place until a scheme detailing provision for on site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.**

**Reason: To ensure adequate off street parking during construction in the interests of road safety.
(Section 9, NPPF July 2018)**

- 11 With the exception of the areas of the site covered by condition 12, the retention of existing landscaping and trees and the provision of proposed landscaping and trees, in both public and private areas of the site, shall be undertaken in accordance with approved plan PRI20175-12D. The proposed landscaping shall be implemented by the end of the full planting season immediately following the completion and/or first occupation 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 and retained 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.
(Sections 12 & 15, NPPF 2018)

- 12 Notwithstanding the approved landscape details and plans, details of landscaping in the areas to both sides of the access road and in the communal amenity area, to include species of appropriate size and which reference the historic orchard use of the site, shall be submitted to and approved in writing prior to the first occupation of the development. The approved landscaping shall be implemented by the end of the full planting season immediately following the completion and/or first occupation 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 and retained 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.
(Sections 12 & 15, NPPF 2018)

- 13 Prior to the commencement of development, all tree protective fencing shall be erected in strict accordance with Tree Protection Plan WHK20175-03 D. The tree protection fencing shall then remain securely in position throughout the entire course of development.

Reason: To ensure that a satisfactory standard of tree protection barrier fencing is maintained throughout the entire course of development, in the interests of maintaining the health, stability and visual amenity of the trees concerned.
(Section 15, NPPF 2018)

- 14 Throughout the entire course of development, all working practices and site supervision must fully comply with the recommendations of the document Arboricultural Impact Assessment and Method Statement WHK 20175 aia_ams D.

Reason: To ensure that satisfactory tree protection working practices are maintained throughout the entire course of development operations, in the interests of maintaining the health, stability and visual amenity of the trees concerned.
(Section 15, NPPF 2018)

- 15 The development hereby approved shall be implemented in accordance with the submitted Surface Water Drainage Scheme (JPP Consulting, reference U8771WR) before the development is completed and shall be managed and maintained thereafter in accordance with the agreed maintenance plan. No dwelling shall be occupied until the developer has formally submitted in writing to the Local Planning Authority that the approved Surface Water Drainage Scheme has been checked by them and has been correctly and fully installed as per the approved details.

Reason: To ensure that the implementation and long term operation of a drainage system is in line with what has been approved.
(Section 14, NPPF 2018)

- 16 The development hereby approved shall proceed in accordance with Ecological Enhancement Plan WHK20175_67.

Reason: To provide net gains for biodiversity.
(Section 15, NPPF 2018)

17 No construction of the development hereby approved shall take place until a site specific Construction Environmental Management Plan has been submitted to and been approved in writing by the Local Planning Authority. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:

- **Procedures for maintaining good public relations including complaint management, public consultation and liaison.**
- **Arrangements for liaison with the Council's Pollution Team**
- **All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours:
08 00 Hours and 18 00 Hours on Mondays to Fridays and
08 00 and 13 00 Hours on Saturdays and;
at no time on Sundays and Bank Holidays.**
- **Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.**
- **Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.**
- **Procedures for emergency deviation of the agreed working hours.**
- **Central Bedfordshire Council encourages all contractors to be 'Considerate Contractors' when working in the district by being aware of the needs of neighbours and the environment.**
- **Control measures for dust and other air-borne pollutants. This must also take into account the need to protect any local resident who may have a particular susceptibility to air-borne pollutants.**
- **Measures for controlling the use of site lighting whether required for safe working or for security purposes.**
- **Details of wheel washing facilities.**

Reason: In the interests of the amenities of surrounding occupiers during the construction of the development.

(Policy DM3, CSDMP, and Section 12, NPPF 2018)

18 The scheme to protect future occupants in the dwellings hereby approved from noise from the neighbouring Lower School as outlined in the Noise Assessment (L F Acoustics, May 2018) shall be fully implemented before any permitted dwelling is occupied.

Reason: To protect the amenity of future occupiers of the development and safeguard the activities at the school.

(Policy DM3, CSDMP, and Section 12, NPPF 2018)

19 In the event that contamination is found at any time when carrying out the development hereby approved, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall then be undertaken by a competent person, in accordance with 'Model Procedures for the Management of Land Contamination, CLR 11'. A written report of the findings should be submitted and approved in writing by the Local Planning Authority. Following completion of remedial measures a verification report shall be prepared that demonstrates the

effectiveness of the remediation carried out. No part of the development should be occupied until all remedial and validation works are approved in writing by the Local Planning Authority.

Reason: To ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990.
(Section 15, NPPF 2018)

- 20 The windows in the first floor side elevations of the dwellings hereby approved shall be permanently fitted with obscured glass of a type to substantially restrict vision through them at all times and shall be non-opening, unless the parts of the windows which can be opened are more than 1.7m above the floor of the rooms in which the windows are installed.

Reason: To safeguard the privacy of occupiers of adjoining properties.
(Policy DM3, CSDMP, and Section 12, NPPF 2018)

- 21 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no further windows shall be inserted into the first floor side elevations of the dwellings hereby approved without the grant of further specific planning permission from the Local Planning Authority, or if such windows are inserted they shall be permanently fitted with obscured glass of a type to substantially restrict vision through them at all times and shall be non-opening, unless the parts of the windows which can be opened are more than 1.7m above the floor of the rooms in which the windows are installed.

Reason: To safeguard the privacy of occupiers of adjoining properties.
(Policy DM3, CSDMP, and Section 12, NPPF 2018)

- 22 Notwithstanding the provisions of Part 1, Classes A, B and C of Schedule 2 to the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no extensions, or alterations to the roofs of the dwellings hereby permitted, shall be carried out without the grant of further specific planning permission from the Local Planning Authority.

Reason: To protect the character and appearance of the development, and to protect neighbouring amenity.
(Policy DM3, CSDMP, and Section 12, NPPF 2018)

- 23 Notwithstanding the provisions of Part 1 Class E of Schedule 2 to the Town and Country (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no buildings or other structures shall be erected or constructed within the curtilage of the dwellings hereby permitted without the grant of further specific planning permission from the Local Planning Authority.

Reason: To protect the character and appearance of the development, and to protect neighbouring amenity.
(Policy DM3, CSDMP, and Section 12, NPPF 2018)

- 24 Prior to the completion of development two parking bays within the application site shall be provided with passive provision for electric car charging (i.e. the infrastructure is in place to enable electric charging but until demand is demonstrated for such spaces, the bays are used as 'standard' parking spaces) and shall thereafter be retained.

Reason: To promote sustainable modes of transport.
(Section 9, NPPF July 2018)

- 25 No above ground construction of the development hereby approved shall take place until details of the wearing course for the proposed roads in the development have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully implemented before the development is first occupied and thereafter retained.**

**Reason: To ensure that the roads are constructed to an adequate standard.
(Section 9, NPPF July 2018)**

- 26 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 16124 (D) 097 Revision B, 16124 (D) 099 Revision L, 16124 (D) 520 Revision C, 16124 (D) 100, 16124 (D) 105, 16124 (D) 106, 16124 (D) 110, 16124 (D) 115, 16124 (D) 120, 16124 (D) 125, 16124 (D) 130, 16124 (D) 135, 16124 (D) 136, 16124 (D) 140, 16124 (D) 145, 16124 (D) 150, 16124 (D) 155, 16124 (D) 160, 16124 (D) 165, 16124 (D) 170A, 16124 (D) 175A, 16124 (D) 180, 16124 (D) 185, 16124 (D) 190, 16124 (D) 195 Revision A, 16124 (D) 200, 16124 (D) 205 Revision A, 16124 (D) 210 Revision A, 16124 (D) 215 Revision A, 16124 (D) 220 Revision A, 16124 (D) 225 Revision A, 16124 (D) 230 Revision A, 16124 (D) 235 Revision A, 16124 (D) 240, 16124 (D) 245 Revision A, 16124 (D) 250 Revision A, 16124 (D) 245 Revision A, 16124 (D) 255 Revision B, 16124 (D) 260 Revision A, 16124 (D) 265 Revision B, 16124 (D) 275, 16124 (D) 265 Revision B, 16124 (D) 265 Revision B, 16124 (D) 270, 16124 (D) 275, 16124 (D) 280, 16124 (D) 285, 16124 (D) 530, 16124 (D) 500 Revision F, 16124 (D) 501 Revision F, 16124 (D) 502 Revision B, 16124 (D) 503 Revision D, 16124 (D) 504 Revision E, 16124 (D) 505, 16124 (D) 506, 16124 U8771WR - 102 Revision A, 16124 U8771WR - 103, 16124 U8771WR - 103(1), 16124 U8771WR - 100 Revision D, 16124 U8771WR - 102 Revision A, 16124 U8771WR - 103(2), 16124 U8771WR - 104(1), 16124 U8771WR - 104(2), 16124 U8771WR - 105 Revision B, 16124 U8771WR - 106 Revision B, 16124 U8771WR - 107 Revision B, 16124 U8771WR - 108 Revision C, 16124 U8771WR - 115 Revision A, 16124 U8771WR - 118(1) Revision A, 16124 U8771WR - 118(2), 16124 U8771WR - 118(3) Revision A, 16124 U8771WR - 119, 16124 U8771WR - 120, U8771WR - E01, WHK20175dis2, WHK20175aia_amsD, WHK20175Man-c, WHK20175Spec-A, WHK20175-03 Revision D, WHK20175-12 Revision D, U8771WR - SK01 Revision A and U8771WR - SK02 Revision A.

Reason: To identify the approved plans and to avoid doubt.

NOTES TO APPLICANT

Any conditions in bold must be discharged before the development commences, or where stated before above ground construction commences. Failure to comply with this requirement could invalidate this permission and/or result in enforcement action.

The application form for approval of details reserved by a condition, guidance notes and fees (i.e. £34.00 for householder applications and £116.00 for all other applications, per submission) can be found on our website www.centralbedfordshire.gov.uk or alternatively call Customer Services on 0300 300 8307 for hard copy forms.

- 1 In accordance with Article 35 (1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the reason for any condition above relates to the Policies as referred to in the Core Strategy and Development Management Policies - North and the National Planning Policy Framework (NPPF).
- 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.
- 3 The applicant is advised that the requirements of the New Roads and Street Works Act 1991 will apply to any works undertaken within the limits of the existing public highway. Further details can be obtained from the Central Bedfordshire Council's Highway Help Desk, P.O.Box 1395, Bedford, MK42 5AN
- 4 The applicant is advised that if it is the intention to request the Central Bedfordshire County Council as Local Highway Authority, to adopt the proposed highways as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways together with all the necessary highway and drainage arrangements, including run off calculations shall be submitted to the Development Planning and Control Group, Central Bedfordshire Council's Highway Help Desk, P.O.Box 1395, Bedford, MK42 5AN. No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place.
- 5 The applicant is advised that in order to comply with Condition 2 of this permission it will be necessary for the developer of the site to enter into an agreement with Central Bedfordshire Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. You are advised to contact the Highways Agreements Officer, Community Services, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ. E-mail highwaysagreements@centralbedfordshire.gov.uk
- 6 All roads to be constructed within the site shall be designed in accordance with Central Bedfordshire Council's publication "Design in Central Bedfordshire (Design Supplement 10 – Movement, Street and Places" and the Department of the Environment/Department of Transport's "Manual for Street", or any amendment thereto.
- 7 Discharge rates should be controlled as specified by the outline proposal to deliver betterment of the existing drainage regime and must be confirmed with relevant vested drainage bodies.

Details of the discharge rates, attenuation volumes, location of SUDS features, control features, and conveyance/exceedance pathways must be provided and supported by full calculations, models and methodologies.

The residual risk of flooding needs to be fully addressed by the detailed design should any of the drainage features fail or if they are subjected to an extreme flood event, the detailed design and layout of the proposed development should provide proposed mitigation measures to control those risks for the lifetime of the development and ensure that, so far as is reasonably practicable, flows resulting from rainfall in excess of a 1 in 100 year rainfall event are managed in exceedance routes that minimise the risks to people and property. This could include measures to manage residual risk such as raising ground or floor levels where appropriate. Overland flow routes should not put people and property at unacceptable risk.

Details of control structures and their locations must be provided and demonstrate mitigation of possible future maintenance liabilities such as sedimentation, erosion and ease of access. Hard aspects of the SuDS design, such as inlets and outlets, should be appropriately sized and visually interesting or neutral. Care should be taken to ensure that structures are not over-engineered or create trip hazards.

Health and safety consideration should be taken into account in the design of the features and opportunities to enhance water quality, amenity and biodiversity maximised.

On-going maintenance requirements and responsible parties need to be clearly identified for all parts of the drainage system and confirmed.

