

Item No. 8

APPLICATION NUMBER	CB/18/03694/OUT
LOCATION	Land at Ivel Road Shefford
PROPOSAL	Outline planning application with all matters reserved (Except for means of access from Ivel road) for up to 90 residential dwellings, new internal access roads and footpaths, open space, sustainable urban drainage system and associated landscaping, infrastructure and earthworks.
PARISH	Shefford
WARD	Shefford
WARD COUNCILLORS	Cllrs Liddiard & Brown
CASE OFFICER	Nicola Darcy
DATE REGISTERED	11 October 2018
EXPIRY DATE	10 January 2019
APPLICANT	Catesby Estates plc
AGENT	Savills (UK) Ltd
REASON FOR COMMITTEE TO DETERMINE	1. Departure from Development Plan 2. Major application with Town Council objection
RECOMMENDED DECISION	Outline Application - For approval subject to a S106 agreement

Summary of recommendation:

The proposed residential development on the site represents a departure to the Development Plan. The site is considered to be a sustainable location for development with appropriate levels of access to the settlements services and amenities. The development will result in change to the countryside setting but any such harm would be mitigated through landscape design. Matters relating to highway safety and capacity are acceptable and can be mitigated through condition. A range of other material considerations including neighbour amenity, ecology and flood risk are neutral whilst positive weight can be given to the provision of housing and a policy compliant level of affordable housing.

Site Location:

The Application Site comprises a single agricultural field of 5.14 ha, which slopes gently up from Ivel Road to the east, levelling out towards its eastern boundary.

To the north of part of the Application Site is a recent residential development (known as Tillers Close / Planters Close) that has recently been completed by Bovis Homes. There is an existing mature hedgerow along the southern boundary of this

development, and a slightly less mature hedgerow along its eastern boundary with the Application Site. The remainder of the northern boundary of the Application Site is formed by the overgrown and semi-wooded route of the former railway line. To the north of the former railway line is a site which members resolved to approve planning permission for a residential development of 150 dwellings and a new primary school under LPA reference CB/18/02298/OUT at the Development Management Committee on 19/10/1018. To the east of the Application Site, and outlined in blue in the submitted plans, is a young tree planted area (referred to as the 'Blue Land' in this report) with farmland beyond. To the south is the planted embankment running along the northern side of the A507, which is set lower than the Application Site, with farmland beyond. To the west is Ivel Road with a mix of commercial and residential development beyond.

The Application:

Outline planning permission is sought for up to 90 dwellings (which has reduced from 100 during the application process), and associated uses and works. The new dwellings would be accommodated on approximately 3.58 ha with around 1.0 ha of open space (including landscaping, etc). As such, the density of the Proposed Development is 29 dph (dwellings per hectare).

No mix of house types or sizes is proposed except that it should predominantly comprise a mix of 2, 3 and 4 bedroom houses, with the potential for some 1 and 2 bedroom flats. The dwellings would be generally two storey in height and no more than 2.5 storey's.

The Proposed Development would be served via a new main site access formed off Ivel Road. The access has been designed in consultation with the Officers of the Council's highway department, to adoptable standards. A pedestrian crossing on Ivel Road is already proposed as a result of a previous development and the new access has been designed to tie into those existing and planned pedestrian facilities.

In addition to the Proposed Development within the Application Site, an area of additional land to the east is identified and edged in blue on the Site Location Plan – the 'Blue Land'. The Blue Land is under the control of the Applicant.

Following the grant of planning permission and subject to the signing of a S106 pertaining to this application, it is the applicants proposal for the Blue Land to be transferred to the Council on a leasehold basis for a period of 125 years. Within the Blue Land, 2.1 ha of land would be made available on a freehold basis for education purposes. This would be sufficient in size for a 2FE (Forms of Entry) primary school. The remainder of the Blue Land would be made available as additional public greenspace.

The land to be made available for education purposes would be provided with the necessary access and utilities up to the Application Site Boundary as shown in red on the Site Location Plan. This is to ensure the Council is provided with viable and deliverable parcel of land for future education purposes within Shefford.

Within the application, the use of the Blue Land for a 2FE primary school has been tested and shown to be deliverable within the application and supporting documents.

As noted above, Members have resolved to approve planning permission subject to the signing of a S106 agreement, on land to the north (ref. CB/18/02298/OUT) for 150 dwellings and a new 2FE primary school. If delivered, this would remove the need for a school to be delivered on the Blue Land. However until that application has been determined and the school site delivered, there is a degree of uncertainty and hence the Applicant is making the Blue Land available for use for a school.

Upon transfer to the Council, it will be for the Council to determine whether the education use is progressed (in the event Hitchin Road does not come forward), the land will otherwise remain as a woodland.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (July 2018)

Core Strategy and Development Management Policies - North 2009

CS1 - Development Strategy
CS2 - Developer Contributions
CS7: Affordable Housing
CS14 - High Quality Design
CS15 - Heritage
CS16: Landscape & Woodland
CS17: Green Infrastructure
CS18: Biodiversity & Geological Conservation
DM1: Renewable Energy
DM2: Sustainable Construction of New Buildings
DM3 - High Quality Design
DM4 - Development Within and Beyond Settlement Envelopes
DM5: Important Open Spaces within Settlement Envelopes
DM13 - Heritage in Development
DM14 - Landscape and Woodland
DM15 - Biodiversity
DM17: Accessible Green Spaces

Central Bedfordshire Local Plan - Emerging

The Central Bedfordshire Local Plan has reached submission stage and was submitted to the Secretary of State on 30 April 2018.

The National Planning Policy Framework (paragraph 48) stipulates that from the day of publication, decision-takers may also give weight to relevant policies in emerging plans unless material considerations indicate otherwise.

The apportionment of this weight is subject to:

- the stage of preparation of the emerging plan;
- the extent to which there are unresolved objections to relevant policies;
- the degree of consistency of the relevant policies in the emerging plan to the policies in the Framework.

Reference should be made to the Central Bedfordshire Submission Local Plan which should be given limited weight having regard to the above. The following policies are relevant to the consideration of this application:

- SP2: Sustainable Development
- SP5: Preventing Coalescence/Important Countryside Gaps
- H1: Housing Mix
- H2: Housing Standards
- T2: Highway Safety & Design
- T3: Parking
- EE2: Biodiversity
- CC5: Sustainable Drainage
- HQ1: High Quality Development

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Relevant Planning History:

Case Reference	CB/18/01189/PAPC
Location	Land to the East of Ivel Road, Shefford, Beds
Proposal	Pre Application Non-Householder Advice: development of up to 90 dwellings.
Decision	
Decision Date	

Consultees:

Shefford Town Council The Planning and Highways Committee have resolved to object to the amended outline planning application CB/18/03694/OUT (land at Ivel Road, Shefford). There are many grounds for concern relating to this outline application. Many repeating objections/comments submitted as the response to the initial outline application. The main objections are as follows:-.

Full Capacity of Shefford Health Centre

We are led to understand that the Shefford Health Centre is currently at maximum capacity. Once the development at Campton Fields has been completed and fully occupied, this will create an additional demand of several

hundred new patients for the Health Centre. We are also presented with one hundred and fifty new properties at the proposed development off Hitchin Road which will create a further demand of a minimum of six hundred patients. This proposed outline application for ninety dwellings will create yet more demand, a minimum of three hundred and sixty new patients for the Health Centre. Just as with the schools, there is insufficient spare capacity to support such growth and it is unacceptable to defer the provision of this essential health service when it is obvious that demand will far exceed supply in the short and medium term. Such infrastructure capacity will need to be implemented and delivered coincident with any development. To allow this housing growth to proceed without sufficient capacity in this essential service would be negligent and a dereliction of duty by Shefford Town Council in its failure to raise this issue.

Capacity of the Existing Sewage Disposal System.

The current sewage volume handled by the pumping station in Ivel Road is at capacity. Bulk tankers are regularly used to assist the capacity of the pipelines.

Poor Vehicle Access with Only Single Access Road. (see additional comments)

Insufficient Lower and Middle school places with current provisions.

The Lower School will be oversubscribed once housing, for planning applications already passed, are built, and the Middle School will be at capacity.

Additional objections raised are as follows: --

The Travel Plan submitted is inaccurate, and does not give a true picture of the traffic volume on Ivel Road once the ninety dwellings are built.

The continual changing of house numbers and play area locations, has led to deliberate confusion about the true size of the site.

There is an allocation of S106 monies funding facilities outside the community area such as the Saxon Centre in Biggleswade. The facility is shown as twenty minutes away but this is misleading as it can be only be accessed in this time if travelling by car outside peak hours, and not if travelling by public transport. Additionally, there are no buses on Sunday.

The failure to disclose ineffective public transport links.

The redrawing of the site boundary results in more of the wooded area being destroyed.

Shefford Town Council also wish to comment: -

S106 monies should be committed to fund facilities in the Shefford Community. Saxon Pool is not in the Shefford Community therefore it is very confusing to the Town Council that S106 funds are proposed to be allocated to the facility.

If the proposed school is built at the far end of this estate it will mean over five hundred further vehicle movements through the estate every school day. This has been calculated as follows:

Two classes per year, five years in the school, and thirty pupils per class – there is potential for over two hundred and fifty vehicle arrivals followed by over a further two hundred and fifty vehicle departures at peak times, twice a day. Add to this the traffic from the school and teaching staff, and this is in addition to the residents' own traffic which is likely to be another seven hundred and twenty vehicle movements per day (eight vehicle movements per dwelling per day).

There is potential for in excess of twelve hundred traffic movements per day through a single, narrow road onto a major thoroughfare in and out of Shefford. The vast majority of these movements will be during peak periods. This is not sustainable and will give rise to considerable problems for existing residents in the area, and those on the proposed development. Even without the additional school traffic, the resulting congestion on Ivel Rd, and on traffic entering and leaving the new development is unacceptable. Should this development be permitted the Town Council suggests that an additional access road be created leading directly to the Shefford Road/A507 roundabout, as has similarly been done in Stotfold.

The Travel plan fails to highlight the number of fatality accidents on the adjacent A507 Shefford Bypass. Reported accidents since 2000 show twenty eight casualties, slight injury to fatal, involving forty seven vehicles of all classes.

Highways

We are content with the main body of the Transport Assessment report but we are concerned over the 3m wide through lanes and right turn lane. After speaking with colleagues in the Section 278 team they are firmly of

the opinion that this should be 3.5m as first thought would be the case for a new ghost right turn junction. This will mean that alterations to the to find an extra 1.5m of road width will be required. As the application seeks to approve access then this is a matter that will need to be addressed before HDC could give a positive response.

There is also a consensus that a Traffic Regulation Order to lower the speed limit to 40mph on the approach arms to the roundabout as the design is based on 60kph a 30mph speed limit will need to be introduced along Ivel Road which will act as a buffer zone to the 20mph speed limit. The raised table/informal crossing is acceptable but for some reason it is shown as a zebra crossing on the RSA which should be removed. We are acceptable to parking restrictions as per the RSA but would go further and introduce restrictions on the eastern side of Ivel Road and in to the junction area of the new development.

Comments on Revised Plan

The turning land for the ghost right turn has now been provided at 3.5m and as such accords with the Design Manual for Roads and Bridges (DMRB) the through lanes are at 3m in width and this was supported by a road safety audit (RSA).

As previously mentioned, the Transport assessment is considered acceptable, the breakdown of the level of traffic along Ivel Road is projected as being 12.7% going north with the remaining 87.3% going south to the A507 roundabout based on census information. This would be circa 33 outward movements in the am peak with 27 inward movements in the pm peak. Based on the projected movements this would be 4 vehicles heading north on Ivel Road and 29 vehicles heading south on Ivel Road.

There will be a requirement for Traffic Regulation Order's to lower the speed limit to 40mph on the approach arms to the A507 along with a 30mph speed limit will along Ivel Road which will act as a buffer zone to the 20mph speed limit. Parking restrictions are required per the RSA on Ivel Road to prevent on road parking which currently exists and in to the development junction itself.

A construction management plan would be added at the reserved stage.

Pollution

The submitted Phase 1 Contamination Assessment concludes that the risk from ground contamination / gas is mainly low, but that there a small area of moderate risk on the northern boundary of the Application Site. as stated in the Phase 1 report:

At this stage, based on the desk study information available, it is considered that allowance be made for the following in the northeastern part of the site:

- Gas protection measures comprising under floor venting (i.e. beam and block floors), methane barrier membrane fully sealed around service entries and extended across cavities in northeastern part of the site.

In terms of noise it has been recommended to assess and propose specific noise mitigation once the final masterplan is known, taking into account building distribution, heights and outdoor amenities limits in order to better assess compliance against standards. As stated in the noise assessment: "based on the incorporation of an external fence and the potential to introduce stand-off distances and orientation of buildings, it is envisaged that the potential mitigation afforded by all these measures would ensure that all external amenity areas would be within the relevant noise limits." Noise from road traffic may nevertheless adversely impact amenity of future residents so the ventilation systems used and noise levels from that system, window design and U and G values, noise barrier design and construction materials will all need investigation and detailing prior to development commencing. Current residents may be impacted by access roads so this too should be assessed and mitigated as necessary.

Offers no objection subject to conditions.

Archaeology

The proposed development will have a negative and irreversible impact upon any surviving archaeological deposits present within the site area, and therefore upon the significance of heritage asset 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 any surviving heritage assets with archaeological interest. This will be achieved by the investigation and recording of any archaeological deposits that may be affected by the development; and will take the form of an open area excavation with the provision for a programme of community engagement. The archaeological scheme will include the post-excavation

analysis of any archive material generated and the publication of a report on the investigations. In order to secure this, a condition is recommended.

SUDS

No objection subject to recommendations and conditions

Landscape

18/03694 - Ivel Road, Shefford Revised scheme -
Landscape and Visual: This revised scheme includes an area of amenity open space to include the play facilities ,which is welcomed. This has meant that the southern edge of the plantation woodland has largely been safeguarded from development , with a limited incursion to create the suds storage area.

The conservation of the woodland is a landscape and ecology priority - it may be a relatively new feature but it is important in the context of Shefford and the wider Ivel Valley landscape. Three properties are planned close to the woodland edge, which is a concern. The density is still higher than the number proposed in the Local Plan, which would allow for a wider buffer to be planned adjacent to the woodland edge and to provide a wider swathe of grassland to integrate the suds features. Extension of the wood is a design requirement noted in the Local Plan for this site.

There is also a concern regarding the potential use of noise attenuation measures . At Campton Fields this has included the use of bunding, which can be visually intrusive and would need to be subject to extensive planted integration. The existing woodland edge beside the A507 would need to be conserved.

The internal tree planting proposals would need to be enhanced before the scheme could be considered acceptable - more roadside trees and a stronger design for the amenity area. This space provides scope for larger growing landmark trees , which would help to integrate development with the wooded feature and create a landscape feature on the skyline, which would be welcomed.

Previous comments regarding the trees proposed for the back gardens still stand.

The LVIA only covers the residential proposal- the school layout is not considered in terms of cumulative impact. There are serious concerns regarding the loss of this woodland for a school - woodland cover is low .Reduction of woodland at this scale is unacceptable and cannot be supported on landscape grounds. The longterm future of the remaining woodland would be highly uncertain, as

school expansion requirements would inevitably put pressure on the remaining resource.

A detailed landscape scheme based on native species will be required, to include treatment of the grassland and Sods as well as trees, shrubs and hedging. The internal landscaping would be expected to respect the rural edge setting.

A Landscape and Ecology Management Plan would also be required.

Sustainability Officer

To ensure that the proposed development meets requirements of the adopted policies: CS13, DM1 and DM2a the following conditions are requested:

- 10% energy demand of the development to be secured from renewable or low carbon sources;
- all dwellings should achieve water efficiency standard of 110 litres per person per day;
- assessment of overheating risk in dwellings is undertaken and appropriate measures to be implemented to minimise any identified risk.

Ecology

There are deep concerns regarding this proposal and the detrimental impact it will have on the woodland habitat. The site allocation HAS 44 in the emerging Local Plan identifies the site to provide up to 72 dwellings, not the 100 proposed.

The current proposal within in the red line shows area of woodland to be cleared to allow for open space. The Ecological Appraisal states that '... new ecologically important habitat, such as wildflower grassland to ensure no net-loss of biodiversity can be achieved.'. The NPPF is clear that development should deliver net gains for biodiversity rather than merely maintain the status quo.

Public enjoyment of the countryside can take many forms and does not necessarily require an area of open ground. Any loss of woodland should be resisted and if necessary formal play space accommodated elsewhere on the development. Woodland offers many opportunities for informal play and consideration to natural informal play should be considered.

The concept masterplan does not appear to have taken account of either CBC Design Guide advice or that from the Ecological Consultants in that gardens border

retained hedgerows and woodland. 5.8 of the PEA states 'Design of the scheme should seek to avoid gardens backing onto areas of off-site woodland habitat to avoid the dumping of garden waste and the introduction of non-native and/or ornamental plants to the woodland.'

Whilst biodiversity enhancements such as integrated bat and bird boxes and nectar rich planting schemes are beneficial, the scheme as proposed fails to demonstrate that net gains can be delivered and hence is contrary to policy.

Comments on Revised Scheme

The amendment to the red line and repositioning of the play area is welcomed and the orientation of dwellings along the southern boundary is acceptable however previous comments in relation to the orientation of dwellings to exiting boundary features of the hedgerow to the north and the woodland to the east still remain as follows;

The concept masterplan does not appear to have taken account of either CBC Design Guide advice or that from the Ecological Consultants in that gardens border retained hedgerows and woodland. 5.8 of the PEA states 'Design of the scheme should seek to avoid gardens backing onto areas of off-site woodland habitat to avoid the dumping of garden waste and the introduction of non-native and/or ornamental plants to the woodland.'

Local Plans

The site which this application covers is proposed for allocation by the submitted Local Plan. The Local Plan was submitted to the Secretary of State on April 30th 2018. The Council has been communicating with the Inspector, but the date for Examination is not yet set. This Examination is expected to be held in the early 2019. Policy SP1 sets out the Local Plan's Growth Strategy. It states that 39,350 new homes and 24,000 new jobs will be provided and identifies Strategic Allocations and medium and small-scale extensions to villages and towns. The submission Local Plan proposes allocation of part of this site as HAS44 for approximately 72 dwellings. Therefore, the principle of development of this site is supported.

It should be noted that some modifications are proposed to this policy (see ED D05), this modification was to require '*serviced land (2.1ha) for a new lower / primary school*'. However, it is noted that an application for an alternative

site in Shefford which proposes a school was recently approved at Planning Committee.

MANOP (Meeting the Accommodation Needs of Older People Team)

The requirement for new housing development to meet the needs of older people is set out in Policy H3 of the Local Plan 2015-2035.

If development on the site for residential purposes is acceptable in principle, then we consider that the development should include the following dwellings of a design and layout that makes them suitable for older people in accordance with the standards set out in the appendix to this response:

- Not less than twelve (12) units of mainstream housing suitable for older people.

Fire and Rescue Service

One hydrant at least every 180 metres – with no property further than 90 metres from the nearest hydrant. The minimum flow should be as described in the National Guidance Document published by UK Water and the Local Government Association.

IDB

'No comments'

Environment Agency

No objection

Anglian Water

No response at the time of writing

Housing Development Officer

Strategic Housing support this application as it provides for 32 affordable homes which reflects the current affordable housing policy requirement of 35%. The supporting documentation does not indicate the tenure split of the affordable units. The Strategic Housing Market Assessment (SHMA 2017) has identified a tenure requirement from qualifying affordable housing sites as being 72% affordable rent and 28% intermediate tenure. This makes a requirement of 23 units of affordable rent and 9 units of intermediate tenure (shared ownership) from the development.

Strategic Housing would welcome discussions with the applicant on the eventual affordable housing mix to ensure the mix is reflective of current needs, in particular around the mix and type of affordable rented units.

NHS

This development, should the application be successful will affect Shefford Medical Centre. The current premises were designed for a total patient list size of 22,000 to deliver core General Medical Services. There are already 18,000 patients registered with the practice and with residential developments already under construction in

and around Shefford it is expected to reach full capacity very shortly, especially with the requirement to offer a wider range of patient services from GP Practices, including mental health and community services and some outreach specialist services from local hospitals, delivering care locally and reducing referrals into secondary care.

This application will result in circa 286 additional patient registrations and create a constraint that will require premises reconfiguration and extension to create additional clinical capacity. For this reason, in order to make this development acceptable to NHS commissioners, it is requested that a contribution is made towards the infrastructure supporting the delivery of the 5 Year Forward View and Primary Care at Home models. In order to mitigate the impact of this development on local healthcare services, it is requested on behalf of BCCG and NHS England that a contribution is made for £1,059.50 per dwelling towards local healthcare infrastructure.

Other Representations:

Neighbours	6 Letters of objection - Existing infrastructure cannot cope with any further development - Increased traffic congestion on Ivel Road - Harvest Rise would become a rat a run should a road link be implemented - Dr's surgery over subscribed - Harm to existing wildlife
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Determining Issues:

The main considerations of the application are;

1. Principle
2. Highway impact and access
3. Character and Appearance
4. Neighbour amenity impact
5. Other considerations
6. Sustainable Development
7. Conclusion

Considerations

- 1. Principle**
 - 1.1 Shefford is designated as a minor service centre - it is a settlement that contains a number of services including schools, supermarket, local shops, petrol station, restaurant/pubs, local businesses, industrial area, community halls and public

transport availability via buses. It is considered that, as a settlement, Shefford should be regarded as being sustainable

- 1.2 Policy CS1 classifies settlements by virtue of their scale, services and facilities. Further, the thrust of Policy DM4 is to apply weight in favour of development within Settlement Envelopes and restrict development divorced from the settlements identified within Policy CS1. This policy position is largely echoed by Policy SP7 within the emerging Local Plan.
- 1.3 Policy DM4 restricts new housing development on land outside of the settlement envelope and, on this basis, the application is regarded as contrary to that policy.
- 1.4 The Council is able to demonstrate a five-year supply of housing land in excess of the 5 year requirement. Therefore, the Council's policies concerned with the supply of housing are not considered to be out of date and paragraph 11 of the NPPF is not therefore engaged. However, proposals should still be considered in the context of the presumption in favour of sustainable development – the over-arching principle of the NPPF - that is the determining consideration in this application.
- 1.5 As indicated above, the Local Plan is afforded limited weight only at the present time, given its stage of preparation. The Local Plan sets out a clear direction of travel for the allocation of various sites within the administrative boundary of the Council.
- 1.6 The emerging Local Plan proposes to allocate the site (the land outlined in red and blue in this application) for residential development under Policy HA1 and a minor modification to the allocation includes a site for a primary school. The site assessment states that the number of houses the site could accommodate is 72 dwellings with no significant landscape, heritage or access constraints. The allocation does not detail any requirements for connectivity via additional pedestrian links.
- 1.7 The number of dwellings proposed is 90 dwellings which equates to 29 dwellings per hectare which is considered to be appropriate considering the urban grain of adjacent sites.
- 1.8 Given the stage of preparation, the emerging Local Plan is currently only awarded limited weight - the development should therefore be considered in the context of the presumption in favour of sustainable development and the planning balancing exercise of weighing positive aspects of the development against negative impacts.
- 1.9 In respect of any concern in respect of prematurity, the NPPF sets out that a refusal of planning permission that an application is premature is unlikely to be justified other than where it is clear that the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, taking the policies in the Framework and any other material considerations into account. The NPPF goes on to explain that two such circumstances are likely,

but not exclusively, to be limited to situations where both the development proposal is so substantial that the grant of permission would undermine the plan making process or phasing of new development and, the emerging plan is at an advanced stage but not yet formally part of the Development Plan. The scale of development in this application is such that such situations would not be arise.

2. Highway impact and access

- 2.1 The Town Council have objected to the development and raise concerns with regard to a single access point and consider the Travel Plan to be inaccurate.
- 2.2 The Highways Officer considers the Transport assessment acceptable, the breakdown of the level of traffic along Ivel Road is projected as being 12.7% going north with the remaining 87.3% going south to the A507 roundabout based on census information. This would be circa 33 outward movements in the am peak with 27 inward movements in the pm peak. Based on the projected movements this would be 4 vehicles heading north on Ivel Road and 29 vehicles heading south on Ivel Road.
- 2.3 Following concerns raised by the Highways Officer, the turning land for the ghost right turn has now been provided at 3.5m and as such accords with the Design Manual for Roads and Bridges (DMRB) the through lanes are at 3m in width and this was supported by a road safety audit (RSA).
- 2.4 There will be a requirement for Traffic Regulation Order's to lower the speed limit to 40mph on the approach arms to the A507 along with a 30mph speed limit along Ivel Road which will act as a buffer zone to the 20mph speed limit. Parking restrictions are required per the RSA on Ivel Road to prevent on road parking which currently exists and in to the development junction itself.
- 2.5 There will inevitably be increased traffic movements associated with the development and the concerns from the Town Council are acknowledged. However, no objections are raised by the Highway Officer in relation to capacity of existing highway infrastructure and the development does not represent a severe impact in NPPF terms, subject to conditions and Section 278 Agreement

Pedestrian Links

- 2.6 The principles of good urban design encourages permeability and access and the NPPF sets out that developments should be designed such that reliance on private vehicles are reduced and use of sustainable modes of transport are encouraged. Paragraph 91 of the NPPF promotes street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods whilst paragraph 102 states that opportunities should be sought to promote walking, cycling and public transport.
- 2.7 The allocation of the site for residential development in the emerging Local Plan does not include a requirement that the development provide any specific links through to adjacent developments. The residential site to the north of the application site (Harvest Close, Tillers Rise and Planters Place) was allocated for development in the Site Allocations Development Plan Document April 2011.

Policy MA6 of this document requires the safeguarding of a route through that site to allow sufficient future access and services to the current application site being considered by Members. The S106 agreement which relates to that approved and now implemented residential development to the north includes a stipulation preventing any physical or practical impediment that would prevent or inhibit future development of any adjoining property to the northern and eastern edge of the site. In planning terms then, this legal agreement would allow the developers of the application site currently being considered by Members, to link with the adjoining residential site to the north by way of a pedestrian/cycle link. A planning condition is therefore recommended requiring the provision of a foot/cycle link within the current application site to connect with existing provision on the residential development to the north within any future Reserved Matters Application, which would include a consideration of layout.

- 2.8 It may be desirable to more directly link the application site with the site to the north (Hitchin Rd, Shefford - LPA reference CB/18/02298/OUT) in order to better link the two developments having in mind the proposed school on the northern site. There is a strip of woodland between this application site and the site to the north which is not within the red outline of the application site and is not within the Applicant's control. The Applicant has suggested a financial contribution for the future creation of a pedestrian link through this wooded area, although no specific figure has been indicated.
- 2.9 Having regard to the allocation of the site in the emerging Local Plan and, in terms of providing access to the towns services and amenities, as a stand alone planning application, the principle is considered to be acceptable. Pedestrian and cycle links can be provided through existing development to the north (and was envisaged in the policy position and legal agreement pertaining to that land as previously set out). A link through the area of woodland to the north is not necessary to make the development acceptable in planning terms, particularly in light of the fact it is within different ownership and not included within the red outline of the application. Such a link through a wooded area may also not be particularly desirable in terms of the impact on trees, ecology and in respect of creating a safe route for pedestrians and cyclists.

3. Character and Appearance

- 3.1 The proposed development, comprising up to 90 dwellings will inevitably and fundamentally alter the character of the site.
- 3.2 The Site is well enclosed, with trees and hedgerows along much of its boundary. This includes a dense belt of vegetation along the southern Site boundary with the A507, and which extends along the western Site boundary with Ivel Road. This vegetation screens views into the Site from the A507 / Ivel Road and from the countryside further south. The south western tree belt is relatively thin in places, therefore a condition requiring additional planting would help screen the site further.

- 3.3 Since the original submission, the developer has reduced the number of dwellings and reduced their 'red line' to encompass only the developed area, leaving the woodland in the 'blue land' in its entirety to be transferred to the Council. As acknowledged previously, the proposed amount of development (90 dwellings) with a density of 29dph is considered to be appropriate to the edge of settlement location and relationship with adjoining residential development.

The Landscape Officer comments

- 3.4 The Landscape Officer raises concerns with regard to the loss of the woodland should the school come forward, with the close proximity of the houses with the woodland edge and the possibility of the woodland edge against the A507 being lost to noise attenuation bunding.
- 3.5 As the allocation includes a school, some loss of the trees should that school ever come forward, would be inevitable. However, the application as it stands proposes no removal of the woodland area and, as this land is to be transferred to the Council, it would be within the Councils control as to how that land is dealt with. It is not anticipated that this site would be required for a school having regard to the resolution made by Members in relation to the provision of a school on the Hitchin Road site (LPA reference CB/18/02298/OUT).
- 3.6 The application is in outline form and as such, the layout of the development, including the relationship of dwellings with the woodland would be considered in any forthcoming reserved matters application.
- 3.7 The value of the woodland against the southern edge with the A507 is acknowledged. A landscaping plan can be secured by condition to ensure its retention and supplementary planting to thicken the woodland in thinner areas. Having regard to the allocation of the site, it is considered that there will be no material impact on the character or appearance of the site or the woodland.

4. Neighbour amenity impact

- 4.1 On the basis of the indicative plan, it appears that the site is capable of accommodating the number of dwellings proposed, the detailed relationships between proposed dwellings would be a matter for consideration under a reserved matters application. However it is considered that it would be possible to design a scheme which would not have adverse impact on neighbouring amenity.
- 4.2 In relation to the impact of construction and construction vehicles on neighbouring properties in terms of noise and general disturbance. Development of this scale and given the relationship with existing dwellings will inevitably result in a degree of impact on existing residents. However, subject to the imposition of a planning condition requiring detailed construction management plans, is such that such harm will not be significant or to such an extent as to warrant the refusal of the application.

5 Other considerations

5.1 S106 and financial contributions

5.2 Significant weight should be given to the National Planning Policy Framework, which calls for the achievement of the three dimensions of sustainable development: economic, social and environmental. It is considered that Policy CS2 of the Core Strategy for the North is in accordance with the National Planning Policy Framework. This states that developers are required to make appropriate contributions as necessary to offset the cost of providing new physical, social, community and environmental proposals. Emerging policy in the Local Plan sets out a similar requirement.

5.3 The development will impact on local infrastructure and as a result, development of a scale as proposed here, is required to offset these impacts, by entering into a S106 agreement to provide financial contributions to mitigate these impacts. At the time of writing, the contributions sought and agreed by the Applicant are as follows:

Indoor Sport: £79,701 towards the provision of the planned extension works for additional studio space at Saxon Leisure Centre.

Outdoor Sport: £32,045 towards pitch improvements for Shefford Sports Club.

To mitigate the demand generated by the development a contribution of **£79,701** is sought towards the creation of additional studio space at Saxon Pool LC.

£18,900 Contribution will be spent on refurbishment works for Shefford Library **£80784** A contribution to Phase 2 of the STMA refurbishment requires initial ground works and 3 pitched rooves.

Affordable Housing: 35%

£95,355 NHS contribution

Education Contributions:

	£109,874.23
EY	
	£366,247.44
Lower	
	£313,035.84
Middle	
	£383,864.83
Upper	
	£1,173,022.3

4

Total

5.4 The Town Council have commented that the contributions for improvements to Saxon Leisure Centre would not directly serve any benefit to the community of Shefford. The Spending Officer for Leisure has stated that Saxon Leisure Centre is a multi-facility leisure centre offers a range of facilities / activities to which residents will travel an accepted drive time of 20 mins and the application site lies within the catchment of the Leisure Centre.

- 5.5 The contributions sought are considered to be CIL compliant as well as necessary to make the development acceptable in planning terms and fairly and reasonably related in scale; in accordance with para 56 of the NPPF.

Affordable Housing

- 5.6 On receipt of the application, the proposal includes the policy compliant tenure split and level of Affordable Housing at 35%.

Meeting the Accommodation Needs of Older People (MANOP)

- 5.7 The MANOP team have identified that 8 units of Category 2 homes should be provided. As the relevant policy, H3, is within the emerging Local Plan, only limited weight can be applied. 35% affordable housing has been agreed to, the affordable housing taken together with the potential for Category 2 homes coming forward in a Reserved Matters application are considered to be a significant benefit to the scheme.

Flood Risk and sewerage

- 5.8 The Town Council have raised concern with regard to the additional sewerage generated by the new development. Anglian Water have not yet responded to the consultation and any response will be provided on the Late Sheet. However, the developer would be required to agree such matters with Anglian Water in order to meet the statutory Building Regulations for sewage disposal.
- 5.9 The Flood Risk Team recommend the inclusion of a planning condition requiring a detailed strategy to deal with surface water drainage. The plans submitted show space for green infrastructure and two basins are indicated for sustainable drainage features which will slow the movement of water within the site whilst providing biodiversity and water cleaning benefits. Having regard to the advice received there will be no harmful impact in flood risk terms, subject to condition.

Ecology

- 5.10 The Council's Ecologist has concerns that there would be gardens backing onto areas of off-site woodland habitat which could lead to the dumping of garden waste and the introduction of non-native and/or ornamental plants to the woodland. However, as the site is in Outline form only, the orientation and position of dwellings are details that can be considered as part of any future Reserved Matters application.
- 5.11 Biodiversity enhancements such as integrated bat and bird boxes and nectar rich planting schemes are beneficial, the Ecologist states that the scheme as proposed fails to demonstrate that net gains in biodiversity can be delivered.
- 5.12 As the application is in Outline form, the Ecologist has agreed that a condition could be imposed to address potential net gain of biodiversity on site.

Vehicle charging

- 5.13 A planning condition is recommended requiring information in relation to this matter.

Impact on future residents - noise

- 5.14 In line with Policy DM3 and the Central Bedfordshire Design Guidance, the proposals respect the amenity of surrounding properties, with substantial green buffering used along the more sensitive southern boundary.
- 5.15 The noise assessment submitted with the application details the possibility of noise disturbance to future residents from the A507 and Ivel Road.
- 5.16 As the application is in Outline form, the distance from the road to the nearest dwellinghouses has not been agreed, therefore the Pollution Officer has requested noise conditions to safeguard future residents.

Best most versatile land

- 5.17 The NPPF sets out that local planning authorities should take into account the economic and other benefits of BMV agricultural land. Furthermore it is stated that where the development of significant agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality in preference to that of higher quality. Having regard to the Natural England agricultural land classification the site is classified as grade 2. Whilst there will clearly be a loss of agricultural land the loss will not be significant

Contamination

- 5.18 The submitted Phase 1 Contamination Assessment concludes that the risk from ground contamination / gas is mainly low, but that there is a small area of moderate risk on the northern boundary of the Application Site. At this stage, based on the desk study information available, it is considered that allowance be made for the following in the north eastern part of the site:

- Gas protection measures comprising under floor venting (i.e. beam and block floors), methane barrier membrane fully sealed around service entries and extended across cavities in northeastern part of the site.

- 5.19 The Pollution Officer has recommended suitably worded condition in respect to land contamination.

6. Sustainable Development

- 6.1 Paragraphs 7-10 of the NPPF set out that the purpose of the planning system is to contribute to the achievement of sustainable development – there are three dimensions (economic, social and environmental) which are mutually dependent and should be sought simultaneously through the planning system. Consideration of the development in relation to these dimensions therefore forms part of the balance of considerations of this application:-

Economic

The NPPF makes it clear that planning policies should aim to minimise journey lengths for employment, shopping and other activities, therefore planning decisions should ensure developments that generate significant movements are located where the need to travel will be minimised and the use of sustainable transport modes maximised. It is acknowledged that the construction of 90 houses would support a level of employment, with associated benefits to the

local economy, within the local area on a temporary basis during the construction period.

6.3 It is also acknowledged that new residents are likely to support existing local services although these are limited. The future Council Tax payments that would be spent in the area are considered as benefits. Cumulatively these make positive contributions to fulfilling the economic roles

6.4 The site is located in a Minor Service Area which has access to a range of facilities and services which would provide local employment opportunities, although these are not within walking distance of the site and therefore there would be a dependency on public and private transportation. However on the basis of all the considerations above, the development is considered to meet this strand of Sustainable Development.

6.5 Social

In order to demonstrate a package of benefits, the agent has put forward affordable housing in line with the policy requirement of 35%. The provision of 90 houses with a proportion of affordable housing is given weight. The provision of affordable housing is noted as a benefit to the scheme, as is the provision of open spaces/play.

6.6 A portion of the site, shown as 'Blue Land' is woodland and, as discussed above, it is agreed that this land would be transferred to the Council through a S106 agreement. The Council are then able to determine the future of the woodland, depending on the future delivery of the school proposed to the north of the application (Land at Hitchin Lane Shefford ref: CB/18/02988/OUT). Should the proposed school be delivered on that site to the north, this woodland could be retained and enhanced utilising an agreed maintenance payment from the developer. This area of woodland is considered to be a significant benefit to the community and the applicant has agreed in principle to a financial contribution towards the long term management of the woodland. A figure is yet to be agreed and Members will be updated at Committee.

6.7 The site is regarded as a sustainable location and it is considered that the settlement offers services and facilities that can accommodate the growth resultant from this scheme.

6.8 Environmental

The site does provide environmental benefits through the provision green infrastructure and informal open space.

6.9 The NPPF states that opportunities should be taken to protect and enhance the natural environment and to improve biodiversity. The Councils Ecologist is satisfied that the proposal could secure additional biodiversity gain through effective detailed design and has suggested a condition to secure this.

6.10 The principles of good urban design encourages permeability, access and the NPPF does encourage developments to be designed such that reliance on private vehicles are reduced and use of sustainable modes of transport are

encouraged. The planning application as currently proposed would create adequate and appropriate opportunities to access the amenities, services and facilities in Shefford by walking and cycling, particularly opportunities for connectivity via Harvest Close to the north west of the site.

- 6.11 The development site is considered to be sustainably located with appropriate access arrangements. Therefore, it is considered that the scheme can be considered acceptable.
- 6.12 Human Rights and Equality Act issues:
Based on information submitted there are no known issues raised in the context of Human Rights / The Equalities Act 2010 and as such there would be no relevant implications.

7. Conclusion

- 7.1 The development proposal represents a departure to policy DM4 of the Development Plan. The NPPF is a material consideration in the determination of planning applications and this sets out that there is a presumption in favour of sustainable development and there is a need to boost the supply of housing. For the reasons outlined above the development is considered to be sustainable and no significant harm to material considerations is identified.
- 7.2 Some harm to the countryside setting is acknowledged. Other environmental matters including ecology, flood risk, contamination and noise impact are either neutral, positive or are able to be mitigated by condition.
- 7.3 In the overall balance of considerations, the material considerations weighing in favour of the application, are considered to outweigh the conflict with the Development Plan and harm identified.

Recommendation:

That Planning Permission be APPROVED subject to the signing of a S106 agreement and the following planning conditions:

RECOMMENDED CONDITIONS

- 1 Application for the approval of the reserved matters shall be made to the Local Planning Authority within three years from the date of this permission. The development shall begin not later than two years from the final approval of the reserved matters or, if approved on different dates, the final approval of the last such matter to be approved.

Reason: To comply with Section 92 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 until approval of the details of the appearance, landscaping, layout and scale of the development within**

that area (herein called “the reserved matters”) has been obtained in writing from the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To comply with Part 3 Article 6 of the Town and Country Planning (General Development Procedure) Order 2015.

This condition is pre-commencement as the reserved matters are required to be considered and determined prior to commencement of any development.

- 3 No development shall take place (including ground works or site clearance) until an Ecological Enhancement Strategy (EES) for the creation of new wildlife features such as hibernacula, the erection of bird/bat and bee boxes in buildings/structures and tree, hedgerow, shrub and wildflower planting/establishment has been submitted to and approved in writing by the local planning authority. The content shall be informed by an up to date Ecological Appraisal of the site and include the:
- a) purpose and objectives for the proposed works;
 - b) detailed design(s) and/or working method(s) necessary to achieve stated objectives (including, where relevant, type and source of materials to be used);
 - c) extent and location of proposed works shown on appropriate scale maps and plans;
 - d) timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction;
 - e) persons responsible for implementing the works;
 - f) details of initial aftercare and long-term maintenance.

The works shall be carried out strictly in accordance with the approved details and shall be retained in that manner thereafter

Reason: This is a pre-commencement condition to ensure development is ecologically sensitive and secures biodiversity enhancements in accordance with the National Planning Policy Framework.

- 4 No development shall take place until a written scheme of archaeological resource management (SARM) has been submitted to and approved in writing by the Local Planning Authority. The SARM shall include: method statement for archaeological investigation and recording of archaeological remains present at the site; provision for preservation *in situ* (where appropriate); provision for programme of community engagement; provision for post excavation analysis and publication. The development hereby approved shall only be implemented in full accordance with the approved archaeological scheme and this condition will only be fully discharged when all of the archaeological work; including post excavation analysis, the publication of the results of the fieldwork and the deposition of the

archive with a store approved by the Local Planning Authority has been completed.

Reason: This condition is pre-commencement as a failure to secure appropriate archaeological investigation in advance of development would be contrary to paragraph 199 of the *National Planning Policy Framework* (NPPF), that requires developers to record and advance of understanding of the significance of any heritage assets affected by development before they are lost (wholly or in part).

- 5 The number of dwellings approved on the site shall be restricted to 90 as shown on the revised site layout plan no. 1002 Rev C.

Reason: To ensure that adequate provision of housing is provided.

- 6 **No development shall take place, including any works of demolition, until a Construction Traffic Management Plan, associated with the development of the site, has been submitted and approved in writing by the Local Planning Authority which will include information on:**
- (A) Loading and unloading of plant and materials used in the development**
 - (B) Storage of plant and materials used in the development**
 - (C) The erection and maintenance of security hoarding / scaffolding affecting the highway if required.**
 - (D) Wheel washing facilities**
 - (E) Footpath/footway/cycleway or road closures needed during the development period**
 - (F) Traffic management needed during the development period.**
 - (G) Times, routes and means of access and egress for construction traffic and delivery vehicles (including the import of materials and the removal of waste from the site) during the development of the site.**

The approved Construction Management Plan associated with the development of the site shall be adhered to throughout the development process.

Reason : In the interests of safety, protecting the amenity of local land uses, neighbouring residents and highway safety.

This condition is pre-commencement as it requires consideration of the impact on the highway network and highway safety prior to any development taking place.

- 7 Within the submission of any reserved matters planning application, the layout of the development shall be designed to provide a provide a pedestrian and cycle access up to the boundary of the application site and Harvest Rise.

Reason: To ensure that adequate accesses are brought forward and delivered at reserved matters stage in the interests of encouraging sustainable modes of transport. (Section 9, NPPF)

- 8 Within the submission of any reserved matters planning application, proposed dwellings shall be located not less than 15m from the south eastern boundary of the site and land between the boundary edge and residential curtilages shall be landscaped with native species and semi-mature trees.

Reason: To ensure that adequate landscaping is provided to screen the development from the A507. (Section 12 NPPF)

- 9 No building shall be occupied until the junction of the proposed vehicular access (drg no.19308-02 Rev G) with the highway has been constructed in accordance with the approved details.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and the premises.(Section 9, NPPF)

- 10 Visibility splays shall be provided at the junction of the access with the public highway before the development is brought into use. 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 59m measured from the centre line of the proposed access along the line of the channel of the public highway. The required vision splays shall for the perpetuity of the development remain free of any obstruction to visibility.

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)

- 11 The development shall be served by means of roads and footpaths which shall be laid out and drained in accordance with the Central Bedfordshire Design Guide September 2014 or other such documents that replace them, and no building shall be occupied until the roads and footpaths which provide access to it from the existing highway have been laid out and constructed in accordance with the above-mentioned Guidance. This infrastructure shall also provide for a zebra crossing adjacent to the school which shall be provided prior to any occupation of the school.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the proposed estate road. (Section 9, NPPF)

- 12 Visibility splays shall be provided at all internal 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 junction in the interest of road safety. (Section 9, NPPF)

- 13 The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall illustrate independent vehicular turning head area(s) for an 11.5m refuse collection vehicle.

Reason: To enable vehicles to draw off, park and turn outside the highway limits thereby avoiding the reversing of vehicles on to the highway. (Section 9, NPPF)

- 14 The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall include car and cycle parking in accordance with Central Bedfordshire Design Guide September 2014 or other such documents that replace them has been submitted and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and made available for use before the development is occupied and the car and cycle parking areas shall not thereafter be used for any other purpose.

Reason: To ensure a satisfactory standard of development in accordance with the Central Bedfordshire Design Guide September 2014. (Section 9, NPPF)

- 15 No building shall be occupied until Traffic Regulation Orders on both sides of Ivel Road and the development junction for the provision of No Parking restrictions have been implemented. Furthermore, speed limit reductions on the A507/Ivel Road/Shefford Road roundabout approach roads restrictions to 40mph and a 30mph speed limit on Ivel Road from the existing 20mph speed limit to the A507/Ivel Road/Shefford Road roundabout have been implemented.

Reason: In the interests of road safety and pedestrian movement. (Section 9, NPPF)

- 16 Within the submission of any reserved matters planning application, details of areas for play in the forms of LEAPS and LAPS including the equipment, furniture, surfacing and boundary treatment to be installed, shall be submitted to and approved in writing by the Local Planning Authority. The details thereby approved shall be implemented prior to occupation of the 50th dwelling being first occupied and retained thereafter.

Reason: To ensure the provision of adequate play and children's recreation facilities.
(Section 8, NPPF)

- 17 Prior to commencement of any above ground building works, details of electrical wiring to accommodate facilities for charging plug-in and other ultra low emission vehicles for dwellings shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure the development protects and exploits opportunities for the use of sustainable transport modes for the movement of people in accordance with section 9 of the National Planning Policy Framework.

- 18 Within the submission of any reserved matters planning application relating to the site, section drawings between the site and existing built development adjacent to the boundaries will be submitted to and approved in writing by the Local Planning Authority. The development will thereafter be carried out in accordance with the approved details.

Reason: To ensure adequate information is provided at reserved matters stage in the interests of ensuring appropriate relationships with neighbouring buildings and living conditions. (Section 12, NPPF)

- 19 Prior to the occupation of any dwelling on the site, a scheme for the provision of waste receptacles for each dwelling shall be submitted to and agreed in writing by the Local Planning Authority. The receptacles shall be provided before occupation takes place.

Reason: In the interest of residential amenity and to reduce waste generation in accordance with the Council's Minerals and Waste Local Plan 2014, Policy WSP5 and the adopted SPD "Managing Waste in New Developments" (2006).

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

A Phase 2 intrusive Contamination Investigation as recommended by the previously submitted Phase 1 Assessment, along with any necessary Remediation Method Statement(s) for the mitigation of plausible pollution pathways thereby identified. Works shall be undertaken by competent persons and follow the 'Model Procedures for the Management of Land Contamination, CLR 11

Reason: This is a pre-commencement condition in order to ensure that the amenity of existing residential occupiers and future occupiers of the proposed dwellings are properly protected.

- 21 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:

A validation report that demonstrates the effectiveness of all remediation measures implemented by any approved Remediation Method Statement(s). Works shall be undertaken by qualified professionals and follow the 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that the amenity of existing residential occupiers and future occupiers of the proposed dwellings are properly protected.

- 22 **No development shall take place until an ecological design strategy (EDS) addressing mitigation, compensation and enhancement has been submitted to and approved in writing by the local planning authority. The EDS shall include the following**
- a) Review of the site potential and constraint, to be informed by up to date survey information including a reptile survey**
 - b) Purpose and conservation objectives for the proposed works**
 - c) Detailed working methods to achieve stated objectives including locations of integrated bird and bat boxes to be erected in accordance with RSPB and BCT guidelines on appropriate scale maps and plans**
 - d) Details of lighting considerations to prevent disturbance to bats.**
 - e) Type and source of materials to be used where appropriate, e.g. native species of local provenance.**
 - f) Timetable for implementation demonstrating that works are aligned with proposed phasing of development.**
 - g) Persons responsible for implementing the works**
 - h) Details of initial aftercare and long-term maintenance.**
 - i) Details for monitoring and remedial measures**

The EDS shall be implemented in accordance with the approved details and all features shall be retained in that manner thereafter.

Reason: To ensure adequate provision for ecology in terms of securing net gains.

The condition is pre-commencement as additional survey work is required to be undertaken in relation to reptiles.

- 23 **Development shall not begin until a detailed scheme to protect proposed dwellings from noise from the road traffic on the A507 and existing dwellings from traffic noise from the proposed access roads, at the proposed development has been submitted and approved in writing by the local planning authority. Any works which form part of the scheme approved by the local authority shall be completed before any permitted dwelling is occupied, unless an alternative period is approved in writing by the Authority. The scheme shall include details of noise barrier(s) along the boundary with the road(s), building insulation and a ventilation strategy for the proposed dwellings.**

Reason: This is a pre-commencement condition to ensure the amenity of existing residential occupiers and future occupiers of the proposed dwellings are properly protected.

- 24 **Development shall not begin until details of a ventilation scheme (which shall be designed to achieve the standards set out below) for the proposed dwellings has been submitted to and approved in writing by The Local Planning Authority. The scheme shall enable appropriate internal ambient noise levels to be achieved whilst ventilation is provided at the minimum whole building rate as described in The**

Building Regulations Approved document F. The scheme shall also ensure that the thermal comfort criteria defined in the Chartered Institute of Building Engineers (CIBSE) Environmental Design Guide A (2006) is achieved with windows closed where required to meet the noise standards for road noise as specified in the above condition.

Reason: This is a pre-commencement condition to ensure that the amenity of future occupiers of the proposed dwellings are properly protected.

- 25 **No development shall commence until a detailed surface water drainage scheme, to manage surface water run off from the development for up to and including the 1 in 100 year event (+40%CC), and a maintenance and management plan for the scheme has been submitted to and approved in writing by the Local Planning Authority. The discharge rate from the development will be limited to the equivalent 1 in 1 year rate, or an appropriate rate as agreed by the Bedford Group of Internal Drainage Boards or sewage undertaker. The final detailed design shall be based on the agreed drainage Strategy (Ref:133260-R1(2)-FRA, September 2018) and DEFRA's Non-statutory technical standards for sustainable drainage systems (March, 2018), and shall be implemented and maintained as approved. Maintenance will ensure the system functions as designed for the lifetime of the development. Any variation to the connections and controls indicated on the approved drawing which may be necessary at the time of construction would require the resubmission of those details to the Local Planning Authority for approval. The applicant should address points 1, 2, 3 and 4 within informative 6 when submitting details to discharge the condition.**

Reason: To ensure the approved system will function to a satisfactory minimum standard of operation and maintenance and prevent the increased risk of flooding both on and off site, in accordance with para 163 and 165 of the NPPF and its supporting technical guidance.

- 26 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, number 1002 Rev C.

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

INFORMATIVE 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 applicant is advised that in order to comply with the highway related conditions 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
3. The applicant is also advised that if any of the works associated with the construction of the vehicular access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) then the applicant will be required to bear the cost of such removal or alteration.
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, Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire, SG17 5TQ.
5. The applicant is advised that all cycle parking to be provided within the site shall be designed in accordance with Central Bedfordshire Council's "Cycle Parking Guidance - August 2006".
6. The Drainage Officer advises that the final design and maintenance arrangements for the surface water system to be agreed by condition should include details in line with the following recommendations:
 1. Detailed site investigation results (including any site specific soakage tests and ground water monitoring shown in accordance with BRE 365) will need to be provided with the detailed design.
 2. We believe drawing No 133260 is incorrectly labelled on the Key, "existing watercourse" seems to be permeable paving. FRA also states no existing watercourses. Any existing, watercourses will need to be part of the continued maintenance and management plan to ensure the discharge can be conveyed from site.
 3. We will require full calculations to verify storage requirement. Correspondence with the IDB or water sewage authority should be included in the next submission to prove acceptance of discharge rate, therefore final storage required.

4. A full drainage drawing is required, this should show; pipe numbers, inverts, control features, storage etc.
5. Where the use of permeable surfacing is proposed, this should be designed in accordance with the 'CIRIA RP992 The SuDS Manual Update: Paper RP992/28: Design Assessment Checklists for Permeable/Porous Pavement'.
6. The final detailed design including proposed standards of operation, construction, structural integrity and ongoing maintenance must be compliant with the 'Non-statutory technical standards for sustainable drainage systems' (March 2015, Ref: PB14308), 'Central Bedfordshire Sustainable Drainage Guidance' (Adopted April 2014, Updated May 2015), and recognised best practise including the Ciria SuDS Manual (2016, C753).

To ensure future homeowners and subsequent homeowners will be aware of any maintenance requirements / responsibilities for surface water drainage, including ditches; further measures should be proposed by the applicant and may include, for example, information provided to the first purchaser of the property and also designation/registration of the SuDS so that it appears as a Land Charge for the property and as such is identified to subsequent purchasers of the property.

DECISION

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