

Item No. 5

APPLICATION NUMBER	CB/18/00181/FULL
LOCATION	Land rear of 133 & 135 Station Road, Lower Stondon, Henlow, SG16 6JJ
PROPOSAL	Demolition of 133 & 135 Station Road Lower Stondon and erection of 149 residential dwellings (including 3 custom built plots and 52 affordable housing units) with associated access, road, parking, LEAP and amenity space. Construction of surface water attenuation basin and associated pumping station and provision of 0.12ha of land for community facility.
PARISH	Stondon
WARD	Arlesey
WARD COUNCILLORS	Cllrs Dalgarno, Shelvey & Wenham
CASE OFFICER	Donna Lavender
DATE REGISTERED	12 January 2018 (EOT until 6th Dec 2018)
EXPIRY DATE	13 April 2018
APPLICANT	C/O Agent
AGENT	DLA Town Planning Ltd
REASON FOR COMMITTEE TO DETERMINE	Major Application & Departure from Development Plan with a retained Parish Council Objection
RECOMMENDED DECISION	Recommended for Approval

Reason for Recommendation:

The proposal, for residential units outside of a settlement boundary, conflicts with the current settlement strategy of the Council (denoted by Policies CS1 and DM4). This weighs against the grant of permission.

It is acknowledged that there would be some harm to the landscape character. However, when considered in the round, the development represents a logical expansion to the settlement and would contribute significantly to the economic and social dimensions of sustainability.

In the overall balancing exercise required, the identified harm and conflict with the Development Plan would be significantly out-weighted by the benefits of this scheme, particularly when assessed against the National Planning Policy Framework as a whole.

Site Location:

The site consists of residential properties 133 & 135 Station Road and land directly to the north of Station Road comprising of approximately 6 ha of arable land. The site is flanked by the Greyhound Stadium to the east, by residential properties 95-147 Station road to the south and by arable land to the west and north.

The site is located outside of the settlement boundary for Lower Stondon and as such is regarded as open countryside.

The Application:

Permission is sought in full for the demolition of 133 & 135 Station Road to gain associated access and for the erection of 149 residential dwellings (including 3 custom built plots and 52 affordable housing units), parking, LEAP and amenity space. Construction of surface water attenuation basin and associated pumping station and provision of 0.12ha of land for community facility.

The overall density for the site would be approximately 30 dwellings per hectare over the developable area of the site.

In terms of the provision of dwellings, the scheme would provide the following accommodation mix:

Market Housing

6 x 2 beds (Bungalows)
8 x 2 beds (2 storey)
26 x 3 beds (2 storey)
10 x 3 bed (2.5 storey)
23 x 4 beds (2 storey)
8 x 4 beds (2.5 storey)
Total of 97 market houses

Affordable Housing

8 x 1 beds
27 x 2 bed
16 x 3 beds
1 x 4 bed
Total of 52 affordable units

A total of 35% affordable units has been provided for in accordance with policy requirements.

The units proposed would consist of mix of bungalows, two storey and two and a half storey dwellings. The materials schedule details that the external materials would

comprise of a mixture of red and buff bricks and mix of brown and slate grey roof tiles. There would also be a variety in window treatments with a combination of varied window designs & detailing and porch canopy variations include both flat roof and mono pitch roof designs.

The majority of vehicle parking would be on plot, although there would be some displacement on street parking to avoid a triple tandem parking provision where possible. Where garages are proposed, these would meet the dimensions within the Councils Central Bedfordshire Design Guide. Visitor spaces are provided in most cases opposite locations where there is a perceived demand and where displacement parking is provided.

For recycling and refuse collection, the houses would have rear storage areas and access from rear gardens in order to bring bins to the front of the properties on collection day. Some of the occupants would have to bring their bins to a communal collection point on refuse and recycling collection days but the majority would receive kerbside collection.

The boundary treatment proposed between most plots would be 1.8m close boarded fencing with some 1.8m screen walls on end/corner locations. 450mm knee rail is proposed adjacent the open space areas.

A pedestrian link is proposed from internal open spaces areas to the public footpath network beyond the site. A LEAP facility would be located central to the site with equal distance to travel for both existing and proposed residents. In addition a parcel is proposed for a community facility for the parish just to the rear of the existing doctors surgery with associated planned parking provision. Landscape buffers and associated green infrastructure routes run along the northern, eastern and southern boundaries of the site and the road would directly adjoin the east and west boundary to future proof connectivity with the remainder of the future allocation.

The application is accompanied with the following statements:

- Air quality Assessment
- Arboricultural Assessment
- Archaeological Assessment
- Desk Study & Site Investigation Report
- Ecological Appraisal
- Flood Risk Assessment
- Geophysical Survey Report
- Historical Desk Based Assessment
- Landscape Visual Impact Assessment
- Noise Assessment
- Design & Access Statement
- Planning Statement
- Lighting Assessment

- Statement of Community Involvement
- Transport Assessment and Residential Travel Plan

The site and development has been considered in relation to the EIA regulations (2017) and is below the threshold for the requirement of an Environmental Statement.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (July 2018)

- 2- Sustainable Development
- 8 – Promoting healthy communities
- 9 – Promoting sustainable transport
- 11- Effective Use of Land
- 12 - Achieving well designed places
- 13 - Green Belt
- 14 – Meeting the challenge of climate change, flooding and coastal change
- 15 – Conserving and enhancing the natural environment
- 16 – Conserving and enhancing the historic environment

Core Strategy and Development Management Policies - North 2009

- CS1: Development Strategy
- CS3: Healthy and Sustainable Communities
- CS4: Linking Communities - Accessibility and Transport
- CS5: Providing Homes
- CS7: Affordable Housing
- CS9: Providing Jobs
- CS14: High Quality Development
- CS15: Heritage
- CS16: Landscape & Woodland
- CS18: Biodiversity
- DM3: High Quality Development
- DM4: Settlement Envelopes
- DM10: Housing Mix
- DM13: Heritage in Development.
- DM14: Landscape and Woodland
- DM15: Biodiversity

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:

HA1: Small and Medium Allocations
H1: Housing Mix
H2: Housing Standards
H3: Housing for Older People
H4: Affordable Housing
H7: Self and Custom Build
SP2: Sustainable Development
T2: Highway Safety & Design
T3: Parking
CC5: Sustainable Drainage
HQ1: High Quality Development
EE1: Green Infrastructure
EE2: Biodiversity
EE4: Trees, Woodlands and Hedgerows
EE13: Outdoor sport, leisure and open space
CC1: Climate Change and Sustainability
HQ2: Planning Obs & CIL
HQ3: Social and Community Infrastructure

Supplementary Planning Guidance/Other Documents

1. Central Bedfordshire Design Guide (March 2014)
2. Central Bedfordshire Sustainable Drainage Guidance (May 2015)

Relevant Planning History:

Application Number CB/17/00938/PAPC

Description Pre Application non Householder Advice: Residential Development of 150 dwellings including access

Decision Pre-application advice released

Decision Date 05.04.2017

Parish Council:

Stondon Parish Council RESOLVED that we OBJECT to this application

(*Verbatim*):

The site is situated outside the settlement envelope and is only a small part of the overall site being considered in the

local plan. As such we consider that this application is rushed, offering minimal community benefits, lacks suitable access points and highways infrastructure as well as inappropriate for the location.

Housing growth

The following items are planning applications that are being considered by CBC and NHDC. They could potentially 374 houses to Stondon and Henlow Camp, excluding the impact of the closure of the camp.

Hillside Road approx.	40	Feb	2018
CB/18/00223/OUT			
Bloor phase 1 approx.	149	Jan	2018
CB/18/00181/FULL			
Barrett phase 1 Outside the parish/NHDC houses Aug 2017			185

The following applications have already approved

Welbeck 85 houses 10/11/16	Approved	June	2017
CB/16/05229/OUT			
Bovis Stondon Park Phase 2	80 houses	30/6/16	
Approved Nov 2016		CB/16/02314/FULL	
Transport Museum 25 houses	Approved		2016
CB/16/03105/OUT			

The Parish Council has also been approached by developer suggesting they would like to develop over 240 units on the edges of the village but with little in the way of gain or community infrastructure. The sites will also create a range of issues for the community and sit outside those proposed by the local plan.

Stondon seems to a target for aggressive developers and we want a line drawn. While this is a small section of a bigger site, it is being considered the Bloor application and represents about 40% of the area. As a community we want to see a complete holistic plan drawn out for this area and its impact on the village and its infrastructure.

Local Plan site. While this site is part of the draft Local Plan (2018) it is only part. By breaking the larger area into smaller units it creates problems with traffic management, look of the site and is likely to create three different sites. Each creating issues with traffic into Station Road. We

want this to be treated as one site and to create a complete plan with suitable community gains.

Environmental - There are environmental concerns in relation to the Dog track. There are new kennels housing 75 residential dog and the vastly increased number of 50 races a week. This will increase the noise, smell and related waste management issues. This aspect has not considered and would expect a 20m gaps of gardens or housing along with appropriate noise abatement schemes.

Highways - we have a number concerns. Starting with the additional issues with an overburdened highway network, mainly Station Road but also the A600/A507 and A600 into Hitchin. Without an overall plan this will create even more problems with the Station Road interface with the A600 around the Bird in Hand and the Post Office/Chemist.

We want to see a complete solution proposed that accommodates suitable access points both entering and leaving this development that would include a direct access onto Bedford Road to be included as part of the proposed plans. This would go some way towards relief of the congestion on Station Road.

Transport Plan

There is an acute lack of detail on public transport and does not offer anything to alleviate the problems faced to potential residents on personal transport. No cycle ways around the village nor any detail on how resident can access local transport hubs such as railways stations. This is going to lead to an increased need for car transport and associated environmental impacts.

No details have been provided on how they will support EV charging for home owners.

MDBA - This site has a licence with a limit on it of 10,000 vehicles a day and currently it is indicated the volume is about 13,000. This does not include the extra traffic coming from Bovis and Welbeck. The loss of their licence to operate could have an impact on employment opportunities in the area.

Community gain - They have offered to provide the community with a 0.43 ha plot of land but no indication of anything else. Other developers have offered and provided significantly more for less units.

The size of the area needs to be significantly greater with funding to support the development of a sports hall or suitable facilities.

Water and Sewerage. The local resources have been stretched to the limit and beyond. The sewerage system can't cope with the increased volume of all the developments and the water supply is struggling and there have been a number of breaks in the supply with the increased volumes of water required.

Objection retained following reconsultation:

The site is situated outside the settlement envelope and is only a small part of the overall site being considered in the local plan. As such we consider that this application is rushed, premature and inappropriate for the location.

The following items are planning applications that are being considered by CBC and NHDC. They could potentially provide 374 houses to Stondon and Henlow Camp, excluding the impact of the closure of the camp.

Hillside Road approx. 40 Feb 2018

CB/18/00223/OUT

Bloor phase 1 approx. 149 Jan 2018

CB/18/00181/FULL

Barrett phase 1 Outside the parish/NHDC

144 houses Aug 2018

The following applications have already been approved

Welbeck 85 houses 10/11/16 Approved June 2017

CB/16/05229/OUT

Bovis Stondon Park Phase 2 80 houses 30/6/16

Approved Nov 2016

CB/16/02314/FULL

Transport Museum 25 houses Approved 2016

CB/16/03105/OUT

Stondon seems to a target for aggressive developers and we want a line drawn. While this is a small section of a bigger site, it is being considered the Bloor application and represents about 40% of the area. As a community we want to see a complete holistic plan drawn out for this area and its impact on the village and its infrastructure.

This site is part of the draft Local Plan (2018) but it is only part. By breaking the larger area into smaller units it creates problems with traffic management, the look of the site and is likely to create three different sites each of which will create issues with traffic into the already congested Station Road. We want this to be treated as one site and to create a complete plan with suitable community gains.

We recognise that Bloor have taken on board the comments about creating connections points in the new plans to sites proposed in the local plan we still feel it could be premature and would like to see a more complete plan for the three sites.

Environmental - There are environmental concerns in relation to the Dog track. There are new kennels housing 75 residential dogs, and the number of races are set to increase significantly to 60 a week. This will increase the noise, smell and related waste management issues as well as increased traffic. This aspect has had some consideration in the revised site plan but we are not sure that the additional gaps to the gardens or housing along with appropriate noise abatement schemes is enough.

In addition, the lighting levels with the additional races (which carry on all year round) will add to the local light pollution issues. The light report undertaken by the developer was in late Spring and therefore does not consider ambient light conditions during late autumn, winter and early spring.

LEAP and Kick-about Area

We note that while the LEAP is now more central (an improvement) the Kickabout area has gone. We have stated previously that Stondon has limited sports opportunities and areas such as these are vital to the health of the community and would like to understand how is being accommodated.

The interconnecting pathways around estate are needed to improve the community feel for the development but we are concerned that some areas are missing them. However, we feel that this may lead to them being used by speed bikes around some sections with bollards need to be incorporated within the plans. Again poorly thought through at this level of detail shows the plans as being rushed.

Highways - we have a number concerns. Starting with the additional issues of an overburdened highway network, mainly Station Road, the A600/A507 and A600 into Hitchin are very congested particularly at peak times of the day. Without an overall plan this will create even more problems with the Station Road interface with the A600 around the Bird in Hand and the Post Office/Chemist where there is grossly inadequate parking. In addition, and given all the existing developments a better transport plan is required which improves cycleways and works to increase frequency and connectivity of the local bus services to lower the impact of additional car journeys.

MDBA - This site has a licence with a limit on it of 10,000 vehicles a day and currently it is indicated the volume is about 13,000. This does not include the extra traffic coming from Bovis and Welbeck. This could have an impact on the loss of employment in the area.

Community gain - The offered to provide the community with a 0.43 ha plot of land but no indication of anything else. Other developers have offered and provided significantly more for less units. We plan to meet with them to discuss the weakness of their offer.

Based on the new design it is unclear which spaces will need maintenance and while the PC is interested in managing the green space element we do not want to over commit to this additional burden. We would want to see which parts would be passed over for management/boundaries.

Local resources have been stretched to the limit and beyond.

From the Welbeck planning approval, it has already been identified that the sewerage system cannot cope with the

increased volume of all the current developments. The Doctors surgery while gaining from some S106 monies is running at over-capacity and the Practise is struggling to get the Beds CCG to commit to supporting its expansion. Beds CCG is proposing new patients travel to a new Surgeries yet to be built or staffed in Arlesey thereby increasing car transport on the local road network.

The Parish Council is disappointed at a local level that Bloor Homes have not offered to meet with us to discuss the plans further and provide additional explanation on the changes made.

Henlow Parish Council
(*Verbatim*):

Objects as Henlow Parish Council believe this is a premature application as the Local Plan for Central Bedfordshire has not yet been approved. This site will have an impact on the road network and traffic at the A507 roundabout at The Crown, Henlow is already at capacity.

If this application is approved Henlow Parish Council would request that construction/deliveries to the site are limited to after 9:30am and before 2:30pm.

Internal Consultees:

Ecology -

Following the receipt of revised plans and information, additional requests for amendments and further net gains are requested, but can be secured through condition.

Archaeology -

No Objection, subject to the imposition of a condition to secure a written scheme of investigation.

Waste -

Following the reconsultation, no additional comments to make.

Sustainable Growth -

No Objection, subject to the imposition of conditions to secure energy efficiencies.

Pollution -

Following the receipt of a revised layout to include a bund for attenuation and revised noise assessment, no further concerns raised subject to a condition to secure provisions proposed.

SuDs -

No Objection, subject to the imposition of conditions to secure a SuDs strategy and its associated maintenance.

Trees & Landscape -	Following receipt of revised plans and information, no further concerns subject to conditions to ensure Tree protection is carried out in accordance with that planned and that landscape species/densities and maintenance is agreed through conditions.
Housing development Officer -	Supports the level and mix of affordable housing.
Public Art -	No Objection, subject to the imposition of a condition to secure a public art strategy.
Rights of Way -	No Objection, contributions towards the enhancement and resurfacing of the most affected rights of way (Footpaths 4 & 5).
Landscape -	Following the receipt of revised plans. no further concerns raised subject to the imposition of a condition to secure SuDs.
Highways -	<p>Transport assessment acceptable. Layout amendments required to account for appropriate service margins, introduction of traffic calming measures to reduce speed of road, visibility splays to be updated on private drives, bin storage and tracking for collection to be updated, visitor spaces should be even distributed.</p> <p>Following the receipt of revised plans, further amendments requested:</p> <ul style="list-style-type: none"> • Bus stop locations identified • Tracking for new layout needs to be supplied for refuse vehicle • Traffic calming measures within site required • On street parking bays should be increased for visitors
Leisure -	On site pitch provision has not been provided on site and as such a contribution in lieu of this towards local project would be required. No concerns raised subject to the imposition of a condition to secure a timetable for its implementation.
Self Build/Custom Build -	Welcomes the proposal for 3 custom build plots however there is a greater demand in the locality for self build provision and as such would recommend an additional 6 plots be provided.

Following clarification that self build not possible due to construction constraints (such as piling), accepts custom build plots as proposed subject to them being secured through legal agreement.

MANOP

The plans as submitted do not address the needs of older people.

This could be corrected by the submission of amended plans to show not less than twenty (20) units of mainstream housing and fourteen (14) units of housing with support for older people, or not less than thirty-four (34) units of mainstream housing suitable for older people.

Sustainable Transport - Following the receipt of a revised travel plan, no further
Travel Plans concerns raised subject to the imposition of a condition to secure its provision.

External Consultees:

Beds Fire & Rescue - Recommends condition to secure a scheme for appropriate provision of fire hydrants.

Environment Agency- No objection, condition required to secure SuDs strategy to be agreed.

Internal Drainage Board - No Comments to make
Highways England - . No Objection, subject to the imposition of conditions to secure a travel plan.

Following reconsultation including a travel plan, no objection raised.

Anglian Water - No Objection, subject to the imposition of a condition to secure a foul water strategy.

Bedfordshire Police - Concerns expressed over the levels of permeability and the lack of natural surveillance of shared spaces.

Historic England - No Comments to make

S106 Sustainability Mitigation Obligations

Healthcare: £364,305 towards local health facilities.

Education: Lower school contributions towards Derwent Lower -
£515,033.40

Middle school contributions towards Henlow Academy -
£518,248.22

Upper School contributions towards Pix Brook Academy -
£635,509.56

Rights of way: Enhancement/Resurfacing of Public Footpath No.4 & 5 -
£54,600

Libraries: £31,290 towards Arlesey Library Access Point/Resource
Centre: Library refurbishment/ installation of self -service
technology

Leisure/Open space: A contribution towards the upgrade or provision of new
sports provision.

Other Representations:

Neighbours x 86

Objects on the following grounds (in summary):

- Increase traffic generation
- Noise disturbance to existing residents
- Noise disturbance to new residents from airfield
- Air pollution
- Pedestrian/car conflicts
- Doctors surgery at capacity
- Loss of trees & Landscape detrimental to character of the area
- Biodiversity harm
- Stondon character harmed due to cumulative development
- Impact on existing services & facilities
- Parking issues
- Flooding potential
- Privacy concerns
- Construction impact
- Station Road traffic calming measures required
- Noise impact on future residents as a result of Greyhound Stadium
- Loss of agricultural land
- Cramped form of development
- Schools over capacity
- Arlesey station unable to cope with existing demand
- Inappropriate design
- Inappropriate point of access
- Impact on sewage and water supply

- Village character and identity will be lost
- No real local benefits
- Traffic assessment 2016 and doesn't take into account Bovis Development
- Low water pressure
- Road network at a gridlock
- Unsustainable form of development
- Lack of consultation
- Distance to public transport not acceptable
- Loss of open space
- Development not in keeping with the character and grain of development
- Loss of light
- Contravention of Human Rights
- Allocation should come forward as a whole with access not directly from station road
- Loss of 2 existing dwellings
- Impact on existing rights of way
- Impact on recreational areas of existing residents
- Safety of children travelling to school
- Play area and equipment insufficient
- Impact on the landscape
- Unacceptable impact on quality of life of existing residents
- Village hall in high demand
- Fencing required around existing properties where this is not currently available to limit amenity impact
- Concerns over Asbestos health & safety impact
- lack of emergency vehicle access
- Security & antisocial behaviour concerns over footpath connections.

Additional comments following reconsultation:

- Cramped form of development
- Backland development
- Increased traffic generation
- Insufficient parking
- Insufficient bus stops
- All traffic coming out onto Station road
- Insufficient noise assessment
- Permeability leading to more opportunities for crime
- Some gardens to the rear of Station Road are exposed and boundary treatment should be provided for

- Impact on house prices
- Construction impact (i.e. break ins, noise, disturbance)
- Bus stop location proposed would exacerbate traffic congestion on station road and cause inconvenience and accessibility problems for property most affected by its planned location
- Contribution to health care required
- Proposal has no local benefit
- Lack of local infrastructure to support growth

Determining Issues:

The main considerations of the application are;

- 1. Principle**
- 2. Effect on the Character and Appearance of the Area**
- 3. Neighbouring Amenity**
- 4. Highway Considerations**
- 5. Other Considerations**

Considerations

1. Principle

- 1.1 The site lies outside of the settlement envelope of the village of Lower Stondon and is therefore located on land regarded as open countryside. Lower Stondon is designated as a large village where Policy DM4 limits new housing development to small scale allocations within the settlement boundary which respect the scale of the settlement. On the basis of Policy DM4 a residential proposal outside of the settlement envelope which does not represent small scale development bound by development, would be regarded as contrary to policy.
- 1.2 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 overarching principle of the NPPF) that is the determining consideration for this proposal.
- 1.3 It is acknowledged that this site (or in part) has been recognised as a site with future possibility for residential development and as such has been put forward for an allocation in the emerging local plan. 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.

- 1.4 There is some concern over prematurity, however 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.
- 1.5 The proposal herein is for 149 dwellings and, in the context of the overall strategy for Central Bedfordshire, is not significant and will not therefore prejudice the Local Plan process. A refusal of planning permission on prematurity grounds would not therefore be justified.
- 1.6 Lower Stondon is designated as a large village in the Development Plan. It is a settlement that contains a number of services including shops, pubs, schools, local businesses, community facilities and public transport availability via buses. As a settlement, Lower Stondon should be regarded as being sustainable.
- 1.7 Settlements that are classified as large villages are considered to be able to accommodate housing together with new facilities to serve the settlement which respect the scale of the settlement. The scale of the proposed development is considered to be reflective and proportionate to the scale of the settlement in which it is to be located.
- 1.8 Although it is acknowledged that the development is contrary to policy DM4, it is also considered that the individual merits of this site and its relationship to the existing settlement are such that the loss of open countryside in this instance is not considered to result in a significantly harmful impact on the character and appearance of the area.
- 1.9 Notwithstanding this, consideration should be given to any material consideration of the scheme which would outweigh the conflict with policy DM4. As such regard should be had to the National Planning Policy Framework which carries a presumption in favour of Sustainable Development. There are three objectives to sustainable development which require consideration such as economic, social and environmental roles. Paragraph 8 of the NPPF states that these roles are mutually inclusive and as such in order to achieve sustainable development all three of the dimensions should be sought simultaneously.
- 2.0 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 149 houses would support a limited level of employment, with associated benefits to the local economy, within the local area on a temporary basis during the construction period which could be expected to last no longer than three years.

- 2.1 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.
- 2.2 Stondon and Henlow Camp all provide some employment opportunities including public houses, village stores and a school. Furthermore the site is in close proximity to Hitchin and Arlesey which constitute a Major Service Areas 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.

In addition, it is acknowledged by the Council that a local business (MBDA Missiles Systems), ability to function is dependent on movements along the A600 not reaching a capacity that would prejudice their ability to meet relevant EU regulations. This is a material consideration in the interest of sustainable growth by ensuring that the proposed scheme would not prejudice pre-existing local employment generation. In this instance, the traffic counts and statistics that the council hold and provided in support of the application, conclude that the proposal would not give rise to a level of movements on the highway network that would prejudice the businesses operations. Therefore on the basis of all the considerations above, the development is considered to meet this strand of Sustainable Development.

- 2.3 Social
The provision of 149 houses is given weight having regard to the Councils housing supply figures. The provision of affordable housing is noted as a benefit to the scheme, as is the provision of custom build provision and suitable housing mix which includes bungalow accommodation that would provide appeal for an ageing population.
- 2.4 It is noted that MANOP have requested a specific proportion of dwellings within the site should be designed to be suitable for older persons. However the standards outlined are not currently outlined within adopted or Emerging Planning Policy within the Local Plan or Supporting Document and as such it would not be reasonable to impose a condition that would secure such units on this site. However Policy H2 of the Emerging Local Plan, which relates to accessible home standards states that a proportion of Cat 2 & Cat 3 Homes. The scheme provides for 10% of the units of Cat 2 homes and all affordable housing

would be lifetime homes complaint and as such the scheme provides for a degree of housing that would be suitable to meet the needs of a range of occupiers with varying degree of needs and also those of an ageing population.

- 2.5 The site provides for the gifting of a parcel of land to the Parish Council for the use of a future planned sports hall within the site and a contribution towards the project realisation.
- 2.6 In addition, the proposal would contribute to social well being and interactions through additional place making opportunities with the inclusion of a commitment to a scheme for public art.
- 2.7 The report has detailed that the site is regarded as a sustainable location and it is considered that the settlement offers services and facilities that can, to an extent, accommodate the growth resultant from this scheme. 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 which is considered in section 6 of this report. The development is therefore considered to meet this strand of sustainable development.
- 2.8 Environmental
The site does provide environmental benefits through the provision of formal and informal open space including play area.
- 2.9 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 can allow for mitigation and enhancement of more habitat features in the proposed scheme.
- 2.10 Concerns have been expressed by many, that the development site would result in the loss of Grade 2 good quality agricultural land whereby paragraph 170 of the NPPF recommends that Local authorities consider the long term implication of the loss of good quality agricultural land in the interest of sustainable growth however whilst it is acknowledged that the proposal would be harmful as a result of this loss, it would not constitute significant development or loss of agricultural land and the public benefits which include the efficient use of land to provide additional local housing, would outweigh the associated harm by way of its loss.
- 2.11 The development results in residential development into what is regarded as open countryside which is not a benefit. The site would be demarcated by an appropriate landscape buffer mitigating against wider view implications. It is accepted that the proposal would have some visual impact however when considering the benefits of the proposal which are considered in greater detail later in this report, it is not considered to be significant and demonstrably harmful.

2.12 As such it is considered that the proposal would represent an appropriate scale of development bound by existing development and that given alongside the presumption in favour of Sustainable Development and the additional community benefits which are identified in paragraphs 2.0 -2.11 outweighs any identified visual harm to the character of the area given that landscape proposals would allow for the provision of a landscape buffer along the edges of the site and the non compliance with policy DM4. The proposal therefore would accord with the Section 2 and 5 of the NPPF.

2. **Affect on the Character and Appearance of the Area**

2.1 Local Plan Policy DM3 & CS14 states that proposals should take full account of the need for, or opportunities to enhance or reinforce the character and local distinctiveness of the area; and that the size, scale, density, massing, orientation, materials and overall appearance of the development should complement and harmonise with the local surroundings, particularly in terms of adjoining buildings and spaces and longer views.

2.2 The overall density for the site would be approximately 30 dwellings per hectare which is fairly representative of the density of residential within the immediate vicinity of the site.

2.3 The north and west boundaries of the site are flanked by open countryside. These boundaries will be improved through the planting of an appropriate buffer of additional tree and landscaping which will continue the full length of the boundary and would provide a suitable buffer and distinction from the built form and prevailing landscape. Formal opportunities are proposed for connectivity to the existing public right of way network which runs along and parallel with the rear boundary of the site.

2.4 Species of planting and trees have been revised in accordance with the Councils Landscape Officers advice. As such, it is considered that the proposal takes into account the need to protect existing trees and landscaping and appropriate landscape opportunities have been proposed to enhance the character of the area.

2.5 In addition to the trees and planting scheme, parcels of amenity space have been provided in a key locations within the scheme that could be utilised for recreation and provides a positive contribution to green infrastructure. This is reasonably connected to the surrounding existing residential developments and as such could be utilised by existing and future occupiers.

2.6 A number of revisions have been negotiated during the application process to improve permeability, variety, active frontages, a sense of place and to ensure accordance with the agreed parameters at the outline stage. These revisions include but are not limited to:

- A new footpath link along the southern and eastern boundary of the eastern parcel
- The LEAP re-positioned to be more centrally located within the scheme
- All units fronting the northern boundary in the western parcel orientated to face out onto the agricultural edge
- Focal / key buildings visually identifiable creating a sense of place
- All development relocated outside of the tree canopies and associated root protection areas (RPA's) to ensure existing planting is retained.
- All shared surface roads widened to 8.8m (4.8m carriageway and 2 no. 2m footpaths / verges).
- Introduction of footpath links to the public footpath located to the north of the site boundary enabling access to the rights of way network.
- Allotted links to future development provided – one on the eastern boundary, the other on the western boundary to comply with the proposed allocation
- Additional landscaping and trees opportunities throughout the site
- Increase in chimneys on plots throughout the site

2.7 The proposed layout conforms to established good principles of design by respecting street design, set backs, boundary treatments, parking typologies and materials whilst respecting the surrounding landscape buffers.

2.8 The proposed dwellings have been designed to give the development an individual character and local distinctiveness. The buildings make good use of a variety of housetypes, storey heights, materials and fenestration details. Materials and fenestration of the dwellings proposed are sympathetic to the existing residential properties which further seeks to reinforce the established character of the area. The proposed buildings turn corners well and provide suitable frontages which address the street creating a frontage to the highway and to avoid the presence of physical boundaries and provide an appropriate level of surveillance where required.

2.9 Boundary treatment details have been provided which demarcate the public and private realm. The variation of boundary treatments, landscaping and surfacing provides for greater legibility around the site. The scheme would therefore provide for an appropriate standard of urban design in accordance with the Councils adopted Design Guide. As such it is considered that the proposal would conform with policies CS14 & DM3 of the Core Strategy for the North of Central Bedfordshire, the Central Bedfordshire Design Guide and Section 12 of the NPPF.

3. Landscape, Play and Green Infrastructure

3.1 The application was submitted with a comprehensive LVIA which identifies the assessment of impact of change and capacity of proposed landscape mitigation to integrate development within the wider landscape and the Councils Landscape Officer has advised that this is acceptable. The layout has been revised during the life of the application to ensure that the additional opportunities for appropriate

trees and landscaping within the site has been realised and appropriate buffers have been provided in accordance with the landscape officers advice.

- 3.2 The proposed play area and open space central to the site and the attenuation area in the north east corner of the site are appropriately connected through both informal and connections from formal footpaths and would ensure that opportunities for green infrastructure enhancement have been maximised at this site. Further information was supplied during the course of the application which demonstrates that the attenuation area as proposed is multi-functional in terms of being able to provide an appropriate amenity space and SuDs opportunity.
- 3.3 In addition the play area in terms of the type and location has been updated in accordance with the Councils Play Officers advise. The details of the equipment have not been supplied in support of this application and as such the Councils Leisure Officer has recommended a condition, to ensure a high quality play provision.
- 3.4 Dwellinghouses have been sited and designed adjacent to the formal open spaces to provide a positive relationship with the amenity spaces within the site and for an appropriate level of natural surveillance. Dwellings along the southern edge of the site have also been situated to provide interaction with the landscape and habitat buffers and would also seek to provide some longer range views to the prevailing countryside beyond.
- 3.6 As such, it is considered that the proposal provides for a net gain in recreation and leisure opportunities in the promotion of healthy communities through appropriate green infrastructure opportunities and good quality play provision and therefore accords to policies's CS14 and CS17 of the Core Strategy for the North and Sections 7 & 8 of the NPPF.

4. Neighbouring Amenity

4.1 Existing Residents

Adequate separation is proposed back to back between existing and proposed dwellinghouses in accordance with the Councils technical design guidance.

- 4.2 Due to this adequate separation and the position of plots relative to the existing dwellinghouses, it is considered that the proposal would not give rise to a loss of light, overshadowing or overbearing impact to an unacceptable degree.
- 4.3 Concerns have been expressed by local residents about the potential for exposure to crime and antisocial behaviour as a result of the proposed footway which would run along the rear boundaries of existing properties 137-147 respectfully, due to the exposed nature of their boundaries in places and due to the potential for resultant antisocial behaviour as a result of the new footpath. However revised plans were received during the course of the application, which has sought to improve their boundaries through additional boundary treatments. In addition,

proposed dwellings of the new development provide an active frontage to the footway and provide adequate future surveillance and details of lighting would be secured in the interest of security by design.

4.4 Concerns have also been expressed by local residents in respect of construction disturbance however it is given little weight as a material consideration given that it is a temporary impact and one that is apparent on any grant of planning permission. In order to minimise the impact that would occur however the Pollutions Officer has recommended that a Construction Management Plan be secured through condition prior to commencement.

4.5 Future Occupiers

The layout demonstrates that 149 dwellinghouses have been sited such that there would be no resultant impact on future occupiers in terms of loss of light/overshadowing nor privacy concerns.

4.6 In terms of amenity space for future occupiers, each bedroom space meets either the minimum standards which are conveyed within the Central Bedfordshire Design Guide or statutory limitations under the Housing Act. Furthermore, the garden space for each dwellinghouse would meet external standards conveyed within the same technical planning guidance.

4.7 Concerns were expressed by the Councils Pollution Officer and local residents alike in terms of the lack of cohesive in the allocation coming forward as a whole, resulting in the retention of the Greyhound Stadium at least in the interim and the potential noise implications for future residents. During the life of the application, units were re-orientated and re-sited further from the boundary shared with the stadium and an associated bund incorporated into the landscaping scheme which was proposed along this shared boundary. The Councils Pollution Officer is satisfied that the proposed mitigation would lead to acceptable living conditions for future occupiers and as result removed their objection subject to the imposition of a condition to secure the necessary provisions.

4.8 Whilst bin storage and collection points have not been identified on the indicative plan, the Councils waste officer is satisfied that there is sufficient spaces within the site to accommodate such facilities and as such is satisfied that this could be secured by condition. Therefore the proposal in this regard, would conform with policy DM3 of the Core Strategy for the North of Central Bedfordshire, the Central Bedfordshire Design Guide and section 7 of the NPPF.

5. Highway Considerations

5.1 Capacity of the Highways

The Transport Assessment has reviewed surrounding junctions with all the junctions including the A600 Bedford Road roundabout within capacity and considered to be acceptable.

5.2 Access/Layout

On entering the development the carriageway is 5.5m wide with 2m wide footpaths on both sides. The two roads that run east to west have been left open ended so as to provide access from the A600 Bedford Road following re-development of the greyhound stadium.

With regards to the overall road layout the design speed is proposed to be no more than 20mph with traffic calming features such as flat top raised tables. Internal junctions and visibility splays are also considered to be acceptable.

Private drives have no more than 5 dwellings served from them. Turning areas for light good vehicles and refuse vehicles have been supplied and are considered to be acceptable.

There is a clear Street hierarchy and a variety of surfacing materials are proposed to distinguish between the private drives, shared surfaces, segregated highways and parking areas and to ensure legibility.

It is acknowledged that there would be an increase traffic as a result of the construction phase, however this is to be management through a construction management plan which was secured by condition on the outline permission.

5.3 Parking

Adequate parking provision has been secured for each new unit. The majority of vehicle parking would be on plot, although there would be some displacement confined to within the development in locations relative to the plots in which would utilise them.

Where garages are proposed, their dimensions met the Councils technical design guidance. Visitor spaces are provided in most cases opposite locations where there is a perceived demand and additional on plot parking or close by displaced parking is provided. As such the parking provision would be in accordance with the parking standards contained within the Central Bedfordshire Design Guidance.

5.4 Right of Way & Sustainable Travel

Points of connection to the existing public right of way network in the interest of promoting healthy and sustainable modes of travel are proposed. In addition to the improved pedestrian network, a travel plan has been supplied in support of the application which seeks to demonstrate initiatives to improve/reduce the reliance on private modes of travel which would be secured by condition. In addition, in the interest of future proofing the site in relation to the increased uptake in electric vehicles, a condition has been imposed to realise a scheme for the charging of these vehicles.

5.5 The Highways Officer has not wished to raise an objection to the granting of this approval subject to the imposition of relevant conditions. Only conditions which are fundamentally relevant to highway safety and which are not controlled by the Councils approved contractor have been imposed on this application. As such it is considered that the proposal would not be prejudicial to highway safety and would conform with policy DM3 of the Core Strategy for the North of Central Bedfordshire, the Central Bedfordshire Design Guide and section 9 of the NPPF in this respect.

6. Other Considerations

6.1 Affordable Housing Provision

Under Policy CS7 of the Core Strategy, 35% of all developments for four dwellings and above should be provided as Affordable Housing units. The proposal for 149 units would qualify for Affordable Housing provision and 35% would equate to 52 units of which the applicant has proposed which would also provide for the appropriate policy compliant tenure mix and also a housing mix which would meet the local needs. This shall form heads of terms for the legal agreement that would be required if Members resolve to grant planning permission. As such the proposal would comply with the requirements of Policy CS7.

6.2 Archaeology

The proposed development site lies within an area that is known to contain archaeological remains dating from the later prehistoric periods onwards and this includes a series of Iron Age features initially recorded as cropmarks (HER 16792) which have been identified within the site itself. Under the terms of the National Planning Policy Framework (NPPF) these are heritage assets with archaeological interest and a material consideration in planning matters.

This application is accompanied by the results of a number of investigations that were undertaken at the proposed development site including geophysical survey and evaluation (Triskelion Heritage 2017). These investigations have demonstrated that archaeological remains, largely dating to the Iron Age and taking the form of a series of enclosures survive at the proposed development site. These remains are heritage assets with archaeological interest (as defined by the NPPF).

As such, this application will have a negative and irreversible impact upon the known surviving archaeological deposits present on the site, and upon the significance of the heritage assets with archaeological interest. This does not present an over-riding constraint on the development providing that the applicant takes appropriate measures to record and advance understanding of the 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; the post-excavation analysis of any archive material generated and the publication of a report on the works which could be controlled

through condition as suggested by the Councils Archaeologist, if the scheme was found to otherwise be acceptable. Therefore the proposal is considered to accord with policies CS18 & DM15 of the Core Strategy for the North and Section 16 of the NPPF.

6.3 **Climate Change**

Policy DM1 requires all development above 10 dwellings to deliver 10% of the development's energy demand from renewable or low carbon sources. The proposed development is over the policy threshold. Policy DM2 requires all new residential development to meet CfSH Level 3. The energy standard of the CfSH Level 3 is below standard required by the Part L2013 of the Building Regulations. All new development should therefore as minimum comply with the new Part L2013 of the Building Regulations and deliver 10% of their energy demand from renewable sources to meet requirement of policy DM1. The Councils Sustainability Officer would wish to encourage the developer to achieve a higher energy efficiency standard than this prescribed by the 2013 part L of the Building Regulations, as energy efficient fabric leads to lower energy demand and smaller renewable energy installation to satisfy the requirement of policy DM1. If the proposal were considered otherwise acceptable, such matters could be controlled by condition. As such, the proposal would conform with policies DM1 & DM2 of the Core Strategy for the North and Section 14 of the NPPF.

6.4 **Contamination**

The Geophysical report which accompanies the application identifies the need for further investigation. As such, the Councils Pollution Officer has advised, a land contamination investigation, remediation and validation condition is required to ensure that the contamination is effectively remediated to ensure the site is suitable for residential use.

6.5 **Cumulative Impact on Village**

Whilst concerns have been expressed by local residents in respect of the cumulative impact on Stondon due to the number of residential development proposals in recent years, planning applications can only be determined on the basis of their individual merits.

6.6 **Ecology**

The NPPF calls for development to deliver a net gain for biodiversity and therefore the Councils Ecologist has raised concerns of the lack of opportunities proposed by the submission. Revised plans for ecological enhancement and details of landscaping were supplied during the life of the application which appropriately demonstrate a net gain in biodiversity and the Ecologist raised that additional opportunities for bird/bat boxes and hedgehogs holes should be explored. This could be controlled through condition to ensure an appropriate level of biodiversity net gain and its timetable for delivery is realised. Therefore

the proposal is considered to accord with policies CS18 & DM15 of the Core Strategy for the North and Section 11 of the NPPF.

6.7 **Fire Hydrants**

The Bedfordshire Fire Service has identified that new residential developments should allow for the provision of fire hydrants and appropriate access. This is a matter that could be designed into the layout and can be controlled by condition prior to commencement.

6.8 **Financial Contributions**

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 .

In this case, Spending Officers were consulted and comments returned from Education, Leisure & CCG. The contributions as highlighted under heading **S106 Sustainability Mitigation Obligations** and shall form heads of terms for the legal agreement that would be required if Members resolve to grant permission. As such, it is considered that the proposal would conform with policy CS2 of the Core Strategy for the North.

6.9 **Flood Risk & SuDs**

The site is located within Flood Zone Area 1 whereby the probability of flooding is identified as being low. As such, no objections have been raised by the Environment agency.

From 6th April 2015 local planning policies and decisions on planning applications relating to major development (developments of 10 dwellings or more; or equivalent non-residential or mixed development [as defined in Article 2(1) of the Town and County Planning (Development Management Procedure) Order 2015], must ensure that sustainable drainage systems (SuDS) for the management of surface water runoff are put in place, unless demonstrated to be inappropriate. A drainage strategy was supplied for consideration as part of the application and the Councils SuDs Officer is satisfied that an appropriate Sustainable Drainage System could be implemented on site so as limit any flooding potential and as such has not wish to raise any objection to this proposal subject to the imposition of conditions to control its provision. In addition, neither the Internal Drainage Board or Anglian Water have wished to raise an objection to this application. As such it is considered that the proposal accords with the Councils adopted SuDs guidance and the section 14 of the NPPF.

6.10 **Impact on Services**

Whilst concerns have been expressed by local residents about the impact of the proposed dwellinghouses on the existing water and sewage connections, the Internal Drainage Board and Anglian Water has not raised any objections in this regard.

6.11 **Public Art**

Central Bedfordshire Council actively encourages the inclusion of Public Art in new developments and looks to developers / promoters of sites to take responsibility for funding and managing the implementation of Public Art either directly or through specialist advisers and in consultation with Town and Parish Councils and Central Bedfordshire Council. The Councils Public Art Officer has raised no objection to the granting of this permission, subject to the imposition of a condition to secure an art strategy. Whilst for a scheme of this size, public art is not required to make this development acceptable, the developer has agreed to its provision as a benefit to this scheme.

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.

Recommendation:

That Planning Permission be APPROVED subject to the completion of a s106 agreement and the following:

RECOMMENDED CONDITIONS

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

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

- 2 The materials to be used for the external walls and roofs of the development as shown on drawing no.006 Rev F shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To control the appearance of the building in the interests of the visual amenities of the locality.
(Policy DM3 of the Core Strategy for the North and Section 12, NPPF)

- 3 The planting and landscaping scheme shown on approved Drawing Nos. LS-001C, 002C, 003C, 004C, 005C, 006C, 007C, 008C, shall be implemented by the end of the full planting season immediately following the completion and/or first use of any separate part of the development (a full planting

season shall mean the period from October to March). The trees, shrubs and grass shall subsequently be maintained for a period of five years from the date of planting and any which die or are destroyed during this period shall be replaced during the next planting season with others of a similar size and species.

Reason: To ensure an acceptable standard of landscaping.
(Sections 12 & 15, NPPF)

- 4 No dwelling hereby approved shall be occupied, until a Landscape, ecological and Sustainable Drainage System Maintenance and Management Plan for a period of ten years from the date of its delivery has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the management body, who will be responsible for delivering the approved maintenance and management plan. The landscaping and SuDs shall be maintained and managed in accordance with the approved plan following its delivery.

Reason: To ensure that the appearance of the site would be acceptable and a net gain in biodiversity could be retained, in accordance with Policy DM14 & DM15 of the Core Strategy and Sections 14 & 15 of the NPPF.

- 5 The positioning of the protective fencing details as supplied in support of the application, shall be erected to protect the natural canopy spread and root protection areas of the trees/hedgerows proposed to be retained. The protective fencing shall then be fully implemented before the commencement of any site construction works, and the approved fencing shall remain firmly in place throughout the entire course of development.

Reason: To ensure that a satisfactory standard of landscape protection is fully implemented in the interests of maintaining the health and natural canopy spread of the protected trees. Failure to secure these details prior to commencement of development could result in the unreasonable loss of a trees and landscaping that adds amenity value. (Policy CS16 of the Core Strategy and Section 15 of the NPPF).

- 6 No development shall take place above slab level, until a sustainability statement has been submitted to and approved in writing by the Local Planning Authority demonstrating energy and water efficiency measures. The works shall then be carried out in accordance with the approved details.

Reason: This condition is pre-commencement of above slab level as many energy efficiencies relate to fabric first approach which will be required to be ordered in advance of construction start and in the interests of sustainability. (Policy DM2 of the Core Strategy for the North & Section 14 of the NPPF)

- 7 No development shall take place above slab level, until a scheme has been submitted to and approved in writing by the Local Planning Authority for the provision of fire hydrants at the development. Prior to the first occupation of the dwellings the fire hydrants serving that development shall be installed as approved. Thereafter the fire hydrants shall be retained as approved in perpetuity.

Reason: This condition is pre-commencement as the ground works for connectivity will need to be considered prior to construction in order to ensure appropriate access to fire hydrants for use in the event of emergency in accordance with policy DM3 of Central Bedfordshire Core Strategy for the North and Section 12 of the NPPF.

- 8 **No development shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment and Drainage Impact Assessment (December 2017 Rev 1) and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall also include details of how the system will be constructed, including any phasing, and how it will be managed and maintained after completion. The scheme shall be implemented in accordance with the approved final details before the development is completed, and shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.**

The applicant should address the following concerns when submitting details to discharge the condition:

Details of the final proposed impermeable area, peak flow rate and storage requirement, with full calculations and methodology. The scheme to be submitted shall include provision of attenuation for the 1 in 100 year event (+ 40 climate change) and demonstrate that the surface water runoff generated during rainfall events up to and including the 1 in 100 years rainfall event (to include for climate change and urbancreep) will not exceed the run-off from the undeveloped site following the corresponding rainfall event.

Reason: This condition is pre-commencement 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 103 of the NPPF.

- 9 **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 condition is pre-commencement to ensure development is ecologically sensitive and secures biodiversity enhancements in accordance with the National Planning Policy Framework. (Policy DM15 of the Core Strategy for the North and Section 15, NPPF)

- 10 No development shall take place until details of the method of disposal of foul water drainage have been submitted to and agreed in writing by the Local Planning Authority. Thereafter no part of the development shall be occupied or brought into use until the approved drainage scheme has been implemented.

Reason: This condition is pre-commencement as ground works will be required prior to construction to ensure that adequate foul water drainage is provided and that existing and future land drainage needs are protected.
(Section 14, NPPF)

- 11 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 investigation report as recommended by the previously submitted Travis Baker Geo-Environmental Ltd Desk Study and Site Investigation Report dated 8th June 2017 along with a Remediation Method Statement should the Phase 2 discover the need for remediation.

Reason: This condition is pre-commencement as it relation to ground works and remediation to ensure that the site is suitable for its end use and to protect human health and the water environment.

(Section 8, NPPF)

- 12 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 by means of which the effectiveness of the remediation implemented by any Remediation Method Statement shall be demonstrated to the Local Planning Authority (to incorporate photographs and depth measurements).

Any unexpected contamination discovered during works should be brought to the attention of the Planning Authority.

Reason: To ensure that the site is suitable for its end use and to protect human health and the water environment.

(Section 8, NPPF)

- 13 No part of the development hereby approved shall be brought into use until a Public Art Strategy has been submitted to and approved in writing by the Local Planning Authority. The Strategy shall address suitable themes and artistic opportunities; strategies for pupil involvement as appropriate; timescales for implementation of the strategy; and project management and long-term maintenance arrangements. The Public Art Strategy shall then be implemented in full as approved unless otherwise amended in accordance with a review to be agreed in writing by the Local Planning Authority.

Reason: In the interests of promoting local distinctiveness and creating a sense of place, in accordance the Central Bedfordshire Design Guide and Section 12 of the NPPF.

- 14 No building shall be occupied until the junctions of the proposed vehicular access points with the highway has been constructed in accordance with the approved details. No other part of the development shall take place until the visibility splays at the junction of the accesses with the public highway shown on the approved drawing have been provided. The required vision splays shall for the perpetuity of the development remain free of any obstruction to visibility.

Reason: In order to minimise danger and to provide adequate visibility between the existing highway and the proposed accesses, and to make the accesses safe and convenient for the traffic which is likely to use them.

(Policy DM3 of the Core Strategy for the North and Section 9 of the NPPF)

- 15 Before any vehicular access is first brought into use a triangular vision splay shall be provided on each side of the new access and shall measure 2m along the fence, wall, hedge or other means of definition of the front boundary of the site, and 2m measured into the site at right angles to the same line along the

side of the new access drive. The vision splays so described and on land under the applicant's control shall be maintained free of any obstruction to visibility exceeding a height of 600mm above the adjoining footway level.

Reason: To provide adequate pedestrian/driver intervisibility between the highway and the proposed accesses, and to make the accesses safe and convenient for the traffic which is likely to use them. (Policy DM3 of the Core Strategy for the North and Section 9 of the NPPF).

16 **No development shall take place, including any works of demolition, until a Construction 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) The parking of vehicles**
- (B) Loading and unloading of plant and materials used in the development**
- (C) Storage of plant and materials used in the development**
- (D) The erection and maintenance of security hoarding / scaffolding affecting the highway if required.**
- (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.**
- (H) details of the responsible person who can be contacted in the event of a complaint;**
 - **mitigation measures in respect of noise and disturbance during construction including piling techniques, vibration and noise limits, prior notification to the occupiers of potentially affected properties, monitoring technology, screening, a detailed specification of plant and equipment to be used, and construction traffic routes; and**
 - **a scheme to minimise and monitor the emission of dust and dirt during construction and to prevent the burning of materials on site.**
 - **Measures for controlling the use of site lighting whether required for safe working or for security purposes.**

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

Reason: This condition is pre-commencement, in the interests of safety, protecting the amenity of local land uses, neighbouring residents and highway safety. (Policy DM3 of the Core Strategy for the North and Section 9 of the NPPF).

- 17 No development shall take place until wheel-cleaning facilities which prevent the deposit of mud or other extraneous material on the highway during the construction period have been installed at all vehicular site exists and made operational and the Site Developer(s) shall ensure that these are used by all vehicles exiting the site until the development has been substantially completed or until the roadworks necessary to provide adequate and clean access to and from the public highway have been completed (apart from final surfacing).

Reason: In the interests of the amenity and to prevent the deposit of mud or other extraneous material on the highway during the construction period.

(Section 12, NPPF)

- 18 **No development shall take place until a written scheme of archaeological investigation; that includes provision for post excavation analysis and publication, has been submitted to and approved in writing by the Local Planning Authority. 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 the post-excavation analysis and reporting is complete and the future of the site archive is secured.**

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).

- 19 No dwelling shall be occupied until a timetable for the implementation of Local Equipped Areas of Play and Local Areas of Play as shown on drawing no. SM555-LS-005d has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved and in accordance with the approved timetable.

Reason: To ensure that the appearance of the development and facilities for residents would be acceptable in accordance with Policy DM3 of the Core Strategy and Section 8 of the NPPF.

- 20 **No development shall take place until details of the existing and final ground and slab levels of the buildings hereby approved have been submitted to and approved in writing by the Local Planning Authority. Such details shall include sections through both the site and the adjoining properties, the location of which shall first be agreed in writing with the Local Planning Authority. Thereafter the site shall be developed in full accordance with the approved details.**

Reason: This condition is pre-commencement to ensure that an acceptable relationship results between the new development and adjacent buildings and public areas.(Policy DM3 of the Core Strategy and Section 12, NPPF)

- 21 Prior to occupation of the dwellings hereby approved, a scheme for the provision of electric car charging points shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented in accordance with the approved scheme and thereafter retained for this purpose.

Reason: To ensure provision for car parking clear of the highway in the interests of highway safety.
(Section 9, NPPF)

- 22 No development shall commence above slab level, until a scheme demonstrating how and which 10% of units on the development will meet Category 2.

Reason: To ensure that an appropriate level of housing to meet the needs of future generations by being adaptable and accessible, have been provided in accordance with Nationally Described Space Standards and having regard to the benefits proposed of the scheme. (Section 5 of the NPPF)

- 23 **No development shall be commenced above slab level, until an estate street phasing and completion plan has been submitted to and approved in writing by the local planning authority. The estate street phasing and completion plan shall set out the development phases and the standards that estate streets serving each phase of the development will be completed.**

Reason: This condition is pre-commencement to ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential / highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway, in accordance with Policies DM3 of the Core Strategy and Sections 9 & 12 of the NPPF.

- 24 The measures included within the Travel Plan dated November 2018 (Revision D) shall be implemented in accordance with the stated timetable followed by a review annually for a period of five years.

No part of the development shall be occupied prior to implementation of those parts identified in the Travel Plan.

Reason: To reduce reliance on the private car by promoting sustainable modes of transport including walking, cycling and public transport. (Section 9 of the NPPF)

- 25 The development hereby permitted shall be carried out in accordance with the approved noise mitigation scheme as specified in section 7 of the Cole Jarman noise assessment report ref no 17/0270/R2, mitigation amended 11 October 2018. The developer shall submit technical specifications for the glazing, ventilation and noise barriers prior to installation to validate that the approved noise scheme will be fully implemented. No dwelling shall be occupied until the works to protect the dwelling concerned have been completed in accordance with the approved details.

Reason: To protect the amenity of future occupiers and to safeguard the interests of local businesses.

- 26 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers EL-001 (Location Plan), SL-001U (Site Layout), SL -002U (Colour Layout), SL-003G (Boundary Plan), SL-004D (Garden Plans), SL-005E (Parking), SL-006F (Materials) SL-007 (Bus Stop Plan), LS-001C, 002C, 003C, 004C, 005C, 006C, 007C, 008C, (Landscape Scheme), LS-009A (Planting Details), EN-008D (Refuse Tracking), EN-013 (Emergency Vehicle Tracking), Gower bsp House Type, Marlow House Type Brick & Render, Kipling House Type Brick & Render, Heywood House Type Brick, Brooke House Type Brick & Render, Wotton House Type Brick & Render, Shirley House Type Brick, Morris House Type Brick & Render, Darlton House Type Brick & Render, HOG-1 House Type, 2BB-PL01 Rev A, 2BB-PL02 Rev A, 2BB(OPP)-PL03 Rev A, 2BB(OPP)-PL04 Rev A, 2B.CB-R-PL02, 2B.CB-S/O-PL02, 2B.CB-R-PL03, 2B.CB-S/O-PL03, 2B.CB-R-PL04, 2B.CB+4B.CB-R-PL01, 2B.CB+4B.CB-R-PL02, 3B.CB-R-PL01, 3B.CB-S/O-PL01, 3B.CB (OPP)-R-PL04, 1BF04(4)-PL01, 1BF04(4)-PL03, Noise Report 17/0270/R2 & Supplementary Noise Assessment, Flood Risk Assessment Project No. 16159, Design & Access Statement July 2018, Lighting Impact Assessment, Desk Study & Site Investigation Report, Arboricultural Method Statement July 2018, Landscape Strategy Rev C, Transport Assessment Rev C, Historic Environment Desk Based Assessment June 2018, Landscape & Visual Impact Assessment Jan 2018, Ecological Appraisal Dec 2017, Statement of Community Involvement Jan 2018, Air Quality Assessment Aug 2017, Planning Statement Jan 2018 & Residential Travel Plan Rev D.

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

INFORMATIVE NOTES TO APPLICANT

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 National

Planning Policy Framework (NPPF) and the Core Strategy for North Central Bedfordshire.

- 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. This permission is subject to a Legal Obligation under Section 106 of the Town and Country Planning Act 1990.

Statement required by the Town and Country Planning (Development Management Procedure) (England) Order 2015 - Part 6, Article 35

The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

DECISION

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