


Development Management Committee

Schedule	Wednesday 11 September 2019, 10:00 AM — 5:00 PM BST
Venue	Council Chamber, Priory House, Monks Walk, Chicksands, Shefford, SG17 5TQ
Description	<p>To Chair and Members of the Committee: -</p> <p>Cllr K Matthews (Chair) Cllr C Maudlin (Vice-Chair)</p> <p>Cllrs R Berry, M Blair, S Clark, K Collins, F Firth, P Hamill, R Hares, V Harvey, I Shingler, B Spurr and N Young</p> <p>Substitutes: Cllrs I Bond, D Bowater, I Dalgarno, Y Farrell, E Ghent, C Gomm, A Graham and T Wye</p>
Notes for Participants	<p>A member of the public who wishes to speak or requires further information on this meeting should contact: committeemeetings@centralbedfordshire.gov.uk or call 0300 300 5649.</p> <p>This meeting may be filmed by the Council for live and/or subsequent broadcast online and can be viewed at https://centralbedfordshire.public-i.tv/core/portal/home. At the start of the meeting the Chairman will confirm if all or part of the meeting will be filmed by the Council. Any footage will be on the Council's website, a copy of it will also be retained in accordance with the Council's data retention policy. By attending the meeting, you are deemed to have consented to being filmed by the Council. Full details on the use of recordings is provided via the link above.</p> <p>Hard copies of the papers for this meeting are not routinely made available to those in attendance. Should you require a copy of please download this from the Council website beforehand.</p>

Agenda

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To approve as a correct record the minutes of the meeting of the Development Management Committee held on 17 June 2019.	
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To receive from Members any declarations of interest including membership of any Parish/Town Council consulted upon during the planning application process and the way in which any Member has cast their vote.	
Planning and Related Applications	60
Prior to considering the planning applications contained in the following schedules, Members will have received and noted any additional information relating to the applications as detailed in the Late Sheet for this meeting.	

5. Planning Application No: CB/19/00887/FULL (Toddington) 61

Address: M1 junction 11a to A6 Barton Road, Sundon, Chalton, Streatley.

Construction of a new single and dual carriageway 2.75 miles (4.4km) road linking the M1 and the A6 between the M1 junction 11a and the A6 Barton Road. Comprising intermediate junctions, overbridges, underbridges, cycle paths, revisions to the Public Rights of Way network, drainage and landscaping.

Applicant: Central Bedfordshire Council

 19.00887 Map.pdf 62

 19.00887 Report.pdf 63

6. Planning Application No: CB/19/00336/OUT (Stotfold & Langford) 93

Address: Land off Cambridge Close, Langford, Biggleswade, SG18 9SH.

Outline Application for the erection of up to 150 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point from Cambridge Road. All matters reserved except for means of vehicular access into the site.

Applicant: Gladman Developments Ltd

 19.00336 Map.pdf 94

 19.00336 Report.pdf 95

7. Planning Application No: CB/18/00943/FULL (Linslade) 140







Address: Land to the rear of no's. 11B - 29 Wing Road, Linslade, (Nearest Postcode LU7 2LA).

Proposed residential scheme of 34 x 1 and 2 bedroom apartments.

Applicant: Roxylight Holdings Ltd

 18.00943 Map.pdf 141

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8. Planning Application No: CB/18/01424/OUT (Potton)	158
Address: Land to the west of Everton Road, Everton Road, Potton, SG19 2PD.	
Outline Planning Permission for a residential development with all matters reserved except access following the demolition of a detached bungalow (87 Everton Road), involving the erection of up to 30 dwellings including an access road, landscaping and associated ancillary works.	
Applicant: Blakeney Estates Ltd	
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9. Planning Application No: CB/19/01728/FULL (Westoning, Flitton & Greenfield)	204
Address: Land to the rear of 7-8 Moat Farm Close, Greenfield, (Nearest Postcode MK45 5DP).	
Proposed residential development comprising of 21 dwellings with associated parking and landscaping.	
Applicant: Status Homes Ltd	
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Address: Land adjacent to St Thomas Meeting House, Windsor Drive, Houghton Regis, (Nearest Postcode LU5 5SJ).	
The development of a 20 unit, 3-storey transitional housing scheme with associated access, parking and landscaping.	
Applicant: Central Bedfordshire Council	
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11. Planning Application No: CB/19/01598/FULL (Barton-le-Clay) 242

Address: Maple House, Nicholls Close, Barton-le-Clay, Bedford, MK45 4JN.

2 new 2 bed semi-detached bungalows with associated parking.

Applicant: Gill Hudson Homes Ltd

 19.01598 Map.pdf 243

 19.01598 Report.pdf 244

12. Date of Next Meeting and Site Inspections 257

Under the provisions of the Members' Planning Code of Good Practice, Members are requested to note that the next Development Management Committee will be held on 9 October 2019 and the Site Inspections will be undertaken on 7 October 2019.

13. Late Sheet 258

To receive and note, prior to considering the planning applications contained in the schedules above, any additional information detailed in the Late Sheet to be circulated on 10 September 2019.

 Late Sheet - DMC 11.09.2019.pdf 259

1. Apologies for Absence

To receive apologies for absence and notification of substitute Members.

2. Chair's Announcements and Communications

To receive any announcements from the Chair and any matters of communication.

3. Minutes

To approve as a correct record the minutes of the meeting of the Development Management Committee held on 17 June 2019.

At a meeting of the Development Management Committee held in Council Chamber,
Priory House, Monks Walk, Chicksands, Shefford, SG17 5TQ on Monday 17 June 2019,
10:00 AM — 4:10 PM BST

Present:

Cllr K Matthews (Chairman)
Cllr C Maudlin (Vice-Chairman)

Members:

Cllrs	M Blair	Cllrs	R Hares
	S Clark		V Harvey
	K Collins		I Shingler
	F Firth		B Spurr
	P Hamill		N Young

Apologies:

Cllr R Berry

Substitutes:

Cllr D Bowater (In place of R Berry)

Absent:

None

Members in Attendance:

Cllrs	I Dalgarno	Cllrs	T Wye
	S Dixon		R Wenham
	E Ghent		

Officers in Attendance:

Mr D Agar	Principal Highways Officer
Ms P Bramwell	Planning & Highways Solicitor, LGSS Law
Mr M Cranitch	Planning Officer
Ms C Jagusz	Committee Services Officer
Mr S Kemp	Planning Officer
Mr D Lamb	Planning manager (East)
Mr T Mead	Senior Planning Officer
Mr R Page	Principal Highways Officer
Mr M Plummer	Principal Planning Officer
Miss S Sherwood	Committee Services Officer
Mr J Smith	Principal Planning Officer
Ms M Viciana	Conservation Officer

1. Chairman's Announcements and Communications

The Chairman informed the meeting the order of business for the planning applications would be as follows:

Morning: Items 6,11,8,10 & 7. Afternoon (not before 14.00pm): Items 9,5,13 & 12.

It was noted that Councillor S Clark will be absent from the morning session.

2. Minutes

RESOLVED

That the minutes of the meetings of the Development Management Committee held on 6 March 2019, 3 April 2019 and 24 April 2019 be signed by the Chairman as a correct record.

3. Members' Interests

(a) Personal Interests

Councillor Young declared he knew the applicant of item 6 and knew speaker for item 8.

All Members knew Councillor Baker as he is the applicant for items 12 & 13.

Councillors Collins and Bowater knew the applicant for item 6.

All Members knew the speaker at item 9 as he was an ex member of the Council.

Councillor Matthews declared he knew the speakers and members of items 6 & 5.

None of the above Members would withdraw from discussion or voting as a result of their personal interests.

Cllr Maudlin knows the applicant of item 9 and will leave the chamber during discussion and voting.

Cllr Clark has a personal interest in item 9 and will speak as a Ward Member and leave the chamber during discussion and voting

(b) Personal and Prejudicial Interests

None

(c) Prior Local Council Consideration of Applications

None

4. Planning Application No. CB/19/00082/FULL (Westoning, Flitton & Greenfield)

The Committee had before it a report regarding Planning Application No.

CB/19/00082/FULL for Erection of 8 small units, compromising B8 use at Pulloxhill Business Park, Greenfield Road, Pulloxhill (Nearest Postcode MK45 5EU)

In advance of consideration of the application the Committee's attention was drawn to additional comments and additional/amended conditions as set out in the Late Sheet as well as representations from public speakers.

The public speakers included a representation from Parish Councillor B Rishton and a representation from the applicant Mr L Butler.

Committee Members noted the following points:

- The Parish Council had no objections to the application but would like Members to consider traffic controls outside of the nearby school, restrictions on vehicle size and operating times to limit HGV movement through the village, no hazardous materials to be stored and no exterior extractor fans or excessive lighting to be used to protect neighbouring houses.
- The applicant stated that as the proposed units are small, there would be no need for HGVs and there would be 24 jobs created by the proposal.
- It was clarified that the application was for B8 use only for all 8 units.
- Councillor Dalgarno gave a statement on behalf of the Ward Member Councillor Jamieson, detailing current traffic difficulties caused by HGVs from the estate and noise, dust and light pollution issues. He noted that the proposed smaller units were more in keeping with the area. He suggested limiting operating hours, downward facing lighting with approved lighting plan and a restriction to internal operations only with no extractor fans, no hazardous chemicals stored on site and a revision of parking plans as currently the parking and turning space are unrealistic.

The Planning Officer responded:

- The B8 units would be solely storage and conditions apply to enforce this, any changes to those would require further planning permission.
- It was not reasonable or enforceable to ban HGVs as they were already operating on site.
- As there were no objections from the Highways department, a traffic calming contribution could not be obtained as it would not be compliant with CIL regulations.
- As there were no objections from the Pollution Officer there were no conditions to restrict noise and light.
- There were no conditions to restrict working hours as the site itself is approved and would be unreasonable to condition a restriction now.
- There is legislation in place that controls hazardous materials, therefore it was not something planning can control.

The Highways Officer responded:

- It was acknowledged that there were traffic issues in the area and parking restrictions are in use around the School. He noted that parked cars in the area act as natural traffic calming and therefore there was no need for further mitigation.

Committee Members debated the following:

- It was noted that the planning report only addresses noise and light pollution during construction. It was suggested there be a condition to protect neighbouring properties during the occupation of the units as it was stated that there had been complaints in the past. The Planning Officer stated that there could be a condition, but the Pollution Officer had not recommended one.

- It was stated by the Planning Officer that to condition a ban on exterior extraction fans would be unreasonable, but instead recommended a condition to have any external extraction fans approved before use. This type of condition could also be used with regards to external lighting. Members agreed with the officer recommendation.
- With the above additional conditions to approve external extraction and lighting plans pre occupation, and those amended in the late sheet, the application was moved as set out.

On being put to the vote for APPROVAL, 11 voted in favour, 0 against and 1 abstention.

RESOLVED

That the Planning Application No. CB/19/00082/FULL at Pulloxhill Business Park, Greenfield Road, Pulloxhill (Nearest Postcode MK45 5EU) be approved as set out in the schedule attached to these minutes.

Note: Cllr S Clark was not present

5. Planning Application No. CB/18/02366/MW (Potton)

The Committee had before it a report regarding Planning Application No. CB/18/02366/MW for Proposed extension to Potton Quarry at Potton Quarry, Potton Road, Everton, Sandy, SG19 2JH.

In advance of consideration of the application the Committee's attention was drawn to additional consultation/publicity responses as set out in the Late Sheet as well as representations from public speakers.

The public speakers included a representation in objection from Everton Parish Councillor L Alexander and a representation on behalf of the applicant from Graeme King.

Committee Members noted the following points:

- The Parish Council detailed many traffic related concerns. They stated they felt the traffic analysis was not accurate.
- They stated that surrounding village roads and verges were being destroyed by HGVs from the quarry. Cars and HGVs have insufficient space to pass safely therefore they often use verges.
- They noted concerns particularly around the nearby School. Parents struggle to cross the road and there is no formal crossing in the entire village of Everton.
- It was noted the applicant had suggested setting up a liaison group, consisting of Parish and Town Councillors, Ward Councillors and the applicant to discuss resolutions to these issues and any other that may arise. This was welcomed by the Parish Council and Ward Members.
- The Parish Council suggested that the applicant fund a formal crossing and other traffic mitigation measures.
- The applicant noted that the proposed extension would extend operations by three years which would also extend the contributions to the local economy. It was noted that the extraction rate will remain the same with no increase in HGV use.

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- The applicant proposed to control HGV movements, ensuring no HGVs within its control go through Everton during school drop off / collection times. This proposed traffic management plan has been welcomed by CBC Officers.
- Ward Member Councillor Wye gave a representation detailing concerns relating to lorries using the roads and lanes and the volume of traffic.
- She requested there be a planning condition relating to the proposed traffic management plan.
- She noted that school users cross the road all day to use the recreation ground opposite the school and therefore would like a condition to supply a controlled crossing for safety reasons.

The Planning Officer responded:

- With regards to traffic around the school, it was stated that the applicant has produced a traffic management scheme that would ensure none of its vehicles would travel through Everton during peak school periods.
- It was noted that conditions can only be imposed on land within the applicant's control, therefore it was not possible to condition a crossing near the school. It would also not be possible to deliver a crossing through a S106 agreement as there had been no technical objections to the scheme from the Highways department and one of the tests for a planning obligation is it being necessary. It was suggested that an informal crossing could potentially be negotiated through the proposed liaison group of which the Highways department can attend.

The Highways Officer responded:

- It was stated that 60% of the quarry traffic currently goes through Everton but the extension would not alter distribution of traffic therefore there was no Highways objection to that continuing.
- It was confirmed that there would be no proposals to mitigate traffic through Everton and a crossing would be something that could be looked into with the applicant via the liaison group.

Committee Members debated the following points:

- It was noted there was no time limit restriction on the current extraction and there would be no adverse effect on the landbank. Currently the landbank does exceed 7 years supply as required in the NPPF.
- It was noted there is policy support and material considerations in favour of the application as noted in paragraph 7.4 of the officer's report.
- Members agreed a crossing would be good idea to address current traffic issues around the school but agreed that it was not necessary for approval of the scheme and encouraged discussion of a crossing within the liaison group. It was agreed to add this as an informative to the application if approved.
- With the addition of the above informative to recommend a discussion about supply of a crossing for the school, the application was moved for approval as set out.

On being put to the vote for APPROVAL, 11 voted in favour, 0 against and 1 abstention.

RESOLVED

That the Planning Application No. CB/18/02366/MW at Potton Quarry, Potton Road, Everton, Sandy, SG19 2JH, be approved as set out in the schedule attached to these minutes.

Note: Cllr S Clark was not present.

NOTE: THE COMMITTEE ADJOURNED AT 11.35am AND RECONVENED AT 11.45am.

6. Planning Application No. CB/18/01278/FULL (Dunstable Manshead)

The Committee had before it a report regarding Planning Application No. CB/18/01278/FULL for Demolition of existing business/storage facility and erection of residential units, providing 2 one and 5 two bedroom flats, with associated parking, bin & cycle storage and landscaping. Existing access is retained at Land to the rear of 3 Grove Road, Dunstable, LU5 4BY.

In advance of consideration of the application the Committee's attention was drawn to additional consultation/publicity responses and additional/amended conditions as set out in the Late Sheet as well as representations from public speakers.

The public speaker included a representation in objection from Mr A Salter.

Committee Members noted the following points:

- Along with the conditions in the Late Sheet, there had been an extra condition added to provide bird and bat boxes prior to commencement.
- The speaker agreed with points raised in the objections from Dunstable Town Council and stated that the application represented over development and had insufficient parking, especially when the on-street parking in the access road was at capacity. He also raised concerns around the access and noted that the design and layout would have an overbearing impact on the neighbouring properties amenity space.
- He stated that the average dwelling density in the area was 20 dwellings per hectare and the proposed application was five denser with no amenity space. He concluded that Dunstable needed more family homes as opposed to flats.
- Ward Member Councillor Ghent gave a representation stating his concerns with the development. Although he didn't object to the site being developed, he does not agree with the proposed application. He stated that there was currently 145 unlet 1-2 bed flats available in the area and concluded there was not a need for this type of dwelling.
- He noted that site had had chequered use and was not registered as residential property. It was noted that there had been pre application advice sought for 10 one-bedroom flats, which was advised as overdevelopment.
- It was stated that 80% of the current site is green garden space and welcomed TPO (Tree Protection Orders) but noted that several well-established trees will still be cut down.

- He continued that the design is out of character with the area and would welcome something sympathetic with garden space.

The Planning Officer responded:

- The pre application advice was sought for a different scheme which was unacceptable due to relationship with neighbouring properties.
- The scheme is not seen as overdevelopment as it is compliant with the density matrix and appropriate to an area so close to a town centre. Also, the surrounding area is highly developed with large close knit semi's and terraces, therefore it is not considered out of character.
- The site is close to the town centre and benefits from access to numerous services, so is considered a highly sustainable location.
- Concern was raised by the public speaker with regards to waste, the planning officer noted that the bin storage would be within 10 meters of the highway and compliant with design guide.
- It was noted that the lack of garden space was due to the removal of amenity space to give buffer to trees with TPO's. It was stated the site has easy access to local amenities.
- There have been mitigations to limit the impact on neighbouring properties. Those being to remove overlooking windows and confirm that the separation between the flats would exceed the Councils guidelines. Therefore, there would be no overbearing impact or loss of privacy as it would be redevelopment of what is already there.

The Highways Officer responded:

- In response to concerns about the access to the site and parking, it was stated that the access visibility was adequate, the proposed parking on site complies with the councils standards and was deemed adequate for the units, concluding that parking in the access road will not be affected as parking on site would be ample.

Committee Members discussed the following points:

- Members questioned that lack of a turning point within the site, if it would be safe to reverse out and if the parking bays were wide enough. It was confirmed by the Highways Officer that the bays were standard width and there was enough space to turn in the gap between parking spaces.
- Members discussed the character of the application. The Planning Officer noted that amendments in the scheme follow the character of the area and that the use of similar materials had been made a condition. He added that although the application was not exactly in keeping with the character of the area, the main features conform with surrounding dwellings while still allowing some contrast between new and existing.
- Members noted that most houses in the area had gardens and it would have a big impact by removing a lot of green space. The Planning Officer responded as the site was close in proximity to open spaces, the loss of garden is compensated for.
- Members confirmed with the Planning Officer that what was proposed was similar in scale and heights to what is existing.

- Members still had concern over the onsite parking arrangements, although it was noted that they were compliant to current guidelines.
- After further discussion Members agreed that the application was not in keeping with the surrounding family homes and therefore represented overdevelopment. The site lacked immediate amenity space by the removal of gardens and overall the application was not considered to be representative of high-quality living for the potential residents.
- For the above reasons the application was moved for REFUSAL.

On being put to the vote for REFUSAL, 10 voted in favour, 1 against and 1 abstention.

RESOLVED

That the Planning Application No. CB/18/01278/FULL at Land to the rear of 3 Grove Road, Dunstable, LU5 4BY, be refused.

Note: Cllr S Clark was not present.

7. Planning Application No. CB/19/00332/FULL (Arlesey)

The Committee had before it a report regarding Planning Application No. CB/19/00332/FULL for Erection of two detached dwellings at Land to the rear of 22 Station Road, Lower Stondon, Henlow, SG16 6JS.

In advance of consideration of the application the Committee's attention was drawn to additional consultation/publicity responses/additional comments as set out in the Late Sheet as well as representations from public speakers.

The public speakers included a representation in objection from Mrs M Driver.

Committee Members noted the following points:

- The speaker raised objections on grounds of the access not being wide enough. It was stated that it was difficult for cars to pass each other and would be very difficult for construction traffic.
- Concerns were also raised relating to refuse collection. It was noted that the traffic management plan stated that refuse vehicles would reverse into the proposed development, but it doesn't currently do this and it would be dangerous.
- The vision splays as set out in the application would require existing fencing to be reduced, it was stated that the owners of the fences are not prepared to do this. At this point it was noted by the Chair that the issue of the fences would be a civil matter and will not stop Members from agreeing planning permission.
- The access road was not currently adopted and existing residents would not be prepared to maintain the road if it was to be used for construction vehicle access to the proposed site.
- Concerns were also raised regarding sewage disposal and the ability of existing sewers to cope.

- Ward Members Councillors I Dalgarno and R Wenham gave representations stating their concerns. Both felt the application was unacceptable infill.
- It was reported that the neighbour adjacent had health issues, requiring an ambulance to be at the address for long periods of time on a daily basis. This would severely impact the access into the proposed site. It was also stated that the access as shown in the report is wider than what is physically there.
- Ward Members quoted that the Disability Equality Duty states that the Committee must take into account a person's disabilities and even treat them more favourably. They felt that the needs of the neighbour had not been given this consideration.
- Both Ward Members felt that there should be a condition to resolve the vision splays and that should be seen by the Ward Members.

The Planning Officer & Highways Officer responded:

- The block plan does show neighbouring fences are retained and only removed along shared access itself. The highways Officer stated that it was not a highways concern as it was a private drive and even if road was adopted it would not raise Highways issues. He continued that a speed ramp could mitigate speeding vehicles which could be a condition, but it had not been considered.
- It was noted that the Waste Officer had raised no objections with the refuse collections.
- The Highways Officer added that the waste team have confirmed that they can access the site and have no concerns.
- The Highways Officer stated that Emergency vehicles would have priority over other vehicles wanting to access/exit the site and if the access was blocked by the ambulance that visits the neighbour, other vehicles would have to wait.

Committee Members discussed the following points:

- The Legal Officer noted to Members that they must have regard to Human Rights issues as per the Disability Duty and the report stated that there are no known issues, which is incorrect. The Planning Officer noted that there were additional comments in that late sheet that addressed this, and it did not justify a refusal of planning permission.
- Members did not see any positive impact on biodiversity. The Planning Officer noted that the Ecologist did not raise any objections and also suggested an ecological enhancement strategy could be a condition, which would require the applicant to submit details of bio diversity gain at the same time as landscape details.
- It was noted there had been no discussion regarding the loss of amenity to the neighbouring park homes. The Planning Officer stated there would be extensive boundary treatment which was considered to be acceptable as it retained a substantial amount of planting.
- Members discussed the access and considered there maybe loss of tranquillity for neighbouring properties. It was noted that only limited weight can be given to this as its in emerging Local Plan and the site is surrounded by residential development so it is considered that there will be no further impact by the application.
- Members discussed road safety. It was noted that the application is within highways guidelines and contains a turning head. The Highways Officer confirmed that the shared access surface was considered to be an acceptable width.
- Members considered deferring the application until matters around access and the Disability Equality Duty can be fully investigated. The Planning Officer stated that the objections from the neighbours had been represented in the late sheet and circulated to Members and assured the Committee that due regard has been had to that specific issue.
- The application was moved for approval with conditions in the late sheet, provision for charging point and a condition for a speed hump as suggested by the Highways Officer.

On being put to the vote for APPROVAL: 2 in favour, 3 against & 7 abstentions.
The Chair used his casting vote against approval.

Vote to approve is lost.

- Members discussed reasons to refuse the application. Members felt the negative effects on neighbours outweigh any reasons for approval. The access was inadequate based on the potential impact of access on neighbouring properties and the application lacks information of positive bio diversity contribution.

On being put to the vote for REFUSAL, 7 voted in favour, 2 against and 3 abstention.

RESOLVED

That the Planning Application No. CB/19/00332/FULL at Land to the rear of 22 Station Road, Lower Stondon, Henlow, SG16 6JS be refused.

Note: Cllr S Clark was not present.

NOTE: THE COMMITTEE ADJOURNED AT 1.25pm AND RECONVENED AT 2pm.

8. Planning Application No. CB/17/02694/OUT (Cranfield & Marston Moretaine)

The Committee had before it a report regarding Planning Application No. CB/17/02694/OUT for Outline planning application for erection of 10 dwelling houses at Land opposite (south) of Ivy House, Lodge Road, Cranfield, Bedford, MK43 0BQ

In advance of consideration of the application the Committee's attention was drawn to additional/amended conditions as set out in the Late Sheet as well as representations from public speakers.

The public speakers included a representation in objection from Parish Councillor Bastable, a representation in objection from Mr Pickard and a representation from the agent for the applicant in support from Mr A Wright.

Committee Members noted the following points:

- The Parish Council representative stated the following reasons for their objection: the development was outside the village settlement envelope, it represented overdevelopment, there would be an adverse impact on the character of the area, there would be loss of important mature trees and hedgerow, consideration should be given to cumulative development in the area as it has recently taken over 800 houses and the access to the site is off a designated quiet lane.
- An objector stated that the application was in conflict with a number of CBC policies.
- There was concern over loss of pasture and hedge row which was rich with bird life, bats, badgers and deer, and this would not be overcome by installing hedgehog highways.

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- There had been 95 objections from the village. Most focusing on the unsustainability of having more housing in the area without the infrastructure to support it and with no benefits to the local area.
- The Agent for the applicant noted that the site was in local plan and was sited to accommodate 14 dwellings, the application before committee was for 10 dwellings to enable important trees to remain on site.
- Ward Member, Councillor Sue Clark gave a representation of the following and left the chamber. The site was located on Lodge road which is a very narrow country lane, well used as access to countryside footpaths and a popular walking loop.
- There is a lot of heritage relating to the former estate in that area including parkland and estate cottages.
- The road has 2 blind bends, which are dangerous and if traffic is not going slow enough.
- It was noted that with regards to previous developments in the area, the Parish Council insisted that access was no left turn only for safety purposes. (The Home Farm development has a no left turn to try to discourage traffic from the new estate using Lodge Road as the safety of the Road relies on low volumes of traffic especially with the blind bends).
- She noted that Central Bedfordshire Council agreed to treat Lodge Road as a quiet lane as it would have proved too costly for the Parish Council to have it legally designated.
- It was stated that the inclusion of the site in local plan failed to note the evidence of TPO's (Tree Protection Orders) on the site, the quiet lane designation, or kitchen garden wall, which is a non-designated heritage asset.
- Members were also asked to note that residents will have the opportunity to make a proposal for this site to be community space at the Local Plan Examination in Public later in the week.
- There was currently no practice of parking on Lodge Road and Cllr Clark was concerned that this proposal which includes four houses that are proposed to front onto Lodge Road could cause on street parking.
- Having bins placed on the roadside for collection would be urbanisation of the area.
- The proposed passing places include one on the blind corner that would be dangerous and the proposed passing places could be used as parking places, these are not seen as a benefit.
- In conclusion, she stated that the development was out of character with the surrounding area, urbanising, harmful to the amenity value of lodge road, the application should be smaller and sited behind the kitchen garden wall. It would have significant harm to the area and would result in a loss of biodiversity.

The Planning & Highways Officer responded:

- It was confirmed the application was considered outside the settlement envelope.
- It was noted that the proposal retains all TPO trees and further landscape details would be considered at Reserve Matters stage.
- The Highways Officer confirmed that access would be from a quiet lane (which has not been formally designated) and all conditions of this would be met as it would still have less than 1,000 vehicle movements per day.
- The visibility was seen as acceptable, and the parking provision is in excess of the design guide requirements.
- It was acknowledged that the Garden Kitchen wall was non designated heritage asset, but the loss of wall would be acceptable in Heritage terms.
- In regards to biodiversity, a net gain was supported by the ecological report statement that recognised number of species within the site and proposes mitigation measures. An Ecological enhancement strategy is conditioned, and the ecology officer had made no objections.
- The Conversation officer responded that as the kitchen garden wall is a non-designated heritage asset, the assessment is done differently meaning the harm doesn't have to outweigh public interest.

Committee Members discussed the following points:

- Members felt that the loss of the garden kitchen wall would have a detrimental impact to the local area.
- Members disagreed with the improvement to bio diversity and stated that the Landscape Officer comments and information presented did not show improvements to bio diversity.
- It was felt that the tranquillity of the area would be affected by the application and the submission of the site in the local plan did not take into account the quiet lane designation.
- The application was contrary to paragraphs 184-193 in the NPPF referring to non-designated heritage assets.
- The comments in the local plan stated that the development should be set back, which has not been presented in the application.
- The application was contrary to Local Plan Policy EE5: Landscape Character & Value and was not in keeping with the guidance in section 16 of the NPPF.
- The application was moved for refusal based on the above objections.

On being put to the vote for REFUSAL, 6 voted in favour, 0 against and 3 abstention.

RESOLVED

That the Planning Application No. CB/17/02694/OUT at Land opposite (south) of Ivy House, Lodge Road, Cranfield, Bedford, MK43 0BQ, be refused.

Note: Cllrs D Bowater, S Clark, V Hamill, C Maudlin were not present.

NOTE: THE COMMITTEE ADJOURNED AT 3.25pm AND RECONVENED AT 3.30pm.

9. Planning Application No. CB/18/04780/FULL (Stotfold & Langford)

The Committee had before it a report regarding Planning Application No. CB/18/04780/FULL for Erection of 87 dwellings and alterations to selected plots to replace 70 dwellings previously granted under planning reference CB/16/01455/OUT, CB/17/00358/RM & CB/18/03260/RM at Land east of Hitchin Road and south of the former Pig Testing Unit, Hitchin Road, Fairfield, Stotfold, SG5 4JH

In advance of consideration of the application the Committee's attention was drawn to additional consultation/publicity responses/additional comments and additional/amended conditions as set out in the Late Sheet as well as representations from a public speaker.

The public speakers included a representation from the applicant in support from Mr J Croucher.

Committee Members noted the following points:

- The Public Speakers stated the benefits of the application including that more affordable housing was available within the scheme.

- Ward Member, Councillor S Dixon gave a statement on behalf of himself and the Parish Council. He raised concerns over the increase in the number of homes due to lack of infrastructure.
- He stated that health services and the medical center did not have capacity to increase.
- The area had a 30% growth in housing without any improvement in infrastructure.
- He stated that the traffic figures were incorrect, and delays of 45 minutes are an everyday occurrence.
- It was noted that Fairfield and Stotfold residents had endured a lot of work and traffic issues caused by recent development.
- He asked how Condition 5 (garages to be used for a car storage only) could be enforced as there could be issues with on street parking in the area.
- He requested there be a construction management plans as the development is so close to a school and stressed to Members the importance of the deliverability of a scheme.

The Planning & Highways Officer responded:

- The Highways Officer did not think that an extra 17 dwellings would have a huge impact on Highways Issues.
- With regards to a construction plan, it was stated that school traffic could be redirected away from that section of road until it was built out, and at a time when its ready a plan could be put in place to restrict operating hours at school pick up times. The Ward Member responded he would like to be involved in that - the committee supported that action.

Committee Members discussed the following points:

- Members stated that it was good to see a developer coming back with changes to an application that reflected the market changes.
- It was clarified that although the NHS were contacted for comment on the application, none was received.
- Members queried if the application represented overdevelopment, it was noted that the density would increase in the number of dwellings overall, but the proposal only changes the plot type, the built form is essentially the same as it proposed changing a large detached into a semi-detached, this was to meet the higher need for smaller family units and it was not seen as harmful.
- The application was moved as set out.

On being put to the vote for APPROVAL, 9 voted in favour, 0 against and 1 abstention.

RESOLVED

That the Planning Application No. CB/18/04780/FULL at Land east of Hitchin Road and south of the former Pig Testing Unit, Hitchin Road, Fairfield, Stotfold, SG5 4JH, be approved as set out in the schedule attached to these minutes.

Note: Cllrs Bowater, Hamill & Spurr where not present.

10. Planning Application No. CB/19/00141/FULL (Linslade)

The Committee had before it a report regarding Planning Application No. CB/19/00141/FULL for Change of Use application - Proposed use of the field for weekly car boot sales at Land at the corner of Stoke Road & Old Linslade Road, Stoke Road, Linslade (nearest postcode LU7 0DU)

There were no additions to the report in the Late Sheet or representations from public speakers.

Committee Members noted the following points:

- Ward Member V Harvey state that the event was very popular, the event was a good idea which has been well attended. She suggested an informative to look at speeding in this area.

The Highways Officer responded:

- There was no reason to refuse or control the event and had no objections or issues.
- The current speed limit is 50mph which is satisfactory.
- It was clarified that the application was to extend the temporary permission for two years.

The application was moved as set out.

On being put to the vote for APPROVAL, 10 voted in favour, 0 against and 1 abstention.

RESOLVED

That the Planning Application No. CB/19/00141/FULL at Land at the corner of Stoke Road & Old Linslade Road, Stoke Road, Linslade (nearest postcode LU7 0DU), be approved as set out in the schedule attached to these minutes.

Note: Cllrs Bowater & Hamill were not present.

11. Planning Application No. CB/18/04279/FULL (Aspley & Woburn)

The Committee had before it a report regarding Planning Application No. CB/18/04279/FULL for Rebuild roof structure, rebuild previously demolished structure to rear, partially extend along the front. Fit conservation roof lights to match main house. Install new windows and door to front and rear at The Manor, 2 Salford Road, Aspley Guise, Milton Keynes, MK17 8HZ.

There were no additions to the report in the Late Sheet or representations from public speakers.

Committee Members moved the application as set out.

On being put to the vote for APPROVAL, 10 voted in favour, 0 against and 1 abstention.

RESOLVED

That the Planning Application No. CB/18/04279/FULL at The Manor, 2 Salford Road, Aspley Guise, Milton Keynes, MK17 8HZ, be approved as set out in the schedule attached to these minutes.

Note: Cllrs Bowater & Hamill were not present.

12. Planning Application No. CB/18/04278/LB (Aspley & Woburn)

The Committee had before it a report regarding Planning Application No. CB/18/04278/LB for Listed Building Consent - Removal of existing roof due to internal failure. Fit new roof with conservation clay tiles and conservation roof lights. Single story extension to front and rear, to restore previous structure demolished. Fit new wooden doors and windows at The Manor, 2 Salford Road, Aspley Guise, Milton Keynes, MK17 8HZ.

There were no additions to the report in the Late Sheet or representations from public speakers.

Committee Members discussed the following points:

- It was noted that the Conservation Officer had no objections to the application.
- Members approved the amendments to the roof and that the applicant was re-using the tiles, but asked why roof lights had been allowed. It was noted that they were conservation grade roof lights and as they would not be seen from the road, the street scenes integrity will still be preserved.

The application was moved as set out.

On being put to the vote for APPROVAL, 10 voted in favour, 0 against and 1 abstention.

RESOLVED

That the Planning Application No. CB/18/04278/LB at The Manor, 2 Salford Road, Aspley Guise, Milton Keynes, MK17 8HZ, be approved as set out in the schedule attached to these minutes.

Note: Cllrs Bowater & Hamill were not present.

13. Site Inspection Appointment(s)

NOTED

that the next Development Management Committee will be held on 15 July 2019.

RESOLVED

that all Members and substitute Members along with relevant Ward representatives be invited to conduct Site Inspections on 10 July 2019.

14. Late Sheet

In advance of consideration of the planning applications attached to the agenda the Committee received a Late Sheet advising it of additional consultation/publicity responses, comments and proposed additional/amended conditions. A copy of the Late Sheet is attached as an appendix to these minutes.

Chair.....

Dated.....

Development Management

Central Bedfordshire Council

Priory House, Monks Walk
Chicksands, Shefford
Bedfordshire SG17 5TQ
www.centralbedfordshire.gov.uk



**Town and Country Planning Act 1990
Town and Country Planning (Development Management Procedure) (England)
Order 2015**

NOTICE OF GRANT OF PLANNING PERMISSION

Application Number: CB/19/00082/FULL
Application Site: Pulloxhill Business Park, Greenfield Road, Pulloxhill
Proposed Development: Erection of 8 No. B8 (warehouse and storage) units

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 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.

The Council as the Local Planning Authority hereby gives notice of its decision to **GRANT PERMISSION** for the development specified above and shown on the submitted plans, subject to the following 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 **No development shall take place, notwithstanding the details submitted with the application, until details of the materials to be used for the external walls and roofs of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.**

**Reason: To control the appearance of the building in the interests of the visual amenities of the locality.
(Section 12, NPPF)**

- 3 The proposed vehicular access shall be surfaced in durable material (not loose aggregate) as may be approved in writing by the Local Planning Authority before the premises are occupied. Arrangements shall be made for surface water drainage from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: To avoid the carriage of mud or other extraneous material or surface water from the site into the highway so as to safeguard the interest of highway safety.
(Section 9, NPPF)

- 4 No building shall be occupied until the scheme for parking spaces has been implemented in accordance with the approved plans. The car parking spaces for the development, and the Lorry parking indicated in the blue line plan and the turning area within the development site shall be retained throughout the lifetime of the development and shall thereafter be kept available for parking and turning at all times.

Reason: To minimise the potential for on-street parking and thereby safeguard the interest of the safety and convenience of road users.
(Section 9, NPPF)

5

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) Wheel washing facilities

(F) Measures on site to control the deposition of dirt / mud on surrounding roads during the development.

(G) Footpath/footway/cycleway or road closures needed during the development period

(H) Traffic management needed during the development period.

(I) 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.

(J) Dust Suppression Methods

(K) Working hours

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

Reason: The condition must be discharged prior to commencement as it controls development during the construction period, in the interests of safety, protecting the amenity of local land uses, neighbouring residents and highway safety. (Sections 4 & 11, NPPF)

6

No development shall take place until a surface water drainage strategy, which shall include evidence that the proposed method of disposal would be sufficient to prevent any increase in the risk of flooding, has 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: The condition must be discharged prior to commencement to ensure that adequate surface water drainage is provided and that the development would not result in an increase in flood risk. (Section 10, NPPF)

- 7 **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: To ensure that an acceptable relationship results between the new development and adjacent buildings and public areas.
(Section 12, NPPF)**

- 8 **Prior to the commencement of development details of any extraction or ventilation units to be installed as part of this development shall be submitted to and approved in writing by the Local Planning Authority. Only the details thereby approved shall be implemented/installed.**

**Reason: To ensure that the residential amenity of neighbouring occupiers is not prejudiced by excessive noise.
(Section 12, NPPF)**

- 9 **Prior to the commencement of development details of any external lighting to be installed on the site, including the design of the lighting unit, any supporting structure and the extent of the area to be illuminated, shall be submitted to and approved in writing by the Local Planning Authority. Only the details thereby approved shall be implemented.**

**Reason: To ensure that the residential amenity of neighbouring occupiers is not prejudiced by obtrusive light.
(Section 12, NPPF)**

- 10 **Noise resulting from the use of any plant, machinery or equipment installed as part of this development shall not exceed the existing background level when measured or calculated according to BS4142:2014.**

**Reason: To ensure that the residential amenity of neighbouring occupiers is not prejudiced by excessive noise.
(Section 12, NPPF)**

- 11 **The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers LB-0169 Rev E**

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

NOTES TO APPLICANT

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

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

- 1 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 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.

3 **Will a new extension affect your Council Tax Charge?**

The rate of Council Tax you pay depends on which valuation band your home is placed in. This is determined by the market value of your home as at 1 April 1991. Your property's Council Tax band may change if the property is extended. The Council Tax band will only change when a relevant transaction takes place. For example, if you sell your property after extending it, the new owner may have to pay a higher band of Council Tax.

If however you add an annexe to your property, the Valuation Office Agency may decide that the annexe should be banded separately for Council Tax. If this happens, you will have to start paying Council Tax for the annexe as soon as it is completed. If the annexe is occupied by a relative of the residents of the main dwelling, it may qualify for a Council Tax discount or exemption. Contact the Council for advice on **0300 300 8306**.

The website link is:

<http://www.centralbedfordshire.gov.uk/council-tax/bands/find.aspx>

- 4
 - a) The applicant is advised that no private surface water drainage system designed as part of a new development, will be allowed to enter any existing highway surface water drainage system.
 - b) 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 by this link on the Council website
<http://www.centralbedfordshire.gov.uk/transport/request/dropped-kerb.aspx> or contact Central Bedfordshire Council Tel: 0300 300 8301
 - c) The applicant is advised that parking for contractor's vehicles and the storage of materials associated with this development should take place within the site and not extend into within the public highway without authorisation from the highway authority. If necessary the applicant is advised to contact The Street Works Co-ordinator, Central Bedfordshire Highways, by contacting the Highways Helpdesk 0300 300 8301. Under the provisions of the Highways Act

1980 the developer may be liable for any damage caused to the public highway as a result of demolition/construction of the development hereby approved

- d) Best practical means shall be taken at all times to ensure that all vehicles leaving the development site during construction/demolition of the development are in a condition such as not emit dust or deposit mud, slurry or other debris on the highway, in particular efficient means shall be installed prior to commencement of the development and thereafter maintained and employed at all times during construction of the development of cleaning the wheels of all vehicles leaving the site

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

Central Bedfordshire Council

Priory House, Monks Walk
Chicksands, Shefford
Bedfordshire SG17 5TQ
www.centralbedfordshire.gov.uk



Town and Country Planning Act 1990 Town and Country Planning (Development Management Procedure) (England) Order 2015

DRAFT NOTICE OF GRANT OF PLANNING PERMISSION

DRAFT IS SUBJECT TO THE COMPLETION OF A s106 AGREEMENT WHICH IS TO BE AGREED

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

The Council acted pro-actively through early engagement with the applicant at the pre-application stage 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.

Application Number:	CB/18/02366/MW
Application Site:	Potton Quarry, Potton Road, Everton, Sandy, SG19 2JH
Proposed Development:	Proposed Extension to Potton Quarry
Submitted Plan Numbers (to which this decision relates):	PSE-001(E), PSE-002B, PSE-003, PSE-004A, PSE-005A, Badger Survey 2018 (Final version 1/17-097)

The following conditions and informatives are to be imposed under the proposed planning permission.

CONDITIONS

- 1 Planning permission shall extend to the area edged red on the attached plan no. CB/18/02366/MW-1 and, except as may be amended by the conditions below, the development shall be carried out in accordance with the following documents:
 - the planning application dated 22 June 2018;
 - the planning statement dated June 2018;
 - the Noise Assessment by Agility Acoustics Ltd dated June 2018;
 - drawing no. PSE-001 (E), Proposed Development dated February 2019;
 - drawing no. PSE-002B, Restoration Strategy dated February 2019

- 2 The development hereby permitted shall commence within 12 months of the date of this permission. The date of commencement of the development shall be notified in writing to the Local Planning Authority within 7 days of that date.

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 and to avoid any delay in the restoration of the existing quarry (Policy GE26, MWLP).

- 3 **The development of the site shall not commence until a Dust Management Scheme, based on the principles set out in section 7.2 of the Air Quality Assessment carried out by Smith Grant and dated 20 June 2018, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented for the duration of the operations.**

REASON: To protect local amenity and to minimise any nuisance to nearby residents by reason of dust (Policy GE18, MWLP).

- 4 The extraction of sand from the site extension area, shall not commence until a detailed scheme for the construction of a close boarded fence in the location shown on drawing no. PSE-001 (E) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the Noise Assessment by Agility Acoustics Ltd, dated June 2018, and the fence shall have a minimum surface mass density of at least 10kg per sqm and, together with the soil bund on which it stands, shall reach a height of not less than 4m above ground level.

REASON: To minimise any nuisance to nearby residents by reason of noise and to ensure that mitigation is provided at the earliest opportunity (Policy GE18, MWLP).

- 5 The extraction of sand from the site extension area, shall not commence until a scheme for groundwater protection has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following provisions:

1. No excavation to take place below 36.0m AOD or the level of the winter water table, whichever is the highest.
2. Levelling boards to be erected and maintained to determine the lower limit of the excavations.
3. Pollution prevention measures to be employed on the site, including storage arrangements for fuels, oils or chemicals.
4. Monitoring of groundwater levels in boreholes PT/18/001 and PT/18/002 to continue for the life of the quarry and restoration phases.
5. Monitoring of groundwater levels in borehole PT/18/003 to continue until it is lost to the quarry workings.
6. The frequency of monitoring to be at least monthly, with results provided to the Environment Agency.
7. An action plan to minimise the potential impact of any oil (or other chemical) spillage within the quarry, including provision for the excavation of

contaminated sand and, if necessary, the introduction of oxygenating compounds to degrade any residual hydrocarbon contamination within the subsurface. Page 28 of 273

8. The periodic review of the action plan.

The scheme shall be implemented as approved for the duration of the operations.

REASON: To protect groundwater resources (Policy GE20, MWLP).

- 6 The extraction of sand from the site extension area, shall not commence until the current temporary route of footpath no.12 has been diverted as shown on drawing no. PSE-0001 (E), including the installation of appropriate signage, and written notification to this effect has been provided to the Planning Authority. The footpath shall be a minimum of 2m wide, with a post and wire fence on either side, and shall be maintained to the satisfaction of the Local Planning Authority throughout the period of operations.

REASON: To provide for the safety of users of the footpath (Policies GE9 & GE21, MWLP).

- 7 Prior to the commencement of sand extraction from the site extension area, written notification, with photographs, shall be submitted to the Local Planning Authority to confirm that the 2m high perimeter bund shown on drawing no. PSE-0001 (E) and the 2m high close boarded fence referred to in condition 4 have been constructed in accordance with the approved specification. Sand extraction shall not commence until a written response has been received from the Local Planning Authority to confirm that the bund and fence are acceptable. The fence shall be satisfactorily maintained throughout the period of operations and removed when sand extraction is complete, unless an earlier removal date is approved in writing by the Local Planning Authority.

REASON: To minimise any nuisance to nearby residents by reason of noise (Policy GE18, MWLP).

- 8 No operations authorised or required by this permission shall be carried out except between the following times:

- 0700 to 1800 hours Mondays to Fridays
- 0700 to 1300 hours Saturdays.
- No operations shall be carried out on Public Holidays or Sundays.

REASON: To minimise any nuisance to nearby residents by reason of noise, etc. (Policy GE18, MWLP).

- 9 The initial site development operations, including the removal of topsoil and the construction of the perimeter bund, shall be confined to the hours of 0800 to 1700 Monday to Friday and 0800 to 1300 Saturday, with no operations on Sundays or Bank Holidays.

REASON: In accordance with Central Bedfordshire Public Protection Policy and MWLP Policy GE18.

- 10 No plant or machinery shall be used on site unless fitted and operated with efficient noise suppression equipment.

REASON: To protect the amenities of the surrounding area. (Policy GE18, MWLP)

- 11 The monitoring of noise levels shall be carried out in accordance with the principles contained in paragraph 7.5 of the Noise Assessment by Agility Acoustics Ltd, dated June 2018, and the results submitted to the Local Planning Authority within 4 weeks of the survey.

In the event that monitored noise levels exceed the adopted noise level limits in tables 7 and 8 of the Noise Assessment, the source of the noise should be mitigated as far as practicable and the monitoring exercise repeated. Monitoring shall be carried out every 3 months at the locations described in table 2 of the report and shall continue until it is confirmed in writing by the Local Planning Authority that monitoring is no longer required or that the duration between surveys can be extended, or that the number of monitoring points can be reduced.

REASON: To minimise any nuisance to nearby residents by reason of noise (Policy GE18, MWLP).

- 12 Floodlights shall not be used on the site, including the compound area, except in accordance with a scheme that has been approved in writing by the Local Planning Authority.

REASON: To protect the amenities of the surrounding area. (Policy GE18, MWLP)

- 13 Vehicular access to the site shall be gained only via the existing approved access onto Potton Road.

REASON: To minimise danger, obstruction and inconvenience to users of the highway and of the quarry (Policy GE18, MWLP).

- 14 Signs shall be erected requiring all vehicles to turn left on exiting the site.

REASON: In the interests of highway safety (Policy GE23, MWLP).

- 15 No mud shall be deposited onto the public highway and all loaded vehicles leaving the site shall be securely sheeted.

REASON: In the interests of highway safety (Policy GE23, MWLP).

- 16 No more than 250,000 tonnes of sand shall be removed from the site in any calendar year and no more than 45 loads of sand shall be removed from the site on any working day. Records shall be maintained of annual production and daily vehicle movements and shall be supplied to the Mineral Planning Authority within 7 days of such a request.

REASON: In the interests of highway safety and to protect local amenity (Policies GE18 & GE23, MWLP)

- 17 The extraction of sand from the site extension area shall not commence until CCTV has been installed which monitors the entrance to the site in accordance with a scheme to be submitted to and approved in writing by the Mineral Planning Authority. The scheme shall include details of:

- The columns and cameras used,
- The area covered,
- The capability for remote access viewing by the Local Planning Authority.

The CCTV shall thereafter be implemented in accordance with the agreed scheme.

REASON: To allow the monitoring of vehicle movements and hours of operation in the interests of highway safety and local amenity (Policies GE18 & GE23, MWLP)

- 18 No buildings, fixed plant or machinery shall be erected on the site other than in accordance with planning permission no. CB/18/01650.

REASON: To enable the Local Planning Authority to exercise control over any development within the site.

- 19 No materials shall be imported into the site for purposes of storage, disposal, processing or restoration.

REASON: To restrict development not authorised by this permission.

- 20 The existing perimeter planting on the western, southern and eastern boundaries of the site, within the application site boundary, shall be protected and maintained for the duration of the operations.

REASON: To protect and enhance local amenity (Policies GE9 & GE18, MWLP)

- 21 Within 12 months of the commencement of the development, two viewing points shall be established on the rights of way surrounding the wider site to provide views across the quarry, in accordance with details, including the provision of site information boards, that have first been submitted to and approved in writing by the Local Planning Authority.

REASON: To enhance the interest to users of Public Rights of Way (Policy GE21, MWLP)

- 22 The removal, handling, storage and replacement of soils shall take place in accordance with the principles contained in the soil handling scheme approved on 8 October 2018 pursuant to condition 6 of planning permission no. CB/18/03560/MWS.

REASON: To protect soil resources for use in site restoration (Policies GE26 & GE27, MWLP)

- 23 The workings shall be restored in accordance with drawing no. PSE-002B. The planting of trees and shrubs shall be completed during the first full planting

REASON: To enhance the appearance of the area and provide for the eventual restoration of the site (Policy GE10 & GE26. MWLP)

- 24 The proposed new footpath across the restored quarry floor (shown on drawing number PSE-002B) shall be laid out within 12 months of the cessation of sand extraction on the site, in accordance with a scheme detailing the precise route and construction details, that has first been submitted to and approved in writing by the Local Planning Authority.

REASON: To enhance the Public Rights of Way network in a safe and acceptable manner (Policy GE21, MWLP)

- 25 Aftercare and management of the restored land shall be carried out in accordance with the principles contained in the restoration and aftercare scheme for the main site, approved pursuant to condition 11 of planning permission CB/15/02211/MW. Aftercare for the area already restored on the main site shall be implemented within 12 months of the date of this consent, through the submission of an aftercare report and the holding of an aftercare meeting, and the programme shall thereafter continue on an annual basis until five years after the completion of restoration in the area covered by this consent.

REASON: To provide for the satisfactory restoration and aftercare of the site (Policy GE26 & GE27)

- 26 The mineral extraction hereby permitted shall cease on, or before the 25 September 2024 and the restoration of the site (excluding the aftercare requirements), including the removal of all plant, buildings and foundations shall be completed on, or before the 25 September 2025.

REASON: To prevent the accumulation of unworked permitted reserves and to provide for the early and satisfactory restoration of the site (Policy GE26, MWLP)

- 27 An Annual Environmental Report (AER) shall be submitted to the Local Planning Authority by 31 March each year for the previous period from 1 January to 31 December. The report shall contain the following information:
- a) a statement of operations over the past year, to include progress on soil and overburden removal, mineral extraction in terms of tonnage of sales, tonnage of mineral reserves, restoration and a summary of monitoring results for noise, dust and the water environment;
 - b) identification of any problem(s) caused by operations over the past year and any action(s) taken to address these;
 - c) a statement of planned operations over the forthcoming year;
 - d) identification of any potential problem(s) which may emerge as a result of planned operations over the forthcoming year and possible remedial action(s); and
 - e) the results of detailed soil surveys / audits from each period of soil stripping to determine the thickness of topsoil and subsoil, the boundary between

REASON: To facilitate monitoring and to assist the Local Planning Authority in the forward planning of mineral resources.

INFORMATIVES

1. **Diverting and stopping-up Public Rights of Way:**
The grant of planning permission does not entitle the developer to obstruct a public right of way. It should not be assumed that because planning permission has been granted that an order under section 257 of the Town and Country Planning Act 1990 (as amended), for diversion or extinguishment of public footpath or bridleway, will invariably be made or confirmed. Development, insofar as it affects the legal line of a right of way, should not be started, and the right of way should be kept open for public use, unless or until the necessary order has come into effect.

Development Management

Central Bedfordshire Council

Priory House, Monks Walk
Chicksands, Shefford
Bedfordshire SG17 5TQ
www.centralbedfordshire.gov.uk



Town and Country Planning Act 1990 Town and Country Planning (Development Management Procedure) (England) Order 2015

NOTICE OF REFUSAL OF PLANNING PERMISSION

Application Number: CB/18/01278/FULL
Application Site: Land to the rear of 3 Grove Road, Dunstable, LU5 4BY
Proposed Development: Demolition of existing business/storage facility and erection of residential units providing 2 one and 5 two bedroom flats, with associated parking, bin & cycle storage and landscaping. Existing access is retained.

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 and recommended to the application for approval. However, members of the Development Management Committee sought to overturn the officers recommendation and refuse planning permission. The Council has therefore acted pro-actively 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.

The Council as the Local Planning Authority hereby gives notice of its decision to **REFUSE PERMISSION** for the development specified above and as shown on the submitted plans, for the following reasons:

- 1 The proposed development, by virtue of the lack of amenity space would constitute an overdevelopment of the application site and will result in a form of development which is out of character with the surroundings area contrary to Policy BE8 of the South Bedfordshire Local Plan Review (2004) and Section 12 of the National Planning Policy Framework.
- 2 The proposed development would not provide the residential units with an acceptable provision of external amenity space or garden area. Therefore, the development would provide the future residents of the units with a poor standard of living, and would therefore be contrary to Policy BE8 of the South Bedfordshire Local Plan Review (2004), Design Guidance offered within the Central Bedfordshire Design Guide (2014) and Section 12 of the National Planning Policy Framework

Development Management

Central Bedfordshire Council

Priory House, Monks Walk
Chicksands, Shefford
Bedfordshire SG17 5TQ
www.centralbedfordshire.gov.uk



**Town and Country Planning Act 1990
Town and Country Planning (Development Management Procedure) (England)
Order 2015**

NOTICE OF REFUSAL OF PLANNING PERMISSION

Application Number: CB/19/00332/FULL
Application Site: Land to the rear of 22 Station Road, Lower Stondon, Henlow, SG16 6JS
Proposed Development: Erection of two detached dwellings

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

The Council did however act pro-actively through early engagement with the applicant at the pre-application stage which led to improvements to the scheme and an Officer recommendation to approve the application. The requirements of the Framework (paragraph 38) have therefore been met in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

The Council as the Local Planning Authority hereby gives notice of its decision to **REFUSE PERMISSION** for the development specified above and as shown on the submitted plans, for the following reasons:

- 1 The proposal is considered to provide inadequate access arrangements which would result in harm to the amenity and living conditions of the occupants of No.29 Meadowsweet. As such the proposal is contrary to the principles of good design as outlined in policy DM3 of the North Core Strategy and Development Management Policies 2009 and Chapter 12 of the NPPF.
- 2 Inadequate information has been provided to demonstrate that the proposal would result in net gains for biodiversity and as such the proposal is contrary to policy DM15 of the North Core Strategy and Development Management Policies 2009 and chapter 15 of the NPPF.

Development Management

Central Bedfordshire Council

Priory House, Monks Walk
Chicksands, Shefford
Bedfordshire SG17 5TQ
www.centralbedfordshire.gov.uk



**Town and Country Planning Act 1990
Town and Country Planning (Development Management Procedure) (England)
Order 2015**

NOTICE OF REFUSAL OF PLANNING PERMISSION

Application Number: CB/17/02694/OUT
Application Site: Land opposite (south) of Ivy House, Lodge Road, Cranfield, Bedford, MK43 0BQ
Proposed Development: Outline: Erection of 10 dwellinghouses.

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

The Council did however act pro-actively through early engagement with the applicant which led to improvements to the scheme and an Officer recommendation to approve the application. The requirements of the Framework (paragraph 38) have therefore been met in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

The Council as the Local Planning Authority hereby gives notice of its decision to **REFUSE PERMISSION** for the development specified above and shown on the submitted plans, for the following reasons:

- 1 The proposed layout, access arrangements and scale of development would result in a harmful urbanising impact to the detriment of the rural character and appearance of the site, wider landscape and local amenity. The development would also result in the removal of a non-designated heritage asset which is considered to be an important feature in the landscape and of historical significance in the wider setting. As such the proposed development is contrary to policies CS14, CS15, CS16, DM3, DM13 and DM14 of the North Core Strategy and Development Management Policies 2009 and chapters 12, 15 and 16 of the NPPF.
- 2 Having regard to the characteristics of the existing site, the proposed development will result in the loss or deterioration of existing habitats and harm to existing biodiversity with inadequate provision for mitigation. The development is not therefore considered to deliver a net gain for biodiversity and as such is considered to result in ecological harm contrary to policy DM15 of the North Core Strategy and Development Management Policies 2009 and chapter 15 of the NPPF.

**Town and Country Planning Act 1990
Town and Country Planning (Development Management Procedure) (England) Order
2015**

DRAFT NOTICE OF GRANT OF PLANNING PERMISSION

DRAFT IS SUBJECT TO THE COMPLETION OF A s106 AGREEMENT WHICH IS TO BE
AGREED

**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.

Application Number:	CB/18/04780/FULL
Application Site:	Land East of Hitchin Road and South of the Former Pig Testing Unit Hitchin Road Fairfield Stotfold SG5 4JH
Proposed Development:	Erection of 87 dwellings and alterations to selected plots to replace 70 dwellings previously granted under planning reference CB/16/01455/OUT, CB/17/00358/RM & CB/18/03260/RM.
Submitted Plan Numbers (to which this decision relates):	17755/1100A, 17755/1103, 17755/122E, 17755/1102, 17755/123G, 17755/128G, 17755/136C, 17755/134H, 17755/130G, 17755/1156B, 17755/148, 17755/160B, 17755/161A, 17755/125F, 17755/169, 17755/132G, 17755/1101, 17755/167E, Ecological enhancement Scheme, 38149/SK/301 P0, Traffic Management Plan, B16015 405C, Flood Risk Assessment and Drainage Design Report 38149/2009 Rev B, Residential Travel Plan 38149 Rev B, Landscape Maintenance and Management Plan (including appendix 1), Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement & Tree Protection Plan, 38149/C/200 Rev E.

The following conditions and informatives are to be imposed under the proposed planning permission.

CONDITIONS

- 1 The development hereby permitted shall begin not later than three years

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

- 2 No building/dwelling shall be occupied until the developer has formally submitted in writing to the Local Planning Authority a finalised 'Maintenance and Management Plan' for the entire surface water drainage system, inclusive of any adoption arrangements and/or private ownership or responsibilities, and that the approved surface water drainage scheme has been correctly and fully installed as per the final approved details.

Reason: To ensure that the implementation and long term operation of a sustainable drainage system (SuDS) is in line with what has been approved, in accordance with Written Statement HCWS161.
(Section 12, NPPF)

- 3 No development shall commence until the discharge rate from the development is agreed by the Bedford Group of Internal Drainage Boards. The final detailed design shall be based on the agreed FRA and Drainage Design Report (Ref: 38149/2009 Rev B, 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.

Evidence of agreed discharge rate in the form of an email is sufficient to discharge this 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.
(Paragraph 103, NPPF).

- 4 Plots 101 and 103 shall not be brought into use until a turning head in accordance with the Design Guide 2014 has been constructed in a manner to be approved in writing by the Local Planning Authority.

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

- 5 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015 (as amended), or any amendments thereto, the garage accommodation on the site shall not be used for any purpose, other than as garage accommodation, unless permission has been granted by the Local Planning Authority on an application made for that purpose.

Reason: To retain off-street parking provision and thereby minimise the potential for on-street parking which could adversely affect the convenience

- 6 No development shall take place, 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) 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) Wheel washing facilities
 - (F) Measures on site to control the deposition of dirt / mud on surrounding roads during the development.
 - (G) Footpath/footway/cycleway or road closures needed during the development period
 - (H) Traffic management needed during the development period.
 - (I) 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.
(Section 9, NPPF)

- 7 Before development begins, a scheme for visitor cycle parking of cycles on the site (including the stands/brackets to be used and access thereto), calculated at one short stay spaces per unit, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupied or brought into use and thereafter retained for this purpose.

Reason: To ensure the provision of adequate cycle parking to meet the needs of occupiers of the proposed development in the interests of encouraging the use of sustainable modes of transport.
(Section 9, NPPF)

- 8 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 17755/1100A, 17755/1103, 17755/122E, 17755/1102, 17755/123G, 17755/128G, 17755/136C, 17755/134H, 17755/130G, 17755/1156B, 17755/148, 17755/160B, 17755/161A, 17755/125F, 17755/169, 17755/132G, 17755/1101, 17755/167E, Ecological enhancement Scheme, 38149/SK/301 P0, Traffic Management Plan, B16015 405C, Flood Risk Assessment and Drainage Design Report 38149/2009 Rev B, Residential Travel Plan 38149 Rev B, Landscape Maintenance and Management Plan (including appendix 1), Tree Survey, Arboricultural Impact Assessment Preliminary Arboricultural Method Statement & Tree Protection Plan, 38149/C/200 Rev E.

INFORMATIVES

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. 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.
3. The applicant is advised that if it is the intention to request Central Bedfordshire Council as Local Highway Authority, to adopt the proposed highways within the site as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways together with all the necessary highway and drainage arrangements, including run off calculations shall be submitted to the Highways Agreements Officer, Highways Contract Team, Community Services, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ .

Development Management

Central Bedfordshire Council

Priory House, Monks Walk
Chicksands, Shefford
Bedfordshire SG17 5TQ
www.centralbedfordshire.gov.uk



Town and Country Planning Act 1990 Town and Country Planning (Development Management Procedure) (England) Order 2015

NOTICE OF GRANT OF PLANNING PERMISSION

Application Number: CB/19/00141/FULL
Application Site: Land at the corner of Stoke Road & Old Linslade Road, Stoke Road, Linslade.
Proposed Development: Change of Use - Proposed use of the field for weekly car boot sales.

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

Discussion with the applicant to seek an acceptable solution was not necessary in this instance. 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.

The Council as the Local Planning Authority hereby gives notice of its decision to **GRANT PERMISSION** for the development specified above and shown on the submitted plans, subject to the following conditions:

- 1 The temporary use hereby permitted shall be discontinued on or before 30th September 2021 unless before that date the Local Planning Authority has granted planning permission for its continuation.

Reason: To protect the openness and visual amenity of the Green Belt and Area of Great Landscape Value, and to assess the impact of the use on the highway.
(Policy NE3, SBLPR and Sections 9 and 13, NPPF)

- 2 The car boot sale use hereby permitted shall only be open from 10.30 to 16.00 only on Sunday from the first Sunday of April to the last Sunday of September in any calendar year, and no other day.

Reason: To protect the openness and visual amenity of the Green Belt and Area of Great Landscape Value, and general amenities.

(Policies NE3 and BE8, SBLPR and Section 13, NPPF)

- 3 Following the car boot sale use ceasing operation at the end of September each year, the land shall be returned to its pre-development state.

Reason: To maintain the appearance of the Green Belt and the Area of Great Landscape Value.

(Policy NE3, SBLPR and Section 13, NPPF)

- 4 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, number CBC-001

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

NOTES TO APPLICANT

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

- 1 In accordance with Article 35 (1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the reason for any condition above relates to the Policies as referred to in the South Bedfordshire Local Plan Review (SBLPR) and the National Planning Policy Framework (NPPF).

- 2 This permission relates only to that required under the Town & Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.

3 **Will a new extension affect your Council Tax Charge?**

The rate of Council Tax you pay depends on which valuation band your home is placed in. This is determined by the market value of your home as at 1 April 1991.

Your property's Council Tax band may change if the property is extended. The Council Tax band will only change when a relevant transaction takes place. For example, if you sell your property after extending it, the new owner may have to pay a higher band of Council Tax.

If however you add an annexe to your property, the Valuation Office Agency may decide that the annexe should be banded separately for Council Tax. If this happens, you will have to start paying Council Tax for the annexe as soon as it is completed. If the annexe is occupied by a relative of the residents of the main dwelling, it may qualify for a Council Tax discount or exemption. Contact the Council for advice on **0300 300 8306**.

The website link is:

<http://www.centralbedfordshire.gov.uk/council-tax/bands/find.aspx>

- 4 Please note that the unnumbered drawings submitted in connection with this application have been given unique numbers by the Local Planning Authority. The numbers can be sourced by examining the plans on the View a Planning Application pages of the Council's website www.centralbedfordshire.gov.uk.

Development Management

Central Bedfordshire Council

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Bedfordshire SG17 5TQ
www.centralbedfordshire.gov.uk



Town and Country Planning Act 1990 Town and Country Planning (Development Management Procedure) (England) Order 2015

NOTICE OF GRANT OF PLANNING PERMISSION

Application Number:	CB/18/04279/FULL
Application Site:	The Manor, 2 Salford Road, Aspley Guise, Milton Keynes, MK17 8HZ
Proposed Development:	Rebuild roof structure, rebuild previously demolished structure to rear, partially extend along the front. Fit conservation roof lights to match main house. Install new windows and door to front and rear.

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 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.

The Council as the Local Planning Authority hereby gives notice of its decision to **GRANT PERMISSION** for the development specified above and shown on the submitted plans, subject to the following 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 All external works hereby permitted shall be carried out in materials identified in document DevPI1 to match as closely as possible in colour, type and texture, those of the existing building.

Reason: To safeguard the appearance of the completed development by ensuring that the development hereby permitted is finished externally with materials to match the existing building in the interests of the visual amenities of the locality.
(Section 12, NPPF)

- 3 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

SP01 Rev A
PA01 Rev G
PA03 Rev A
PA02 Rev K
AF01 Rev A
DevPI1

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

- 4 The office/garage and play room accommodation hereby permitted shall only be used ancillary to and in connection with the dwellinghouse known as The Manor, 2 Salford Road, Aspley Guise.

Reason: To prevent the establishment of a separate residential dwelling or independent business unit

- 5 Notwithstanding the details submitted with the application, full details of any proposed variation or change of the external materials hereby approved shall be submitted to and approved in writing by the Local Planning Authority prior to installation on site, and the approved development shall be undertaken thereafter strictly in accordance with the approved details.

Reason: To ensure that the approved development is carried out in a manner that safeguards the significance and traditional character of this historic building and to safeguard the character and appearance of the Conservation Area in which the building is located (Section 16, NPPF)

- 6 Notwithstanding the details submitted with the application, the roof cover of the existing building, complete, along with the frontage (south west elevation) roof extension hereby approved shall utilise the existing clay pantiles, cleaned and re-used, with any shortfall made up with sourced reclaimed clay pantiles to match.

Reason: To ensure that the approved development is carried out in a manner that safeguards the significance and traditional character of this historic building and to safeguard the character and appearance of the Conservation Area in which the building is located (Section 16, NPPF)

NOTES TO APPLICANT

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

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

- 1 In accordance with Article 35 (1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the reason for any condition above relates to the Policies as referred to in the 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 **Will a new extension affect your Council Tax Charge?**
 The rate of Council Tax you pay depends on which valuation band your home is placed in. This is determined by the market value of your home as at 1 April 1991.
 Your property's Council Tax band may change if the property is extended. The Council Tax band will only change when a relevant transaction takes place. For example, if you sell your property after extending it, the new owner may have to pay a higher band of Council Tax.
 If however you add an annexe to your property, the Valuation Office Agency may decide that the annexe should be banded separately for Council Tax. If this happens, you will have to start paying Council Tax for the annexe as soon as it is completed. If the annexe is occupied by a relative of the residents of the main dwelling, it may qualify for a Council Tax discount or exemption. Contact the Council for advice on **0300 300 8306**.
 The website link is:

<http://www.centralbedfordshire.gov.uk/council-tax/bands/find.aspx>

Development Management

Central Bedfordshire Council

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Bedfordshire SG17 5TQ
www.centralbedfordshire.gov.uk



Planning (Listed Buildings and Conservation Areas) Act 1990 **NOTICE OF GRANT OF LISTED BUILDING CONSENT**

Application Number: CB/18/04278/LB
Application Site: The Manor, 2 Salford Road, Aspley Guise, Milton Keynes, MK17 8HZ
Proposed Development: Listed Building Consent: Removal of existing roof due to internal failure. Fit new roof with conservation clay tiles and conservation roof lights. Single storey extension to front and rear, to restore previous structure demolished. Fit new wooden doors and windows.

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 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.

The Council as the Local Planning Authority hereby gives notice of its decision to **GRANT CONSENT** for the works specified above and as shown on the submitted plans subject to the following conditions:

- 1 The works shall begin not later than three years from the date of this consent.

Reason: To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 All external works hereby permitted shall be carried out in materials identified in document DevPI1 to match as closely as possible in colour, type and texture, those of the existing building.

Reason: To safeguard the appearance of the completed development by ensuring that the development hereby permitted is finished externally with materials to match the existing building in the interests of the visual amenities of the locality.
(Section 12, NPPF)

- 3 This consent relates only to the details shown on the submitted plans, numbers:

DevPI1
SP01 Rev A
PA01 Rev G
PA03 Rev A
PA02 Rev K
AF01 Rev A

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

- 4 Notwithstanding the details submitted with the application, full details of any proposed variation or change of the external materials hereby approved shall be submitted to and approved in writing by the Local Planning Authority prior to installation on site, and the approved development shall be undertaken thereafter strictly in accordance with the approved details.

Reason: To ensure that the approved development is carried out in a manner that safeguards the significance and traditional character of this historic building and to safeguard the character and appearance of the Conservation Area in which the building is located (Section 16, NPPF)

- 5 Notwithstanding the details submitted with the application, the roof cover of the existing building, complete, along with the frontage (south west elevation) roof extension hereby approved shall utilise the existing clay pantiles, cleaned and re-used, with any shortfall made up with sourced reclaimed clay pantiles to match.

Reason: To ensure that the approved development is carried out in a manner that safeguards the significance and traditional character of this historic building and to safeguard the character and appearance of the Conservation Area in which the building is located (Section 16, NPPF)

NOTES TO APPLICANT

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

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

- 1 This consent relates only to that required under the Planning (Listed Building and Conservation Areas) Act 1990 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 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.

LATE SHEET

DEVELOPMENT MANAGEMENT COMMITTEE 17/06/2019

Item 5 - CB/18/04780/FULL - Land East of Hitchin Road and South of the Former Pig Testing Unit Hitchin Road Fairfield Stotfold SG5 4JH

Additional Consultation / Publicity Responses

IDB updated comment 06/06/2019 removing objection to the application stating the following:

"On the understanding that this current application applies only to development within the red line boundary, and that there will be no changes to the impermeable area/surface water discharge already agreed with the Board, the objection previously recorded on 30th January 2019 is removed."

Additional Comments

The site history for the reserved matters reference CB/17/00358/RM was not included in the offers report. For clarity, the history is attached below:

Case Reference	CB/17/00358/RM
Location	Land East Of Hitchin Road And South Of The Former Pig Testing Unit, Hitchin Road, Stotfold
Proposal	Reserved Matters: Erection of 180 dwellings and flexible use commercial unit with landscaping, open space and associated works pursuant to outline planning permission reference CB/16/01455/OUT dated 30th June 2016
Decision	Reserved Matters- Granted
Decision Date	19/09/2017

Additional / Amended Conditions / Reasons

One additional condition to add to the late sheet:

Prior to the construction of vehicular parking areas associated with the approved dwellinghouses, a scheme for the charging of electric vehicles shall be submitted to and approved in writing by the Local Planning Authority. Subsequently, the development shall be completed in accordance with these approved details.

Reason: To assist with the transition to low-emission vehicles in line with paragraph 110 of the National Planning Policy Framework (2019).

Item 6 - CB/19/00082/FULL - Pulloxhill Business Park, Greenfield Road, Pulloxhill**Additional Consultation / Publicity Responses**

None

Additional Comments

Having looked through the site history, there is no restriction on any previous application for planning permission, as such, it would be unreasonable to impose a condition restricting operation hours.

Additional / Amended Conditions / Reasons

Condition 4 has been amended to read:

No building shall be occupied until the scheme for parking spaces has been implemented in accordance with the approved plans. The car parking spaces for the development, and the Lorry parking indicated in the blue line plan and the turning area within the development site shall be retained throughout the lifetime of the development and shall thereafter be kept available for parking and turning at all times.

Reason: To minimise the potential for on-street parking and thereby safeguard the interest of the safety and convenience of road users.
(Section 9, NPPF)

Item 7 - CB/19/00141/FULL - Land at the corner of Stoke Road & Old Linslade Road, Stoke Road, Linslade.**Additional Consultation / Publicity Responses**

None

Additional Comments

None

Additional / Amended Conditions / Reasons

None

Item 8 - CB/18/01278/FULL - Land to the rear of 3 Grove Road, Dunstable, LU5 4BY

Additional Consultation / Publicity Responses

Following the publication of the report, the applicant has submitted amended plans to show the amendment to Unit 3 of the proposed plans. As such, the Trees and Landscape Officer has removed his objection, subject to the imposition of the following condition:

Prior to development, a Tree Protection Plan and an Arboricultural Method Statement, prepared by a suitably qualified arboriculturist, shall be submitted to the Local Planning Authority for approval, and shall be based on the recommendations given under BS 5837 : 2012 "Trees in Relation to Design, Demolition and Construction" with the purpose of protecting the Yew tree, located in the garden of 3 Grove Road, from all development operations. The approved Tree Protection Plan and Arboricultural Method Statement shall then be implemented in strict accordance with the recommendations and sequence of operations, with all tree barrier protection and/or ground protection remaining securely in position throughout the entire course of construction work.

REASON: To ensure the protection of the root system, rooting medium and canopy spread of the Yew tree, listed as T1 in Tree Preservation Order No. 12/1979, which is located in the neighbouring property of 3 Grove Road, from all development activity works. (Section 15, NPPF).

Additional Comments

None

Additional / Amended Conditions / Reasons

- The suggested condition above.
- Condition 8 has been amended to read:

This vision splay shall be provided on each side of the access drive and shall be 2.8m measured along the back edge of the new highway from the centre line of the anticipated vehicle path to a point 2.0m measured from the back edge of the footway into the site along the centre line of the anticipated vehicle path. The vision splay so described and on land under the dwelling occupier's control shall be maintained free of any obstruction to visibility exceeding a height of 600mm above the adjoining footway level.

Reason: To provide adequate visibility between the new estate road and the new individual accesses, and to make the accesses safe and convenient for the traffic which is likely to use them.
(Section 9, NPPF)

- A slight amendment to Condition 11 to read:

Prior to the construction of vehicular parking areas associated with the approved dwellinghouses, a scheme for the charging of electric vehicles shall be submitted to and approved in writing by the Local Planning Authority. Subsequently, the development shall be completed in accordance with these approved details.

Reason: To assist with the transition to low-emission vehicles in line with paragraph 110 of the National Planning Policy Framework (2019).

- Also there is an amendment to condition 12, to reflect the amended plan numbers. The Condition will now read:

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

17170 (D) 100
17170 (D) 111 Rev B
17170 (D) 104 Rev E
17170 (D) 106 Rev D
17170 (D) 107 Rev D
17170 (D) 110 Rev B
17170 (D) 105 Rev E
17170 (D) 097 Rev A

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

Item 9 - CB/17/02694/OUT - Land opposite (south) of Ivy House, Lodge Road, Cranfield, Bedford, MK43 0BQ

Additional Consultation / Publicity Responses

None

Additional Comments

None

Additional / Amended Conditions / Reasons

- A slight amendment to condition 8 has been made to now read:

Visibility splay 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 line shall be 2.4m measured along the centre line of the proposed access from its junction with the channel of the public highway and 43m measured from the centre line of the proposed access along the line of the channel of the public highway to the northern side of the access on **Lodge** Road. 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)

- Another slight amendment has been made to condition 11, which now reads:

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), or any amendments thereto, the garage accommodation on the site shall not be used for any purpose, other than as garage accommodation, unless permission has been granted by the Local Planning Authority on an application made for that purpose.

Reason: To retain off-street parking provision and thereby minimise the potential for on-street parking which could adversely affect the convenience of road users.(Section 9, NPPF)

- The addition of a condition relating to Electric Car Charging Points:

Prior to the construction of vehicular parking areas associated with the approved

dwellinghouses, a scheme for the charging of electric vehicles shall be submitted to and approved in writing by the Local Planning Authority. Subsequently, the development shall be completed in accordance with these approved details.

Reason: To assist with the transition to low-emission vehicles in line with paragraph 110 of the National Planning Policy Framework (2019)

Item 10 - CB/19/00332/FULL - Land to the rear of 22 Station Road, Lower Stondon, Henlow, SG16 6JS

Additional Consultation / Publicity Responses

Stondon Parish Council - Would you please read the content of this letter in relation to the above planning application and Stondon Parish Council's objection to the development CB/19/00332.

Due to a change in dates we are unable to send representation to object to this application in person and would be grateful for members of the committee to be made aware of our continued concerns as follows.

Public Highway

We objected to this application at initial consultation CB/18/04450/FULL which was withdrawn as the application could not show access from adopted public highway. The updated plans state that they are in control of the land and the Highway has been adopted but to date we are not aware that any such submission for adoption of the highway has been made.

Access

The site is situated to the rear of properties (with access) off Station Road. Access is proposed down a resident's driveway at 29 Meadowsweet which is relatively narrow at less than 4.8 meters. It would need to include a pedestrian route as well as parking for residents on their driveway. The Parish Council is at a loss to understand why access would be more appropriate from this location rather than off Station Road. The same driveway at 29 Meadowsweet is used to allow the residents access to regular medical services including transport and ambulances and these vehicles can be parked over extended periods while collecting residents from this site.

The driveway is the only location for visitors to park and this would narrow the road. No traffic management plan for such a small access has been proposed for site during the development phase, including deliveries and this will be a challenge considering access to the site is down a private driveway.

Parking

The current residents of 29 Meadowsweet use the driveway for parking when

visitors come and collection by Medical vehicles, including care agencies.
Visibility splays.

The plans provided do not provide any detail on the visibility splays to access the proposed development. Again, we are concerned as to the safety of the residents of 29 Meadowsweet.

Waste Collection

The Council is also very concerned that the proposed collection points for waste services will not be accessible and require the bin lorry to reverse some 45 meters down the narrow access point to collect bins.

This goes against the recommendation in the CBC Design guide and Manual for Streets (SI 2000 No 2531 and BSI 5906:2005).

Electric Vehicles

We note that no charging points are shown on the plans and with the garage remote from the main premises we are concerned as to how this will be accommodated. The development is not designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient location, this is in conflict with the NPPF.

Contradiction in reports

Reports provided by the Waste Services team and Ecology seem to contradict themselves in the same report and yet this has not been questioned.

Overall the Council remains concerned about the lack of detail in the assessment, this development has been squeezed past a private driveway and the residents wellbeing is being severely impacted by this proposal. We would ask the committee to reject the proposal and suggest the applicant looks at alternative access arrangements from Station Road.

Neighbour Comments:

4 additional Neighbour objections (3 of whom have previously objected to the proposal) which raise the following additional points (Summarised):

- Highways Officer comments are incorrect, the road is not undergoing the s38 process and the refuse vehicle does not reverse up to the site boundary.
- The plans do not show a turning area.
- Access would require the removal of neighbouring fence.
- Turning area would not be sufficient for large delivery vehicles.
- Who will be responsible for damage caused by construction traffic?
- There is no pavement for pedestrians
- Low level planting would not provide adequate access.
- No provision for on site parking of cycles.
- The proposal would result in an impact on protected bats.
- Plans are not to scale and are not clearly defined in colour.
- CBC Manual Handling regulations state that refuse collection points should not be more than 10 metres from the refuse collection vehicle (the proposed location is some 40 metres).

- Proposal conflicts with Manual for Streets and Building Regulations (2000) in regards to proposed waste storage points.
- CBC Manual Handling states that waste collection contractors should not move bins over undulating, non-paved, uneven surfaces such as the proposed access.
- The private access is not lit beyond the lamppost between Nos.25 and 27
- Proposal contravenes Health and Safety regulations.
- Bin collection crews often leave the bins scattered across the access following waste collection causing safety issues for vehicles and pedestrians.
- Proposed bin storage areas are located next to fences and are a significant fire risk.
- Access road is too narrow for wheelchair users and contravenes the Disability Discrimination Act 2005.
- Proposal is not in accordance with the CBC design guide.
- CBC will cause a legal issue between two neighbours making the lives of a vulnerable family more stressful.
- Proposal would result in financial and physical harm to neighbours.

In addition to the above a letter has been received on behalf of two immediate neighbours from their Doctor outlining the potential impacts of disable neighbours given the proposed use of the shared access, the impact of disturbance during construction and given a risk to safety.

Highways Comment to provide clarity following additional neighbour comments received (07/06/2019):

The existing is a private road which where the initial sec 38 for meadowsweet is extant. The proposal is an 'add on' to the existing road and will serve 2 x 4 bedroom bedroom dwellings. The previous proposal for the site was withdrawn to address highway issues. Waste services have confirmed that the refuse vehicle reverses to the spur of the road with no. 27 and the refuse operatives drag the bins from 26, 27 and 29 to the waiting vehicle. The refuse collection point indicated in within the area where the bins are dragged to the waiting vehicle. The low level planting on entering the site and at the turning area will provide some intervisibility to all users of the proposal and highway. Conditions suggested.

Additional Comments

1) The proposal would not result in the loss of, nor impact on, any existing established trees or the boundary hedgerows within the application site. It is noted that a number of trees were removed from the site prior to the application being made, as these trees were not protected their removal did not require any formal permission. As such the Ecologist has not raised any objection to the application in regards to the impact on bats and has stated that the application is acceptable from an ecological perspective subject to a suitable condition, therefore the application is considered acceptable in this regard.

2) Whilst the letter from the Doctor is noted it is considered that the personal

circumstances presented, which relate mainly to the impacts of change and the temporary impacts of construction would not justify a refusal of planning permission given the material planning considerations outlined in the officers report. In addition whilst the safety concerns in regards to the use of the shared surface are noted the Highways Officer is content that the use of this access is acceptable in the context of Highways safety.

3) The Highways Officer has provided additional clarity in regards to the concerns of neighbours which were raised following the Highways Officers initial response. The advice of the Highways Officer remains the same in that the proposal is considered acceptable in this regard. In addition the proposal would facilitate a turning area at the top of the private access allowing vehicles (including delivery vehicles) to enter and leave the private access and application site in forward gear. The Highways Officer has provided a number of suggested conditions.

4) The additional comments in regards to waste collection are noted, the Councils waste management team have confirmed that they currently collect bins from the private access. Given the proximity of the bin collection points to the current collection point of neighbours it is considered that whilst the collection point is outside of the suggested 10m (within the CBC design guide) that the collection points are acceptable and would not amount to a reason for refusing the application.

5) The plans are considered to have been provided to scale and, in addition given the size of the plots it is considered that there is adequate space on site for the provision of cycle storage, as such the suggested condition in this regard is not considered necessary or reasonable to make the proposed development acceptable.

Additional / Amended Conditions / Reasons

Item 11 - CB/18/02366/MW - Potton Quarry, Potton Road, Everton, Sandy, SG19 2JH

Additional Consultation / Publicity Responses

This additional representations have been received by Mr Stratton a nearby resident:

The objection to the planning being granted is a Traffic related one. It will, with increased output, undoubtedly increase the HGV Quarry trucks along Myers Road

and Kings Street Potton, both of which are not suitable for such traffic. Not only do many of them travel over the speed limit, on both roads at certain points they have to mount the pavement to pass each other. Just once it would be good to see the powers to be being proactive rather than reactive regarding road and pedestrian safety. Stop all the Quarry trucks from using this unsuitable route and then I have no objection to the extension. When (not if) an accident happens, if they continue to be allowed to travel on these roads, who then will take responsibility?

"It would be interesting to know the percentage of Quarry owned trucks and the third party trucks which they say they have no control in the routes taken once they leave the site. This is where the council(s) can help by implementing traffic restrictions on unsuitable roads such as Myers Road and Kings Street Potton. Or ensuring if they can't control this that the application is not approved."

This matter has already been addressed within the report.

Additional Comments

Additional / Amended Conditions / Reasons

4. Members' Interests

To receive from Members any declarations of interest including membership of any Parish/Town Council consulted upon during the planning application process and the way in which any Member has cast their vote.

Planning and Related Applications

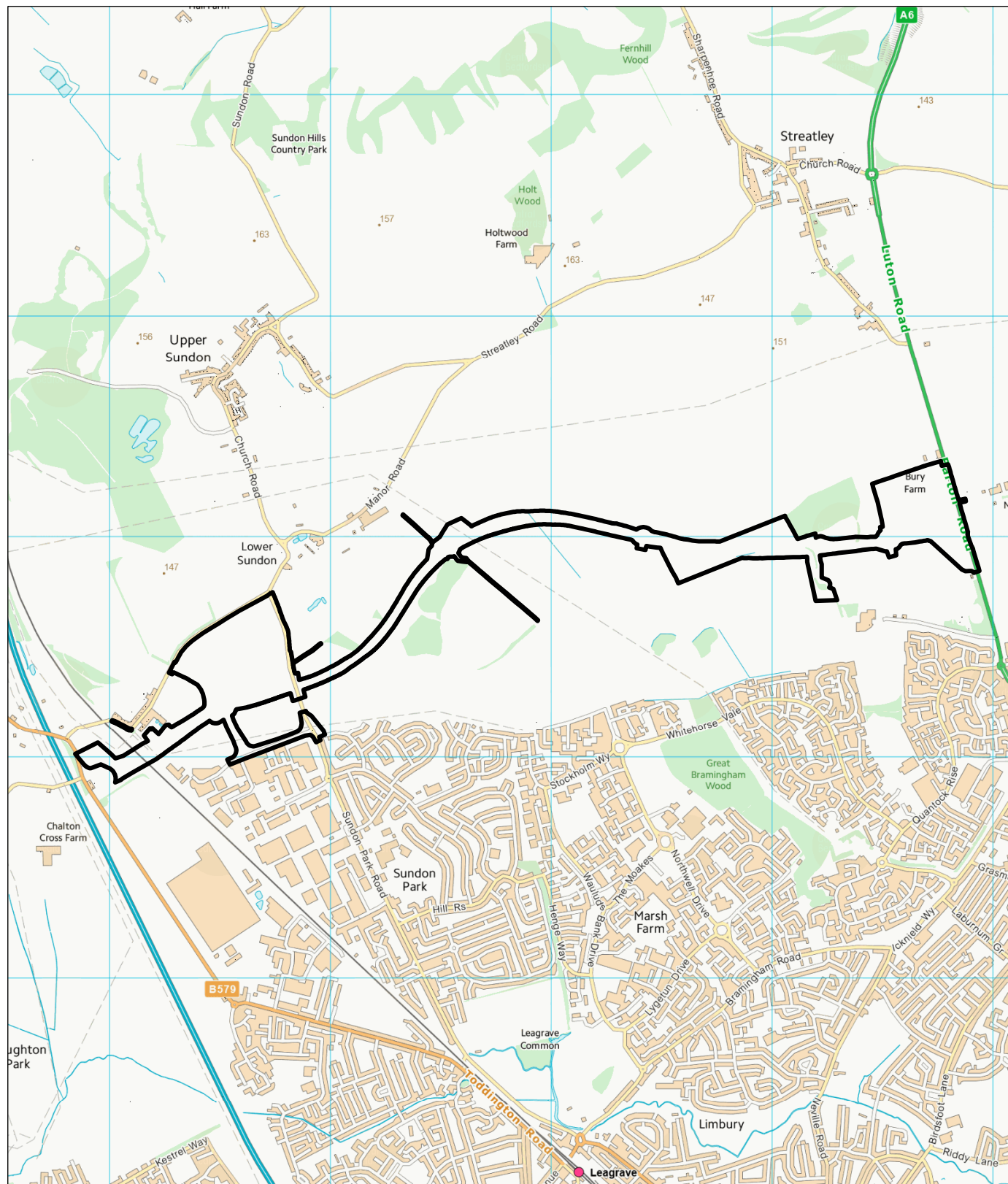
Prior to considering the planning applications contained in the following schedules, Members will have received and noted any additional information relating to the applications as detailed in the Late Sheet for this meeting.

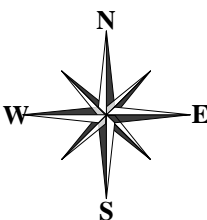
5. Planning Application No:
CB/19/00887/FULL (Toddington)

Address: M1 junction 11a to A6 Barton Road, Sundon, Chalton, Streatley.

Construction of a new single and dual carriageway 2.75 miles (4.4km) road linking the M1 and the A6 between the M1 junction 11a and the A6 Barton Road. Comprising intermediate junctions, overbridges, underbridges, cycle paths, revisions to the Public Rights of Way network, drainage and landscaping.

Applicant: Central Bedfordshire Council



	© Crown Copyright. All rights reserved. Central Bedfordshire Council Licence No. 100049029 (2009)	Application No. CB/19/00887/FULL
	Date: 22:August:2019	
	Map Sheet No	
Scale: 1:25000	M1 junction 11a to A6 Barton Road, Sundon, Chalton, Streatley	

APPLICATION NUMBER	CB/19/00887/FULL
LOCATION	M1 junction 11a to A6 Barton Road Sundon Chalton Streatley
PROPOSAL	Construction of a new single and dual carriageway 2.75 miles (4.4km) road linking the M1 and the A6 between the M1 junction 11a and the A6 Barton Road. Comprising intermediate junctions, overbridges, underbridges, cycle paths, revisions to the Public Rights of Way network, drainage and landscaping
PARISH	Sundon
WARD	Toddington
WARD COUNCILLORS	Cllrs Amantea-Collins & Walsh
CASE OFFICER	Stuart Robinson
DATE REGISTERED	19 March 2019
EXPIRY DATE	18 June 2019
APPLICANT	Central Bedfordshire Council
AGENT	Jacobs Engineering
REASON FOR COMMITTEE TO DETERMINE	The application is made by Central Bedfordshire. As an objection has been received then the application must be considered by the Development Management Committee. This major development also forms a departure from the adopted Development Plan.
RECOMMENDED DECISION	Full Application - Recommended for Approval

Reason for Recommendation:

The proposed development would form inappropriate development within the Green Belt. Very Special Circumstances have been demonstrated and are considered to clearly outweigh the harm to the openness of the Green Belt.

The proposed development would result in some harm to the Area of Outstanding Natural Beauty (AONB), the character of the area, and the visual amenity of the countryside. It is considered that the development presents substantial public benefits which outweigh the harm to the landscape and the AONB.

The proposed development is not considered to present an unacceptable adverse impact and the proposed development has been recommended for approval, subject to conditions.

Site Location:

The application site forms an area of land, measuring 69 hectares in area, to the north of Luton, between the M1 and the A6 roads. The majority of the site is currently used for arable farmland. The site has an undulating topography, which drops from the boundary of Luton and then rises, before dropping away towards Lower Sundon, Upper Sundon and Streatley.

The application site is situated entirely within the Green Belt. The central part of the site (for a length of approximately 1.6km from the east of Sundon Wood) falls within the Chilterns Area of Outstanding Natural Beauty (AONB) and the Chilterns National Character Area.

The site contains two areas of Ancient Woodland, located at Sundon Wood (approximately 20m south of the proposed alignment at its nearest point) and George Wood (to the north of the proposed alignment).

There are several footpaths and routes which cross the application site. These include a cycle route between Camford Way and Sundon Road, the Ickneild Way and John Bunyan Way National Trails and Footpaths 12 and 4.

The site contains four Tree Preservation Orders (TPO's) which are concentrated in the north eastern corner of the site compound adjacent to the Sundon Road/Sundon Park Road junction. These trees are not directly impacted by the Scheme.

To the south of the application site is Dray's Ditches, a Scheduled Ancient Monument located on the edge of Bramingham, approximately 350m away from the proposed road. There are three Grade II and one Grade I Listed Buildings within 600m at Lower Sundon, including St Mary's Church (Grade I). No Conservation Areas, Registered Historic Parks and Gardens, or Registered Battlefields are within the red line planning application boundary.

The nearest residential properties to the application site within Central Bedfordshire are located on Sundon Road with the nearest property curtilage approximately 45m North of the Scheme alignment at its closest point. The nearest residential areas in Luton Borough are the residential areas of Sundon Park, Marsh Farm and Bramingham located to the south of the application site in North Luton. The nearest roads are Sycamore Close, Pinewood Close, Arbroath Road, Hampshire Way and Burford Close.

The Application:

The application seeks full planning permission for a link road between the M1 and A6. The road will measure 4.4km in length and will contain several junctions.

The section of road between the M1 J11a and Rail Freight Interchange (RFI) junction which is 600m in length will be a two-lane dual carriageway. It will bridge the Luton Road, Midland Mainline and an existing BOAT (Byway Open to All Traffic) before descending to a roundabout at the RFI junction. The westbound carriageway on the approach to M1 J11a will be a three-lane carriageway over the Luton Rail Underbridge and Luton Road Underbridge. The M1 J11a will be signalised to balance the flow of traffic.

The roundabout at the RFI junction will provide access to the proposed RFI to its north and will connect to Camford Way to the south. This will provide the new north-south through road as Sundon Park Road will be stopped up except for Non-Motorised Users (NMU's).

From the junction with RFI, the link is designed as a single carriageway road to connect with a new signalised junction and a roundabout. Both the junctions will provide access to the proposed North Luton Strategic Allocation.

From the development access roundabout, the link is designed as dual carriageway which connects to the A6. A new roundabout is proposed at the junction with the A6.

A segregated combined footway/cycleway has been designed to the south of the link between the RFI roundabout and the A6. From the M1 J11a and RFI, a combined footway / cycleway is proposed adjacent to the Eastbound carriageway.

Two green bridges are proposed at Sundon Wood and George Wood to facilitate north – south walking, cycling and equestrian movement.

Finally, Councillors will be aware of the proposed allocation within the emerging Local Plan of a mixed use development to the north of Luton (Policy SA1) and Sundon Rail Freight Interchange (Policy SE1). It must be highlighted that this application is solely for the link road, and associated road infrastructure that has been highlighted above. It does not include any residential or employment based development.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (February 2019)

South Bedfordshire Local Plan Review Policies

Policy SD1: Sustainability Keynote Policy
 Policy NE10: Diversifying the Use of Agricultural Land
 Policy BE8: Design Considerations
 Policy T10: Controlling Parking in New Developments
 Policy T13: Safeguarding the Routes of Proposed Roads
 Policy H3: Meeting Local Housing Needs
 Policy H4: Providing Affordable Housing
 Policy R3: Proposed Areas of New Urban Open Space in Houghton Regis
 Policy R10: Children's Play Area Standard
 Policy R11: Provision of New Urban Open Space in New Residential Developments
 Policy R14: Protection and Improvement of Recreational Facilities in the Countryside
 Policy R15: Retention of Public Rights of Way Network
 Policy R16: Control of Sport and Formal Recreational Facilities in the Countryside

The NPPF advises of the weight to be attached to existing local plans. For plans adopted prior to the 2004 Planning and Compulsory Purchase Act, as in the case of the South Bedfordshire Local Plan Review, due weight can be given to relevant policies in existing plans according to their degree of consistency with the framework. It is considered that Policies SD1, NE10, BE8, T13, R14, R15 and R16 are consistent with the Framework and carry significant weight. Other South Bedfordshire Local Plan Review Policies set out above carry less weight where aspects of these policies are out of date or not consistent with the NPPF.

Central Bedfordshire Local Plan - Emerging

The Central Bedfordshire Local Plan was reached submission stage and was submitted to the Secretary of State on 30 April 2018. The Examination hearings concluded on 25 July 2019.

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.

As the Inspectors have not yet made a judgement on the Local Plan, the policies contained within the Local Plan may be given limited weight in the determination of the planning application. The following policies are relevant to the consideration of this application: SP1, SP2, SP3, SA1, SE1, SP4, T2, T5, T6, EE1, EE2, EE3, EE4, EE5, EE6, EE7, CC1, CC3, CC5, HQ1, HE1, HE3 and DC5.

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Land North of Luton and Sundon RFI Framework Plan (March 2015)

Relevant Planning History:

No relevant planning history.

Consultees:

Sundon Parish Council	<p>Objection. Summarised below:</p> <ul style="list-style-type: none"> – Impact to Green Belt – Negative impact to Ancient Woodland – Impact to wildlife – Lack of consultation with the Parish – Adverse impact to the AONB – The proposed scheme is solely for the provision of housing, which there is no local need for. – The closure of Sundon Park Road would decrease accessibility to services. – Impact to St Marys Church, a Grade I Listed Building
Harlington Parish Council	<p>Objection. Summarised below:</p> <ul style="list-style-type: none"> – Lack of consultation and no consideration of alternatives – The closure of Sundon Park Road would decrease accessibility to services. – Impact to the Green Belt – Loss of agricultural land – Rights of Way will be negatively affected by the proposal. – Harlington will experience increased traffic.
Chalton Parish Council	<p>Objections. Summarised below:</p> <ul style="list-style-type: none"> – The development would have an imposing presence on settlements – Adverse impact of light pollution and other forms of pollution. – Designed solely for the purposes of financial benefit.

Streatley Parish Council	<p>Support the application but raise the following concerns:</p> <ul style="list-style-type: none"> – Would prefer the entire length of the road would be dual carriageway. – Access should be blocked off to the closed sections of Sundon Road to prevent illegal use/access. – Concerns regarding additional congestion on the A6. – Would like to see weight limits through all the villages, preventing HGVs circumventing the new road.
Barton-le-Clay Parish Council	<p>Objection.</p> <ul style="list-style-type: none"> – Concerns regarding increased traffic – Cumulative impact on the A6 carriageway and egress of traffic travelling south to Luton – Supports the CPRE's stance
Highways England	<p>Holding objection, however it has been stated that Highways England are satisfied that the mitigation design provided by CBC for M1 J11A provides an acceptable way forward. This design is subject to final approval following the completion of the design review and checking process, currently nearing completion.</p>
Police Architectural Liaison	<p>No objection.</p>
Chilterns Conservation Board	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> – Prematurity to Central Bedfordshire Local Plan – The plans do not conserve and enhance the natural beauty of the Chilterns AONB – The proposed routing of this road would permanently and adversely affect the Chilterns landscape – Increased traffic through AONB – Noise impacts are adverse – Detrimental impact of lighting on wildlife and the wider environment. – Concerns regarding the impact to the chalk aquifer. – Question that the public rights of way will be improved as a result of the development
Ramblers Association	<p>No objection, however, concerns regarding disruption to Rights of Way network and disruption to the countryside.</p>
Environment Agency	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> – The proposed development would propose an unacceptable risk of pollution of groundwater. – The FRA does not comply with the requirements of the NPPF.
Wildlife Trust	<p>Concerns highlighted regarding the following:</p> <ul style="list-style-type: none"> – Positive to see reference to biodiversity net gain, however, feel more mitigation could be provided. – Consider that the further consideration needed regarding ground water monitoring of the Sundon

	<p>Chalk Pit SSSI. The design of new habitats is unclear. Recommend that species rich Lowland Calcareous Grassland is created along the entire length of the link road verge to create a linear ecological corridor between the Sundon Chalk Pit SSSI in the west and Galley and Warden Hills SSSI in the east, should the scheme go ahead.</p> <ul style="list-style-type: none"> – Green Bridges must be constructed early on to provide access for commuting species. – We recommend additional woodland planting on the triangular shaped land immediately south between the proposed link road and the ancient woodland to help to mitigate some of the pollution effects during construction and road operation (e.g.dust/dirt). More offsite compensation is needed – We support the plan to mitigate for the loss of locally important arable field margins by collecting the topsoil from key arable plant survey areas and spreading the topsoil onto adjacent retained field margins, or along new field boundaries created by the proposed scheme. Post-monitoring should be included. – Concern regarding the visual impact to the AONB and Gally and Warden Hills SSSI.
Natural England	Object to the proposed development as the proposal will have a significant impact on the purposes of designation of the Chilterns Area of Outstanding Natural Beauty (AONB)
Woodland Trust	Object to the application as the development should allow for a buffer zone of at least 30 metres to avoid root damage and to allow for the effect of pollution from the development.
The Crown Estate	Holding objection as the development has the potential to increase flood risk across the respondent's land.
Joint Local Access Forum	Comments which highlight the need to accommodate non-motorised users within the proposed development.
Luton Borough Council	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> – The scheme does not include a connection between the A6 and the A505. This Scheme does not provide any certainty or prospect of a connection between the M1 and the A505 around the north of Luton ever occurring. In the absence of this connection this Scheme does not fulfil the function of an appropriate east west strategic road around the north of Luton. – There is no need for the development – The proposed scheme is a road based proposal and not a mobility based proposal – Risk that traffic movements will be drawn through the north Luton urban area.

	<ul style="list-style-type: none"> – Risk that the Scheme will the development will severely prejudice the ability of the proposed Central Bedfordshire Council allocation of mixed use housing led development, known as North of Luton, to provide the social and sustainable masterplanning and infrastructure expected by national planning policy and by Luton Council – The application should be determined after the Local Plan examination. If considered prior, the scope of the Environmental Impact Assessment must cover both the link and the proposed allocations served by the road. – Luton Lead Local Flood Authority note the ongoing ground investigations into the potential to infiltrate which would clarify the impacts of the proposed development on groundwater flood risk and ongoing detailed design work related to surface water displacement mitigation and look forward to reviewing the results of those once they become available. The Lead Local Flood Authority object until this is addressed. – Luton Public Health request a Health Impact Assessment. They highlight that while air pollution impacts in the reports were found overall to be 'not significant', at some monitoring sites it indicates 'small' and 'large' magnitudes of change in some residential areas of Luton. Public Health request that in each of these areas it be made clear what prevention and/or mitigating plans are proposed to reduce impacts and harms to public health in these specific areas and how mitigating/prevention factors will be financed. – Luton Parks Service recommend s106 contributions will be required to enable the attenuation areas to be engineered and implemented in a way that delivers a water body for potential recreation/biodiversity/accessibility improvements. Request addition buffering and enhancement of landscaping and woodland. – Concerns regarding the traffic model and assessment used. – The current magnitude of change identified thus far does not seem to indicate that the M1/A6 link road is a critical piece of infrastructure necessary to mitigate impacts that cannot otherwise be mitigated within North Luton. – The information does not appropriately demonstrate either the dependence of the North of Luton allocation on the M1/A6 link road nor does it demonstrate that the design which is being promoted is appropriate for the needs of the North of Luton Allocation
CPRE	<p>Objection for the following reasons:</p> <ul style="list-style-type: none"> – Harmful to the Green Belt.

	<ul style="list-style-type: none"> – Should be considered through the Local Plan examination process – Loss of the best and most versatile agricultural land. – Lack of consultation – There is no demand for the RFI. – Question the viability of the scheme and the proposed green bridges. – Negative impact in terms of climate change and carbon emissions.
Thames Water	If this proposal was to affect the Thames Water surface Water network then any points of connection and proposed flow rates would be expected. The documentation mentions 2l/s/ha, and therefore Thames Water would expect this to be the maximum rate.
The Greensand Trust	<ul style="list-style-type: none"> – Highlight comments in relation to Public Rights of Way and access routes, focusing on the detailed design of the routes. – Support the Wildlife Trust's comments.
Historic England	Clarification is sought with regards to the scheduled monument known as the 'Strip lynchets on Stopsley Common', which is not mentioned in the ES, but we feel merits assessment. Additional comments are provided in relation to the Environmental Statement: Chapter 9 (Volume 2), and some amendments would be necessary prior to determination.
CBC Highways	No objection, subject to conditions
CBC Ecology	No objection. Minor details highlighted for clarification.
CBC SuDS	<p>A drainage/ flood alleviation scheme for the link road is likely however at this point there are many uncertainties. The connection between the highway gully system and the roadside ditch requires investigation to find catchment, capacity, inlets, outfalls, communication between and destination. There is likely to be a solution in this channel but further investigation is essential.</p> <p>Condition suggested if the application is approved.</p>
CBC Archaeology	No objection, subject to a condition.
CBC Rights of Way	<p>Support the scheme. The following points are highlighted:</p> <ul style="list-style-type: none"> – Attention is drawn to the Council's RoW Standards for Developers – Additional connections would be beneficial – The development should be phased so that wherever possible the new alignments and widths of rights of way are legally in place before work starts and therefore it is the new legal lines that are temporarily closed. The closures should allow for some meaningful N-S connection to be retained in

	<p>the form of temporary alternative route(s).</p> <ul style="list-style-type: none"> – Some routes and connections are unnecessary –
CBC Pollution	No objection, subject to conditions.
CBC Sustainable Growth	No comments.
CBC Accessibility	Development should promote accessibility and inclusive design.
CBC Trees	No objection, provided the working practices and mitigation procedures within the Arboricultural Impact Assessment are implemented.
CBC Landscape	<p>Comments have been summarised below:</p> <ul style="list-style-type: none"> – The areas of highest sensitivity to change and likely to experience significant change in relation to the proposed development is landscape area to the east of George Wood ridge line and extending to the Warden and Galley Hills due the road alignment in direct view of the escarpment. – Potential detrimental impact to the AONB in the short to medium term. – Detrimental impact in terms of visual impact of the road corridor to the east of George Wood. – There will significant, long term change and highly detrimental impact on the AONB landscape character, views and amenity. – Improvements have been suggested to improve the design, including reducing the scale of the A6 roundabout, delete duelling to intermediate Junction 3 and delete additional roundabout and strengthen landscape mitigation along road corridor. – SuDS attenuation ponds are unnatural and unacceptable to the wider design. – Introduction of Green Bridges is welcomed. – The inclusion of an area of additional woodland planting the west of George Wood is a real positive measure however it is disappointing that there appears no other significant landscape mitigation 'off site', beyond the development boundary 'red line'. Encourage additional mitigation off-site.

Other Representations:

Neighbours	<p>The Council has received 94 responses to this application, with 77 objecting to the application, 5 in favour of the application and 9 commenting on the application.</p> <p>The objections and comments have been summarised below:</p> <ul style="list-style-type: none"> • The sides of the roads and bridleways should be
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	<p>fenced.</p> <ul style="list-style-type: none"> • Sound impeding banks should be included within the road design to reduce noise pollution. • Sundon Park, Upper and Lower Sundon would be cut off from services as a result of the location of the proposed development and the alterations to Sundon Park Road. • Concern regarding the resulting noise, especially to Keech Hospice. • Concern regarding the impact to wildlife and biodiversity. • Concern regarding the impact to road infrastructure resulting from the proposed development. • Objections raised regarding the closure of Sundon Park Road to motor vehicles. • Question why the entire road has not been proposed as a dual-carriageway. • The proposed development is within the Green Belt. • Concerns raised regarding the loss of countryside and the impact to the landscape. • Concerns regarding the potential loss of ancient woodland. • The road is not necessary. • The proposed route between Lower Sundon and Sundon Park will increase travel times • Impact to climate change
	<p>The comments in support of the application have been summarised below:</p> <ul style="list-style-type: none"> • Alleviates traffic and congestion, especially from Luton • Reduces pollution (associated with motorised vehicles) from Luton • Redistributes lorries away from small roads and villages • Sundon Park Road is not currently suitable and needs to be upgraded. The plans would mean there would be no need.
Petitions	<p>Three petitions have been submitted in response to the planning application.</p> <p>One of the petitions, with approximately 1,500 signatories, simply objects to the planning application.</p> <p>Another, with approximately 220 signatories, objects to the impact to the countryside, the environment, climate change and the lack of consultation with Sundon.</p> <p>The third petition, with approximately 80 signatories, objects to the closure of Sundon Park Road for vehicles up to 7.5 tonnes in weight.</p>

Determining Issues:

The main considerations of the application are;

1. Principle of Development
2. Impact to the Character of the Area, the Chilterns AONB and Landscape
3. Neighbouring Amenity
4. Highways Considerations
5. Ecological Considerations
6. Drainage Consideration
7. Heritage Considerations
8. Rights of Way
9. Human Rights and Equality Act
10. Planning Balance

Considerations

1.	Principle of Development
1.1	The application site is located wholly within the Green Belt, situated to the north of Luton.
1.2	<p>The National Planning Policy Framework (NPPF) describes the means and method for considering planning applications within the Green Belt. Paragraphs 143 and 144 of the NPPF, included below, details how the Council should approach such an application.</p> <p><i>“Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.”</i> (Para. 143)</p> <p><i>“When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.”</i> (Para. 144)</p>
1.3	<p>The NPPF provides a list of situations where development may not be inappropriate within the Green Belt. Paragraph 146 specifically states that:</p> <p><i>“Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:</i></p> <p><i>a) mineral extraction;</i></p> <p><i>b) engineering operations;</i></p> <p><i>c) local transport infrastructure which can demonstrate a requirement for a Green Belt location;</i></p> <p><i>d) the re-use of buildings provided that the buildings are of permanent and substantial construction;</i></p> <p><i>e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and</i></p> <p><i>f) development brought forward under a Community Right to Build Order or Neighbourhood Development Order.”</i></p>
1.4	The agent, representing the applicant, has provided a planning statement in support of this planning application. As part of this statement, it has been suggested that the development can be considered as local transport infrastructure which can demonstrate a requirement for a Green Belt location.

	<p>The NPPF does not provide a definition regarding what constitute “local transport infrastructure” and does not define how the requirement could be identified and established. Appeal decisions have identified that “local” could simply apply to a local geographic need even if the development would not result in trips which are not local in nature (planning appeal reference APP/K3605/W/17/3187505 - Cobham Motorway Service Area, between J10 and J9 M25).</p>
1.5	<p>Whilst members could consider that the development forms “<i>local transport infrastructure which can demonstrate a requirement for a Green Belt location</i>” it is considered that the development, due to its scale, the land form resulting from the development, the bunding and the provision of bridges, the development would not preserve the openness of the Green Belt. Therefore, the development would form inappropriate development in the Green Belt, given Paragraph 146 in the NPPF. As highlighted previously, the NPPF states that inappropriate development, which is harmful due to its inappropriateness, should not be approved except in very special circumstances. The proposal would be harmful to the Green Belt due to its inappropriateness, and its impact on openness as it would involve development outside of the existing built-up area, encroaching into the existing countryside. The development would also harm the landscape setting of the area and the Area of Outstanding Natural Beauty.</p>
1.6	<p>There is no definition of the meaning of ‘very special circumstances’ but case law has held that the words “very special” are not simply the converse of “commonplace”. The word “special” in the guidance implies a qualitative judgement as to the weight to be given to the particular factor for planning purposes.</p>
1.7	<p>The agent has not explicitly provided very special circumstances in relation to the proposed development, however a list of positive benefits has been provided. These positive benefits will be reviewed in terms of whether they can, either on their own or cumulatively, form very special circumstances. These very special circumstances are listed below:</p> <ul style="list-style-type: none"> • Reassigning traffic would improve air quality, reduce noise and improve highways safety. • Potential to unlock wider road infrastructure improvements. • Economic benefits, improving the movement of vehicles and goods in an area heavily reliant upon logistics. • The proposal is compliant with the emerging Local Plan • The proposal is compliant with the Land North of Luton and Sundon RFI Framework Plan • The development would support future housing development and the RFI <p>These points are taken in turn below.</p> <p><u>Reassigning traffic would improve air quality, reduce noise and improve highways safety</u></p> <p>It is suggested that the Scheme is required to improve local east-west links, specifically between the M1 and A6, reassigning traffic from unsuitable roads (for example like those through North Luton). This is suggested to result in improvements in highway safety and an overall reduction in noise and improvements in air quality.</p>

Whilst noise and air quality may be improved in some locations, it is noted that it will be increased in others. With these points considered, it is felt that this point has limited weight as a very special circumstance. Whilst this point would form a benefit, it would not form a very special circumstance.

Potential to unlock wider road infrastructure improvements

It is stated that the Scheme provides a much-needed strategic link between two strategic highways, the M1 and A6. The scheme will continue the direction of the A5-M1 Link Road. It is highlighted as a critical component of the consistent with the wider package of national infrastructure rail and road improvements for the OX-CAM corridor.

Central Bedfordshire is located within the OX-CAM corridor, which is considered to provide a substantial contribution to the economic prosperity of the UK. The a proposed improvements are consistent with the wider package of national infrastructure rail and road improvements for the OX-CAM corridor.

The OX-CAM corridor improvements do not specifically identify this proposal however, given the proximity to the proposed improvements within the corridor, it is likely to assist to a degree. As the proposal is not specifically identified it is considered that this matter has limited weight as a very special circumstance. This matter represents a benefit however it would not form a very special circumstance.

Economic Benefits

The applicant has highlighted that there are significant economic benefits which way in favour of the development.

The local economy is heavily reliant on logistics, high performance technology and manufacturing and advanced technology. These sectors are highly reliant on the movement of goods and people. It is therefore argued that improved access, and reduced journey times, would improve the local economy as a result.

A Benefit Cost Ratio (BCR) assessment has been undertaken for the proposed development, which concludes that for each £1 spent the Scheme generates £2 of benefits through improved journey times and other environmental benefits. This represents high value for money. The economic benefits are a significant consideration as a very special circumstance and are afforded substantial weight.

The proposal is compliant with the emerging Local Plan

The emerging Local Plan includes an allocation for a mixed used development to the north of Luton (Policy SA1), comprising around 3,100 dwellings and a minimum of 20 hectares of employment land. The Policy identifies the need for the provision of a link road. The applicant has suggested that the compliance with the emerging Local Plan is a very special circumstance.

The Policy does not specifically identify the alignment of a link road, however there is reference to a link road within the Policy. It specifically states:

"It is critical that development of this site is supported by a comprehensive scheme of highway improvements to mitigate the impacts of the development including an appropriately designed a routed new road to link the A6-M1

Junction 11a, the development shall provide the land and commensurate financial contributions towards its delivery”.

The emerging Local Plan has not been adopted and is currently undergoing the examination process. Whilst the proposal would support the Policy, due to the progress of the emerging Local Plan it can only be afforded limited weight. Therefore, this point does not form a very special circumstance.

The proposal is compliant with the Land North of Luton and Sundon RFI Framework Plan

On 31 March 2015 the Land North of Luton and Sundon RFI Framework Plan was adopted for development management purposes at Executive committee. The Framework Plan pays reference to a link road within the written document supporting the provision of the Link Road. The associated concept plan identifies the indicative location of the link road, which broadly accords with that submitted as part of this application.

The document is not a Development Plan Document and has been solely adopted for development management purposes. With this in mind, this matter can only be provided limited weight as a very special circumstance. Therefore, this point does not form a very special circumstance.

The development would support future housing development and the RFI

It is suggested that the provision of the Luton North allocation and the Sundon RFI are linked to the proposed development, as the link road is essentially required to deliver these proposals.

The potential to provide these developments, which would provide around 3,100 dwellings and approximately 60ha of employment. The unlocking of these developments would provide a significant benefit as this would boost the supply of housing which is a key government objective and is therefore viewed as a very special circumstance.

VSC Conclusions

It is evident that there are matters that weigh in favour of the proposal, as very special circumstances, and these are highlighted above. These very special circumstances, when taken cumulatively, clearly outweigh the harm to the openness of the Green Belt. Specifically, the benefits associated with the proposal, such as the economic benefits to the area, the policy support for the development and the potential to unlock major housing and employment development, provide significant support for the development. Cumulatively, it is considered that the Very Special Circumstances clearly outweigh the impact to the openness. These Very Special Circumstances are also considered to clearly outweigh any other harm (for example, such as the impact to the AONB, heritage assets and Rights of Way). The specific harm to each of these matters is discussed in greater detail within the relevant sections of the report.

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| 1.8 | Aside from Green Belt matters, it is noted that several respondents have raised concerns regarding the loss of agricultural land (classed as Grades 2 and 3 within the Natural England's Agricultural Land Classification). Paragraph 170 of the NPPF identifies that planning decisions should take into account <i>“the economic and other benefits of the best and most versatile agricultural land”</i> . Whilst the development would result in the loss of some the |
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best and most versatile agricultural land in considering the sustainability of the site, one must consider the economic, and other, impacts in relation to the loss of high grade agricultural land. This position is largely echoed by emerging Local Plan Policy DC5, which resists the loss of the best and most versatile agricultural land. It is accepted that the loss of the agricultural land would not be beneficial economically, however, one must also factor the economic benefits of the proposal, including the construction jobs associated with the road construction, which weigh in favour of the development. These factors are considered to clearly outweigh the impact resulting from the loss of the best and most versatile agricultural land.

2.	Impact to the Character of the Area, the Chilterns AONB and Landscape
2.1	The application site is located between Luton and Lower Sundon, in an area which is partially designated as the Chilterns Area of Outstanding Natural Beauty (AONB). The AONB covers the central section of the proposed road, for approximately 1.6 km.
2.2	<p>Paragraph 172 of the NPPF states that:</p> <p><i>“Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas, and should be given great weight in National Parks and the Broads. The scale and extent of development within these designated areas should be limited. Planning permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:</i></p> <p><i>a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;</i></p> <p><i>b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and</i></p> <p><i>c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.”</i></p>
2.3	The proposed development has been designed to try to limit its incursion into the AONB. It is accepted, however, that there are locations, such as near the centre of the route, where the development would present a significant impact upon the landscape. Whilst the mitigation reduces the potential impacts of the Scheme, particularly over a longer period of time when the landscape scheme is established, the sensitivity of the landscape means that overall there would be moderate adverse landscape effects on the Chilterns AONB. The development would also have a large adverse effects on the visual amenity of users of Icknield Way and John Bunyan Way overlooking the Proposed Scheme from Galley and Warden Hills and from public Rights of Way crossing the route with Moderate adverse effects for users of the public Rights of Way along the north edge of Luton and running north into Streatley. In order to consider these points further, the assessment (as stated within Paragraph 172 of the NPPF) has been set out below.

2.4

The need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy

- Central Bedfordshire is within a key national strategic economic corridor between Oxford and Cambridge, informally referred to as OX-CAM. This OX-CAM corridor provides a substantial contribution to the economic prosperity of the UK and at Government level it has been identified in the Government's 2017 Industrial Strategy as similar to Silicon Valley. This comparison is reinforced in more detail by the South East Midlands Local Economic Partnership (SEMLEP) Strategic Economic Plan (2017) and the emerging Local Industrial Strategy (July 2018). This area has one of the fastest growing and successful economies in the country. Gross Value Added (GVA) currently stands at some £50billion, up from £45billion in 2010 and will continue to contribute significantly to the national economy.
- East-west infrastructure links are less well developed than for north-south infrastructure links. It is a significant barrier to fulfilling its economic potential. Therefore, major strategic improvements in east-west rail and road infrastructure are already in place or planned.
- The Transport Assessment has concluded that the existing routes linking the M1 and A6 are inadequate for the type and volume of traffic. The local highway network is characterised by both a poor standard of roads and capacity constraints, leading to issues with safety, network stress and extended journey time due to congestion.
- The Scheme provides a much-needed strategic link between two strategic highways, the M1 and A6. In addition, it also links the A6 with the A5, which is a primary route and facilitates north-south strategic travel between the M1, Dunstable and Milton Keynes. As the Scheme would connect with both the M1, A6 and the wider interconnecting network to the A5, it is therefore a critical component of the wider local east-west link for Central Bedfordshire that is consistent with the wider package of national infrastructure rail and road improvements for the OX-CAM corridor.
- The potential for the Scheme to generate wider economic benefits is demonstrated by the Benefit Cost Ratio (BCR). BCR is an indicator used in cost-benefit analysis to show the relationship between the relative costs and benefits of a proposed project, expressed in monetary or quantitative terms. If a project has a BCR greater than 1.0, the project is expected to deliver a positive net present value to a firm and its investors. The BCR of the Scheme is currently forecast to be 2. This means that for each £1 spent the Scheme generates £2 of benefits through improved journey times and other environmental benefits. This represents high value for money.
- Central Bedfordshire Council is an area with a growing population and a significant need for new homes. The emerging Local Plan seeks to provide up to 39,350 new homes, of which 23,538 already have planning permission. Much of the new development is planned through several strategic allocations. This includes the provision of around 3,100 homes within the proposed North of Luton Strategic Allocation and 40ha of employment land proposed to be allocated as part of Sundon Rail Freight Interchange. The Council are committed to accommodating 7,350 homes to meet Luton Borough Council's unmet housing need. The Council are proposing a modification to Policy SP1 of the emerging Local Plan that confirms Land North of Luton as a site that will provide a significant contribution towards meeting this unmet

	<p>need within the Luton Housing Market Area. This is confirmed in Examination Document EXAM41. The proposed development would therefore support the provision of homes and employment land to meet the needs of both Central Bedfordshire and Luton, which would help support the economic and social objectives within Paragraph 8 of the NPPF.</p> <ul style="list-style-type: none"> • If the application were to be refused, then there would be several significant impacts resulting from the decision. The funding for the project is only available for a short period of time. If the application is refused, there is a high risk that the development would not be delivered with all of the suggested economic benefits for the area. Land North of Luton adjoins the Luton urban area and provides the most sustainable location for delivering homes to contribute towards Luton's unmet housing needs. If the road could not be provided, then the deliverability and viability of the North of Luton and the Rail Freight Interchange development may be negatively impacted, reducing the provision of housing land and employment land as a result. Sundon RFI is wholly dependent upon the Link Road to secure access to the site and ensure its connectivity to M1 Junction 11A. If the road were not provided, the RFI could not be delivered and approximately 2000 jobs would not be created, resulting in a significant economic impact. A reduction in homes at land north of Luton would have a significant negative impact in meeting Luton's unmet housing needs. This may also result in the need for additional sites for housing and employment land, in order to provide sufficient land to support the needs within the emerging Local Plan. Fundamentally, if the application is refused, then there would be a reduction in the future economic benefits in the area.
2.5	<p><u><i>The cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way</i></u></p> <ul style="list-style-type: none"> • Prior to the submission of the application, several alternative options were considered. These alternatives included options which ran entirely through the AONB, partially through the AONB and completely outside of the AONB. These options also had to consider other designations, such as the Green Belt, and heritage assets, ancient woodland, the Sundon Chalk Quarry SSSI and the loss of agricultural land. Of all these aspects, the applicant considered that this scheme provided the most appropriate balance in achieving environmental and economic benefits. • Whilst the application solely proposes a road (and its associated infrastructure), the road would help facilitate the Land North of Luton and Sundon RFI Strategic Allocations. The road alignment would help achieve this development and would help provide the opportunity to provide a high quality, sustainable urban extension that responds positively to the Luton urban area and will provide housing, jobs and community facilities.
2.6	<p><u><i>Any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated</i></u></p> <ul style="list-style-type: none"> • The proposed development would have several adverse impacts upon the environment and landscape. These include encroaching into the AONB and the potential impact to protected species (including badgers, Great Crested Newts and bats) • As part of the development specific landscape mitigation is proposed.

	<p>During the construction of the road, the following mitigation details would be provided:</p> <ul style="list-style-type: none"> – Topsoil / subsoil would be stripped and stored for reuse in accordance with the Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites; – As much of the existing vegetation within the Scheme boundary and within temporary works areas would be retained as far as practicable. – All trees to be retained would be protected throughout the construction period in accordance with the Arboricultural Impact Assessment. – Temporary compounds and haul routes would be regraded to their original levels and either returned to landowner and / or seeded as temporary measure. – Temporary lighting required for safety and security reasons during construction would be kept to a minimum. The proposed lighting for the road could be conditioned to allow appropriate details to be submitted. • The proposed development would include a suite of landscaping details, to reduce the visibility and prominence of the scheme. These details include: <ul style="list-style-type: none"> – Green overbridges at Sundon and George Woods to provide ecological mitigation and access over the M1 A6 Link. The detailed design of the green bridges could be controlled via a planning condition if the application is approved. – Woodland planting, building on the pattern and scale of the landscape to break up linear views along the alignment to and from the Chilterns AONB to the East. – Species rich grassland alongside the carriageways. – Strengthening of key surrounding hedgerows, primarily for ecological mitigation but also reinforcing the surrounding pattern of hedgerows in the landscape further away from the Scheme. – New native hedgerow planting to provide increased biodiversity and reinforce existing field patterns.
2.7	<p>In addition to the NPPF, one must consider the local policy context. The South Bedfordshire Local Plan (Review), which is the adopted Local Plan, does not contain a specific policy reference to the AONB. The emerging Local Plan, which can be afforded limited weight, does contain a specific policy (Policy EE7). This Policy states that proposals in the AONB should comply with a range of criteria, including the need conserve and enhance the character of the AONB and to be appropriate to the economic, social and environmental wellbeing of the area or are desirable for its understanding and enjoyment.</p>
2.8	<p>In conclusion it is accepted that the proposed development would present a significant impact to the character of the area, the landscape and the AONB. The development would present a moderate adverse impact upon the AONB. Whilst the impact has been mitigated, as detailed above, the impact must be considered in relation to the public benefit resulting from the proposal. The proposed development would provide significant public benefits, including the potential to improve the local economy and unlock new residential and employment land. It is considered that these benefits outweigh the harm to the landscape and the AONB. These points shall be considered together with all the other matters within the conclusion section of the report.</p>

3.	Neighbouring Amenity
3.1	Due to the location of the proposed development, the road (and associated infrastructure) would not be within close proximity to residential properties for much of the length of the proposal. Having said this, there are several properties, for example along Sundon Road and the A6, which come within 100 metres of the proposed development.
3.2	The proposed development would also be approximately 230 metres away from Keech Cottage Hospice. Several residents have raised concerns regarding the impact to the amenity of residents within the hospice. Several respondents have also raised concerns regarding resulting pollution, in terms of air quality, vibration and noise.
3.3	In terms of air quality, the application was submitted following the undertaking of an air quality assessment to determine the significant effects that the proposed scheme would have on receptors near identified affected roads during the operational phase. A construction dust assessment was also undertaken to identify the risk of dust nuisance to human and ecological receptors within 350 metres of the construction boundary and 50 metres from haul routes during the construction phase. These assessments identified that the proposed scheme showed a slight adverse effect on all modelled pollutants, but its overall effect is classed as not significant.
3.4	In terms of noise and vibration, an assessment was conducted to quantify the potential noise and vibration impacts of the proposed development on noise sensitive receptors located nearby during both the construction and operational phases. Where possible, during the development of the Proposed Scheme, primary mitigation measures have been embedded into the design. These include route selection avoiding sensitive receptors, Low Noise Road Surfacing, a 2 metre high, 240 metre long noise barrier and situating the road alignment in cuttings where feasible to provide a natural noise barrier.
3.5	<p>Having taken this primary embedded mitigation into account, during construction the Proposed Scheme has potential to cause:</p> <ul style="list-style-type: none"> • Adverse effects on noise levels at Arc House, Sundon Road west of the Proposed Scheme associated with the construction plant; • Significant adverse effects on noise levels if works are required during the evening or night-time periods; and • Significant adverse effects on vibration levels at some of the sensitive receptors nearest to the Proposed Scheme. <p>During operation, the Proposed Scheme has potential to cause:</p> <ul style="list-style-type: none"> • Minor, moderate or major adverse noise increases for receptors closest to the Proposed Scheme alignment associated with the introduction of new noise source in the area; and • Minor or moderate beneficial noise decreases to noise levels for receptors near to the roads which are bypassed by the Proposed Scheme. <p>Once the working practices are confirmed, the impacts will need to be evaluated once again. There is potential for working practices could provide additional mitigation. These include:</p> <ul style="list-style-type: none"> • Selecting low vibratory plant for works within 101 m of a receptor; • Starting up and turning off vibratory equipment as far away from sensitive receptors as possible; and

	<ul style="list-style-type: none"> Engaging with the local community to pre-warn them of works and what is being done to control effects. <p>The submitted information identifies that whilst the proposed scheme would create an adverse impact in terms of the magnitude, the proposed scheme is predicted to be beneficial in terms of significant effects, as receptors are predicted to improve in terms of the Lowest Observed Adverse Effect Level (LOAEL) and the Significant Observed Adverse Effect Level (SOAEL). The predicted benefits include reducing road traffic volumes on the two identified bypassed routes (through Luton, and Sundon Road / Manor Road / Streatley Road) resulting in significant beneficial effects).</p>
3.6	A Pollution Officer has reviewed the application and has not raised an objection, subject to the requirement for a planning conditions for a noise and vibration mitigation scheme and a Construction Environmental Management Plan, if the planning application is approved.
3.7	Whilst the concerns are noted, it is considered that the siting and design of the proposal would have a limited impact in terms of residential amenity. It is accepted that there will be an impact, however it is considered that the impact can be mitigated, in terms of design and requirement for further details, to an acceptable level.

4.	Highways Considerations
4.1	The proposed development would form a part dual-carriageway, part single-carriageway link road, connecting the A6 to the M1. The road would include two roundabouts; one connecting to the A6 and one providing a link between Sundon Road and Camford Way.
4.2	<p>The Transport Assessment identifies that the proposed road would provide the following benefits:</p> <ul style="list-style-type: none"> The analysis shows that the clear benefit of the Proposed Scheme would be to remove approximately 30% of east-west traffic, including heavy goods vehicles, from the rural Sundon Road – Streatley Road route, which is the current route used by unsuitably high vehicle flows and vehicle types. The residential areas to the north of Luton in Marsh Farm, Sundon Park and Bramingham, would also benefit from the removal (30-40%) of traffic along the east-west Luton Road to Icknield Way link. East-west movement is currently constrained by Midland Mainline low bridges and also narrow urban residential roads resulting in Icknield Way being the signed route between the M1 and A6 for HGVs. Analysis also shows that central Luton has high concentrations of Personal Injury Collisions and the removal of traffic in these areas would help improve road safety on key routes through the town. When comparing a 'do nothing' to the proposed development, the development would result in an increase of vehicles, principally around Junction 11a and the A5. There would, however, be a significant reduction within Luton and the A6.
4.3	A number of neighbouring residents have objected to the proposed development, raising concerns that the development will decrease accessibility to Sundon Park and that journey times to and from Sundon Park and Upper/Lower Sundon will be increased. This point has been discussed with the applicant who has highlighted that the position of the roundabout has been planned to also cater for the Rail Freight Interchange, identified as an

	employment allocation within the emerging Local Plan. It is not feasible to also retain Sundon Park Road for vehicular traffic as two junctions within such close proximity would cause additional congestion through this section. As the majority of concerns related to pedestrian movements along Sundon Park Road, the addition of a signalised pedestrian crossing was included to enable these pedestrian movements to be retained. Therefore, whilst the concerns of residents are noted, the proposal is not considered to significantly adversely affect accessibility.
4.4	<p>Highways England have highlighted four critical points which need to be addressed within the scheme. These include:</p> <ul style="list-style-type: none"> • That concerns regarding forecast growth at M1 Junction 11a as highlighted within AECOM's previous review of the growth (within AECOM's technical note 'M1 Junction 11A Forecast Growth Review_V8' – dated 26th April 2019) is addressed within the TA. • That the B5120 south half width and effective flare length measurements are adjusted within the A5/B5120 Bedford Road/B5120 Lord's Hill roundabout model. • That further clarification is provided on the impact the proposed M1 Junction 11a mitigation scheme could have on the operation of the A5/B5120 Bedford Road/B5120 Lord's Hill roundabout and that evidence is provided to demonstrate whether the measures proposed at M1 Junction 11a could mitigate the impacts of the link road at the A5/B5120 roundabout. • That mitigation measures are identified at the A5/B5120 Roundabout to resolve the excessive increases in queuing predicted for the A5 approaches
4.5	<p>Information has been provided to Highways England to address these points, however, at the time of writing this report, Highways England have yet to formally confirm that the details are acceptable. They have stated, however, that:</p> <p><i>"Highways England are satisfied that the mitigation design provided by CBC for M1 Jcn 11A provides an acceptable way forward. This design is subject to final approval following the completion of the design review and checking process, currently nearing completion"</i></p>
4.6	This statement confirms that the principle of the road, and the associated mitigation design, is acceptable to Highways England, subject to detailed design. Therefore, it is considered that the mitigation design could be controlled via a planning condition, to confirm that Highways England accept the proposed design. Therefore, the proposal is considered to be acceptable from a Highways perspective, subject to conditions.

5.	Ecological Considerations
5.1	The natural environment surrounding the Proposed Scheme is made up of a combination of broad-leaved plantation woodland, species-poor semi-improved grassland, semi-improved neutral / calcareous grassland, arable margins and species poor hedge (with some trees). In addition, there are some habitats with relatively higher nature conservation value such as Ancient Semi-Natural Woodland and standing water. There are a number of statutory and non-statutory sites designated for their nature conservation value in the vicinity of the Proposed Scheme, including four Sites of Special Scientific Interest (SSSIs), multiple Ancient Woodland Inventory Sites and multiple County and District Wildlife Sites. Protected and notable animal

	species found within the vicinity of the Proposed Scheme include Great Crested Newts (GCN), breeding and wintering birds, badgers and multiple bat species.
5.2	It is noted that several respondents have objected to the proposed development, highlighting the harm to wildlife, Ancient Woodland and protected species.
5.3	<p>The proposed development has embedded mitigation into the design to help reduce any negative impact in terms of ecology. Additional mitigation measures are proposed, which include:</p> <ul style="list-style-type: none"> • Adhering to Pollution Prevention Guidance to reduce dust levels and prevent contamination of surface water bodies (including GCN ponds); • Topsoil harvesting and redistribution for arable margins; • Creating artificial flight lines for bats during construction; • Operating under derogation licences for works affecting protected species such as bats, badgers and GCN; • Limiting species disturbance by timing works appropriately, such as planning vegetation clearance to avoid nesting bird season and avoiding night-time working. <p>The applicant has stated that following these additional mitigation measures, all remaining effects on ecological receptors are Neutral, except for the habitats of broad-leaved woodland, hedge, grassland and arable margins, where a slight permanent beneficial effect is predicted.</p>
5.4	<p>The Woodland Trust have objected to the proposed development, requesting that a 30 metre buffer is provided to the Ancient Woodland. It is unclear where this figure derives from as government's standing advice produced by Natural England and Natural England, states that:</p> <p><i>"For ancient woodlands, you should have a buffer zone of at least 15 metres to avoid root damage. Where assessment shows other impacts are likely to extend beyond this distance, you're likely to need a larger buffer zone. For example, the effect of air pollution from development that results in a significant increase in traffic.</i></p> <p><i>A buffer zone around an ancient or veteran tree should be at least 15 times larger than the diameter of the tree. The buffer zone should be 5m from the edge of the tree's canopy if that area is larger than 15 times the tree's diameter."</i></p> <p>It should be noted that the largest mature trees range between 70cm and 92cm in stem diameter which calculates a maximum root protection area (RPA) of between 8.5m and 11m. Therefore, the application of a 15m buffer offset will provide additional protection to rooting/mycorrhizal environments for ancient woodland outside of calculated RPAs. It should also be noted that the full northern edge of Sundon Wood is delineated by several existing land features which indicate historic/ongoing soil disturbance of rooting environments including a 2-4m wide x 1m deep ditch, a 3m wide farm track plus ploughed agricultural land lying within 7m of existing woodland edge. With these points in mind the 15 metre buffer is considered to be acceptable.</p>
5.5	It is noted that concerns have been raised in terms of climate change, and the potential for the development to have an adverse impact. The proposed

	development, in itself, would not result in an increase in movements. It is noted that there may be the potential for new trips, with increased accessibility which may result from the development. The Council's Sustainable Growth Officer has not raised an objection to the proposal.
5.6	The proposed development has been considered by the Council's Ecologist. The Officer has highlighted a number of points which could be further detailed, such as in relation to the artificial flight lines for bats, treatment of the central reservations and details associated with temporary Great Crested Newt exclusion fencing. In conclusion the officer considers that the Environmental Statement has considered ecological receptors and addressed them appropriately through necessary licensing, mitigation and enhancement measures.

6.	Drainage Considerations
6.1	The proposed development is not located within Flood Zone 2 or 3 and does not cross any watercourses other than two small drainage routes.
6.2	Due to the size and nature of the development, the works will have an impact upon surface water drainage. The application, when submitted, included the provision of boreholes, which could also have an impact to groundwater (and the potential for groundwater pollution as a result).
6.3	Several concerns have been raised following the initial consultation on the planning application, including the impact to groundwater, potential pollution and concerns regarding surface water drainage. Following discussions with the Environment Agency, the proposed development has removed the proposed boreholes.
6.4	The Local Planning Authority has reconsulted all parties on a revised Drainage Strategy, which seeks to address the concerns raised. At the time of writing this report, the Environment Agency have yet to formally confirm that the details are acceptable. It is anticipated that a formal response will be provided by the Environment Agency before the Committee meeting.
6.5	Aside from this point, CBC Drainage Officers have raised concerns regarding the lack of information regarding the flood /drainage alleviation scheme. Whilst these concerns are noted, they have accepted that a scheme can be achieved. Therefore, it is considered that this matter can be addressed by planning conditions, if the application is approved.

7.	Heritage Considerations
7.1	The proposed development lies within a known archaeological landscape with remains dating from the later prehistoric periods onwards. Under the terms of the NPPF, these are heritage assets with archaeological interest. In addition, the proposed road lies within the setting of a number of nationally protected Scheduled Monuments, which are also designated heritage assets of the highest significance (as defined by the NPPF). There are several listed buildings near the proposed development, mainly to the north within Lower Sundon. These include a Grade I Listed Building, the Church of St Mary.
7.2	Historic England have considered the proposed development and have highlight that the Environmental Statement assessment is positive. Historic England have highlighted three main points; the impact to the Church of St Mary, the impact to Dray Ditches Scheduled Ancient Monument and concern

	regarding the lack of reference to the Strip lynchets on Stopple Common, within the ES.
7.3	The Strip lynchets are over 3km away from the proposed development and there is very limited intervisibility between the proposed development and the Scheduled Ancient Monument. Therefore, due to the distance and lack of relationship between the road and the Monument, it is not considered necessary to include reference to the Monument in the Environmental Statement.
7.4	The concerns regarding the impact to the Church of St Mary and the impact to Dray Ditches Scheduled Ancient Monument are noted. Dray Ditches lies approximately 350 metres from the proposed development, whilst the Church of St Mary is approximately 110 metres from the application site (and the area that would be used as a site compound area) and 400 metres away from the proposed road. It is accepted that there will be an impact resulting from the development. This impact will principally be in terms of the construction and operation of the road on the setting of the Listed Buildings and Scheduled Ancient Monuments. It is considered that the harm upon the significance of the designated heritage assets would largely be overcome by mitigation measures proposed within the development, such as mitigation planting and screening.
7.5	With these points in mind, it is considered that the development would lead to less than substantial harm to the significance of designated heritage assets. Whilst the limited harm resulting from the development is a significant consideration, the harm resulting from the development is outweighed by the public benefit in the delivery of the road, and the economic benefits associated from the proposed development. Therefore, the proposal is considered to be acceptable from a heritage perspective.

8.	Rights of Way
8.1	Several respondents have commented on the proposed scheme, commenting on the public Rights of Way arrangements, questioning whether the proposal would have a positive effect.
8.2	<p>The Environmental Statement identifies that there will be several benefits resulting from the development, including:</p> <ul style="list-style-type: none"> - Improvements to Footpath 12 to a bridleway. The new bridleway would be connected via Sundon Wood green overbridge so as to link with the proposed new 3 metre wide footway/cycleway along the southern edge of the carriageway. - Existing footpath 5 would be stopped up and instead tied into the proposed 3m wide footway/cycleway on the southside of the Scheme. <p>The Environmental Statement concludes that the Scheme enhances recreational access for horse riding, cycling and walking.</p>
8.3	It is accepted that the development would present some negative impacts in terms of public rights of way, such as increased noise to users of BW34 and decreased amenity to users of Footpath 11 and BOAT 10 due to the noise from new traffic. Whilst these points are noted, it is considered that the benefits of the proposal, in terms of rights of way, outweigh any negative impacts.

9.	Human Rights and Equality Act issues:
9.1	There are no known issues raised in the context of Human Rights / The Equalities Act 2010. The development could improve accessibility for certain groups, due to the location and nature of the new road.
10.	Planning Balance and Conclusions
10.1	The proposed development forms inappropriate development within the Green Belt and in accordance with the NPPF this factor should be given substantial weight. There are many factors which must be considered when weighing up the suitability of the proposed development. As shown within the above report, the development would present several benefits, which are principally linked to the economic benefits, such as improved journey times, construction jobs (albeit temporary) and improving employment opportunities, and the social benefits, in terms of creating the potential for additional housing and employment opportunities. It is considered that the economic and social benefits associated with this would represent very special circumstances which clearly outweigh the harm to the openness of the Green Belt and any other harm, such as to the AONB, heritage assets and rights of way.
10.2	The development would present harm to the visual amenity of the landscape and the AONB. Whilst there are opportunities to mitigate the impact, the development would still have a moderate adverse impact to AONB. However, it is considered that the magnitude of the benefits associated with the development, and the resulting public benefit from the proposal, would clearly outweigh the harm to the landscape and the AONB.
10.3	The proposed development is not considered to present an unacceptable adverse impact and the proposed development has been recommended for approval, subject to conditions.

Recommendation:

That Planning Permission be approved subject to 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 Prior to the commencement of the road construction, details of the crossing points across the proposed road shall be submitted to the Local Planning Authority for approval in writing. The development shall be completed in accordance with the approved details.

Reason: To provide adequate pedestrian connectivity, in accordance with Policy BE8 of the adopted Local Plan, Policy HQ1 of the emerging Local Plan and the NPPF. These details are required prior to the commencement of development as the siting of the crossing points may impact or impede the construction of the development.

- 3 Prior to the commencement of the road construction, details of the green bridges across the proposed road shall be submitted to the Local Planning Authority for approval in writing. The development shall be completed in accordance with the approved details.

Reason: To provide adequate pedestrian connectivity, in accordance with Policy BE8 of the adopted Local Plan, Policy HQ1 of the emerging Local Plan and the NPPF. These details are required prior to the commencement of development as the siting of the crossing points may impact or impede the construction of the development.

- 4 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;

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). This information is required prior to the commencement of development in order to make sure the construction doesn't harm the amenity of residents.

- 5 No development shall take place until an archaeological strategy for mitigation has been submitted to and approved in writing by the Local Planning Authority. The archaeological mitigation strategy (in the form of a Scheme of Archaeological Resource Management) shall include the following components:

1. A method statement for additional geophysical survey and trial trench evaluation of those areas not evaluated in 2018 (if required);
2. A method statement for the investigation of all archaeological remains present that will be destroyed by the development and/or a method statement for the preservation "in situ" of archaeological remains;
3. A strategy for community engagement;
4. an outline strategy for post-excavation assessment, analysis and publication; and
5. A timetable for each stage of the archaeological works.

Development shall thereafter only be implemented in accordance with the approved archaeological scheme which shall be implemented in full.

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 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).

- 6 Written notification of the date of completion of the archaeological fieldwork shall be sent to the Local Planning Authority within 7 days of such completion. Development shall not commence unless and until the archaeological Post Excavation Assessment Report and Updated Project Design has been submitted to and approved in writing by the Local Planning Authority. The Post Excavation Assessment Report and Updated Project Design shall be submitted within 6 months of the notified date of completion of the archaeological fieldwork. The archaeological Post Excavation Assessment and Updated Project Design shall follow the parameters in the approved outline strategy for post-excavation assessment, analysis and publication.

Reason: To ensure that the record of archaeological work is made publicly available in accordance with paragraph 199 of the NPPF. (The Local Planning Authority is satisfied that the timing of compliance is fundamental to the development permitted and that the permission ought to be refused unless the condition is imposed in this form).

- 7 The archaeological post excavation analysis (as specified in the approved Updated Project Design); the preparation of the site archive for deposition with a store approved by the Local Planning Authority; the completion of the archive report and the submission of the publication report shall be undertaken within 2 years of the date of written approval of the Updated Project Design.

Reason: In accordance with paragraph 199 of the NPPF; to ensure that the record of archaeological work and any associated archive are made publicly available.

- 8 Prior to the commencement of the road construction, details of the delivery, alignment, widths and surfacing of new Public Rights of Way shall be submitted to the Local Planning Authority for approval in writing. The works shall be completed in accordance with the approved details.

Reason: In order to provide satisfactory rights of way connections through the development, in accordance with the NPPF, Policy BE8 within the adopted Local Plan and Policy HQ1 within the emerging Local Plan.

- 9 Prior to the commencement of development a noise and vibration mitigation scheme shall be submitted for approval in writing by the Local Planning Authority. The scheme shall be based on the recommendations identified in the Jacobs Environmental Statement dated 15th March 2019 (Ref: BRJ10503-JAC-EGN-00-RP-LE-0013/P00) and any associated documentation. The scheme shall be implemented in accordance with the approved details and shall be retained in accordance with those details thereafter.

Reason: To ensure that the proposed development does not present an unacceptable adverse impact in terms of residential amenity, in accordance with the NPPF, Policy BE8 of the adopted Local Plan and Policy HQ1 of the emerging Local Plan.

- 10 Prior to the commencement of the road, details of the off-site landscaping shall be submitted to the Local Planning Authority for approval in writing. The proposed landscaping shall be provided prior to the completion of the development, in accordance with the approved details.

Reason: In order to provide adequate landscape mitigation to the proposed development, in accordance with the NPPF, Policy BE8 of the adopted Local Plan and Policy HQ1 of the emerging Local Plan.

- 11 Prior to the first use of the proposed road, details of lighting shall be submitted to the Local Planning Authority for approval in writing. The lighting shall be provided in accordance with the approved details prior to the first use of the road.

Reason: To provide a high quality design that benefits the character and appearance of the development, in accordance with Policy BE8 of the adopted Local Plan, Policy HQ1 of the emerging Local Plan and the NPPF.

- 12 Prior to the first use of the proposed road, details of any proposed boundary treatment shall be submitted to the Local Planning Authority for approval in writing. The boundary treatment shall be provided in accordance with the approved details prior to the first use of the road.

Reason: To provide a high quality design that benefits the character and appearance of the development, in accordance with Policy BE8 of the adopted Local Plan, Policy HQ1 of the emerging Local Plan and the NPPF.

- 13 Prior to the commencement of the road construction, details of the on-site landscaping shall be submitted to the Local Planning Authority for approval in writing. The proposed landscaping shall be provided prior to the completion of the development, in accordance with the approved details.

Reason: In order to provide adequate landscape mitigation to the proposed development, in accordance with the NPPF, Policy BE8 of the adopted Local Plan and Policy HQ1 of the emerging Local Plan.

- 14 Prior to the commencement of the development, hereby approved, details of the proposed highways mitigation (including a phasing plan for the mitigation), associated with Junction 11a of the M1, shall be submitted for approval in writing. The development shall be constructed in accordance with the approved details. The approved mitigation shall be provided in accordance with an approved details.

Reason: In order to provide suitable level of access, with acceptable level of highways safety, in accordance with the NPPF, Policy BE8 within the adopted Local Plan and Policy HQ1 within the emerging Local Plan.

- 15 Prior to the commencement of development a full investigation into the receiving existing drainage system is submitted to the Local Planning Authority for approval in writing. The investigation shall include details of the condition, capacity and works required to make the system fit for use. The discharge rate shall also be agreed via the investigation material, after a review of the capacity and capability evidence. The development shall be constructed in accordance with the approved details and retained thereafter.

Reason: To ensure that the development does not present an unacceptable adverse impact in terms of drainage, in accordance with the NPPF. These

details are required prior to the commencement of the development as they may be influence or impede details of the wider construction process.

- 16 Prior to the commencement of the road construction either:- all surface water network upgrades required to accommodate the additional flows from the development have been completed; or - an infrastructure phasing plan has been submitted to the Local Planning Authority for approval in writing. The development shall be constructed in accordance with the approved details and retained thereafter.

Reason: In order to provide sufficient capacity for additional flows anticipated from the new development, in accordance with the NPPF.

- 17 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers BRJ10503-JAC-GEN-00-SK-CH-0003 Rev.P01, BRJ10503-JAC-HGN-00-DR-CH-0102 Rev.P02, BRJ10503-JAC-HGN-00-DR-CH-011 Rev.P00, BRJ10503-JAC-HLG-00-DR-CH-0002 Rev.P01, BRJ10503-JAC-HDG-00-DR-CD-0010 Rev.P01, BRJ10503-JAC-ELS-00-DR-LE-0036 Rev.P01, BRJ10503-JAC-HLG-00-DR-CH-0005 Rev.P01, BRJ10503-JAC-GEN-00-SK-CH-0005 Rev.P00, BRJ10503-JAC-HGN-00-DR-CH-0131 Rev.P00, BRJ10503-JAC-HLG-00-DR-CH-0001 Rev.P01, BRJ10503-JAC-HGN-00-DR-CH-0112 Rev.P01, BRJ10503-JAC-HDG-00-DR-CD-0013 Rev.P01, BRJ10503-JAC-HGN-00-DR-CH-0114 Rev.P01, BRJ10503-JAC-HGN-00-DR-CH-0109 Rev.P00, BRJ10503-JAC-HGN-00-DR-CH-0108 Rev.P00, BRJ10503-JAC-HDG-00-DR-CD-0015 Rev.P01, BRJ10503-JAC-ELS-00-DR-LE-0038 Rev.P01, BRJ10503-JAC-HGN-00-DR-CH-0103 Rev.P01, BRJ10503-JAC-HGN-00-DR-CH-0135 Rev.P00, BRJ10503-JAC-HLG-00-DR-CH-0004 Rev.P01, BRJ10503-JAC-HML-00-DR-CH-0006 Rev.P01, BRJ10503-JAC-HML-00-DR-CH-0004 Rev.P01, BRJ10503-JAC-ELS-00-DR-LE-0039 Rev.P01, BRJ10503-JAC-HDG-00-DR-CD-0007 Rev.P01, BRJ10503-JAC-HDG-00-DR-CD-0003 Rev.P01, BRJ10503-JAC-HGN-00-DR-CH-0107 Rev.P00, BRJ10503-JAC-HML-00-DR-CH-0005 Rev.P01, BRJ10503-JAC-HGN-00-DR-CH-0124 Rev.P00, BRJ10503-JAC-HML-00-DR-CH-0001 Rev.P01, BRJ10503-JAC-HDG-00-DR-CD-0016 Rev.P00, BRJ10503-JAC-HDG-00-DR-CD-0004 Rev.P01, BRJ10503-JAC-HDG-00-DR-CD-0008 Rev.P01, BRJ10503-JAC-HML-00-DR-CH-0003 Rev.P01, BRJ10503-JAC-HLG-00-DR-CH-0006 Rev.P01, BRJ10503-JAC-HGN-00-DR-CH-0106 Rev.P01, BRJ10503-JAC-ELS-00-DR-LE-0034 Rev.P01, BRJ10503-JAC-HDG-00-DR-CD-0009 Rev.P01, BRJ10503-JAC-HGN-00-DR-CH-0136 Rev.P00, BRJ10503-JAC-HGN-00-DR-CH-0111 Rev.P00, BRJ10503-JAC-HGN-00-DR-CH-0101 rev.P01, BRJ10503-JAC-HDG-00-DR-CD-0012 Rev.P01,

BRJ10503-JAC-ELS-00-DR-LE-0035 Rev.P01,
 BRJ10503-JAC-HML-00-DR-CH-0002 Rev.P01,
 BRJ10503-JAC-HDG-00-DR-CD-0005 Rev.P01,
 BRJ10503-JAC-HGN-00-DR-CH-0113 Rev.P01,
 BRJ10503-JAC-HGN-00-DR-CH-0132 Rev.P00,
 BRJ10503-JAC-HDG-00-DR-CD-0011 Rev.P01,
 BRJ10503-JAC-HDG-00-DR-CD-0002 Rev.P01,
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 BRJ10503-JAC-ELS-00-DR-LE-0037 Rev.P01,
 BRJ10503-JAC-HGN-00-DR-CH-0137 Rev.P00,
 BRJ10503-JAC-HDG-00-DR-CD-0006 Rev.P01,
 BRJ10503-JAC-HDG-00-DR-CD-0014 Rev.P01 and
 BRJ10503-JAC-HGN-00-DR-CH-0104 Rev.P01.

Reason: To identify the approved plans 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.

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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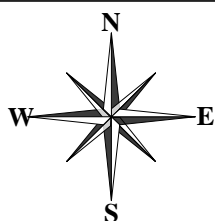
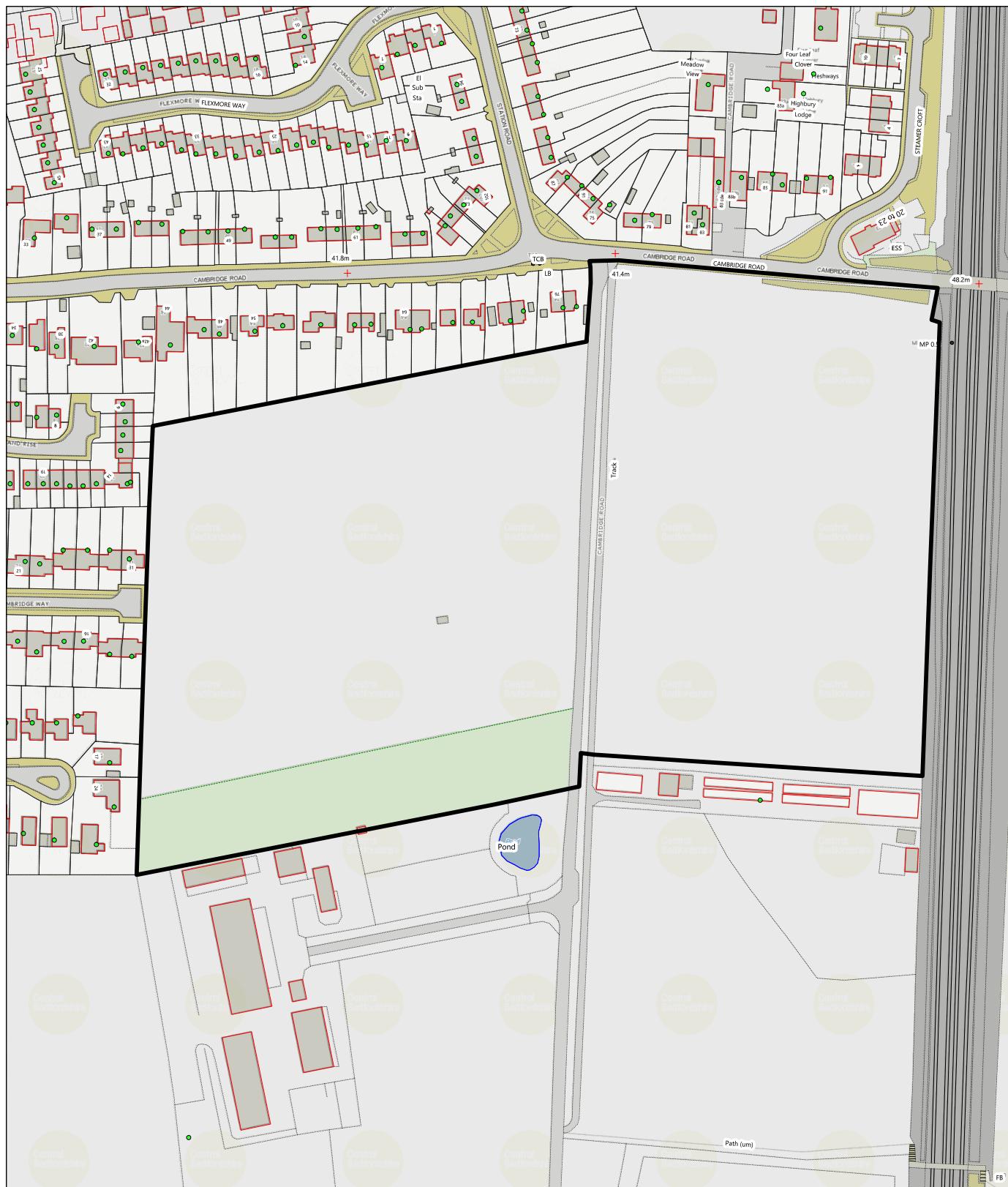
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6. Planning Application No:
CB/19/00336/OUT (Stotfold & Langford)

Address: Land off Cambridge Close,
Langford, Biggleswade, SG18 9SH.

Outline Application for the erection of up to 150 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point from Cambridge Road. All matters reserved except for means of vehicular access into the site.

Applicant: Gladman Developments Ltd



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Date: 22:August:2019

Map Sheet No

Application No.
CB/19/00336/OUT

Scale: 1:2500

Land off Cambridge Close, Langford, Biggleswade, SG18 9SH

APPLICATION NUMBER	CB/19/00336/OUT
LOCATION	Land off Cambridge Close, Langford, Biggleswade, SG18 9SH
PROPOSAL	Outline Application - for the erection of up to 150 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point from Cambridge Road. All matters reserved except for means of vehicular access into the site.
PARISH	Langford
WARD	Stotfold & Langford
WARD COUNCILLORS	Cllrs Dixon, Saunders & Harris
CASE OFFICER	Debbie Willcox
DATE REGISTERED	21 February 2019
EXPIRY DATE	23 May 2019
APPLICANT	Gladman Developments Ltd
AGENT	
REASON FOR COMMITTEE TO DETERMINE	Major Development - Departure Major Development - Parish Council Objection.
RECOMMENDED DECISION	Outline Application - Recommended for Approval

Summary of Recommendation:

The site comprises two allocation sites for residential development under Policy HA1 (Site references HAS30 and HAS31) of the Emerging Local Plan (2018). A reason for refusal on grounds of prematurity in the context of the Emerging Local Plan would not be justified for a development of this scale, in the context of Paragraph 49 and 50 of the NPPF

The proposed development would be contrary to Policy DM4 of the Core Strategy and Development Management Policies (2009). However, the proposed development has been considered against the three objectives of sustainability: (social, environmental and economic objectives), to determine whether the development would be sustainable and the benefits would outweigh the non compliance with Policy DM4. In considering the proposal in the context of these objectives, other up-to-date Local Policies and the Policies within the NPPF have been considered.

For the reasons outlined within this report, the development is considered to be sustainable and no significant harm has been identified. It is considered that the benefits of the development would outweigh the conflict with Policy DM4 of the Core Strategy and Development Management Policies (2009).

Site Location:

The site is located on the south eastern edge of Langford, abutting the east coast mainline. It is located outside of, but adjacent to the existing settlement envelope for Langford.

The site comprises 7.5ha of agricultural land comprising two reasonably flat, regular shaped, medium sized arable fields. The site is bounded to the north by Cambridge Road, to the east by the mainline rail corridor, to the west by residential development and to the south by Poppy Hill Farm.

A track leading to farms and a sewage treatment works; and a public right of way, separated by a mature hedgerow dissect the site north to south and a woodland block is prominent to the south western edge of the site, with site boundaries predominantly comprising fragmented hedgerows punctuated with intermittent hedgerow trees.

Whilst the site is broadly flat, levels slope upwards in the north eastern corner of the site.

The Application:

The application seeks outline planning application with all matters reserved except vehicular access.

Vehicular access would be taken from a single access onto Cambridge Road. The access point has been amended during the course of the application to a position further west than that originally proposed to ensure that acceptable visibility splays can be provided that reflect the speed of traffic on Cambridge Road.

An indicative layout plan has been supplied which suggests the following.

A Residential Development area of 4.81ha of up to 150 new dwellings. The application documentation suggests this would incorporate a mix of dwellings and house types, ranging from 2-4 bedroom units, offering a mix of market housing from first time homes to larger family homes and include provision for affordable housing.

The remaining 2.7ha would comprise a mixture of green infrastructure (1.05ha): including the retention and enhancement of the existing woodland block in the south west of the site; public open space incorporating a Locally Equipped Area of Play (LEAP); a buffer of public open space to the west of the site, offsetting from the existing properties along Southland Rise, Cambridge Way, Cambridge Close, to include an attenuation basin and pumping station and buffer planting to the railway line.

The open space will consist of informal recreation areas, footpath links, habitat creation areas including meadow grasslands, hedgerow and new tree planting.

The indicative layout plan also proposes the retention and enhancement of the existing bridleway, new footpath routes around the site and a footpath/cycleway and emergency access connecting to Cambridge Way to the west.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (February 2019)

Section 2: Achieving sustainable development

Section 4: Decision-making

Section 5: Delivering a sufficient supply of homes

Section 8: Promoting healthy and safe communities

Section 9: Promoting sustainable transport

Section 11: Making effective use of land

Section 12: Achieving well-designed places

Section 14: Meeting the challenge of climate change, flooding and coastal change

Section 15: Conserving and enhancing the natural environment

Section 16: Conserving and enhancing the historic environment

Core Strategy and Development Management Policies - North 2009

The policies below form part of the overall consideration of the current application:

CS1 Development Strategy – Rural Areas – Large and Small Villages – Langford is considered to be a large village within the meaning of the policy.

CS2 Developer Contributions – The Council's Planning Obligations Strategy SPD seeks to improve the approach to negotiating and securing developer contributions with new development.

CS3 Healthy and Sustainable Communities – Ensures that appropriate and sufficient infrastructure is provided for new and existing developments including safeguarding, supporting and identifying sites for community uses, education, recreation, sports, open space and play and health activities.

CS4 Linking Communities - Accessibility and Transport – Seeks to deliver and encourage strategic transportation schemes for road, rail, cycle networks and public transport.

CS7 Affordable Housing – Identifies a strategy for housing developments to provide 35% affordable housing.

CS13 Climate Change – Encourages the use of renewable energy, low carbon technologies, sustainable construction and design, conserving water resources and recycling water, waste minimisation, re-use and re-cycling, green travel plans with better access to walking, cycling and public transport.

CS14 High Quality Development – Developments are required to be of highest quality respecting character, local distinctiveness, buildings of collective or individual quality and the creation of attractive, accessible and mixed use public realm.

CS16 Landscape and Woodland – Conserve and enhance the varied countryside character and local distinctiveness. Conserve and enhance woodlands including ancient and semi-natural woodland, hedgerows and veteran trees.

CS17 Green Infrastructure – Seeks a net gain in green infrastructure through the protection and enhancement of assets and provision of new green spaces.

CS18 Biodiversity and Geological Conservation – Supports the designation, management, protection of biodiversity, geological and wildlife sites as well as habitats and species identified in the Local Biodiversity Action Plan.

DM1 Renewable Energy – Requires new residential development to incorporate renewable or low carbon energy installations.

DM2 Sustainable Construction of New Buildings – Proposals for new development should contribute towards sustainable building principals.

DM3 High Quality Development – All proposals for new development, including extensions will need to show a high quality of design, respect to scale, local distinctiveness, sense of place and choice of construction materials, together with consideration for residential amenity, community safety, accessibility and hard and soft landscaping.

DM4 Development Within and Beyond Settlement Envelopes – Within Settlement Envelopes schemes will be supported for community, education, health, sports and recreation uses. Within Large Villages, small scale housing and employment uses will be permitted.

DM9 Providing a range of transport - Seeks a Travel Plan for developments of 50 or more dwellings and requires, as appropriate, financial contributions towards sustainable travel options such as cycle links.

DM10 Housing Mix – All new developments will provide a mix of housing types, tenures and sizes to meet the needs of all sections of the community and promote sustainable communities, social cohesion and to include life time homes.

DM14 Landscape and Woodland – Trees, woodlands and hedgerows will be

protected, tree planting or contributions towards planting will be sought to enhance and mitigate developments and the character of areas within the district.

DM15 Biodiversity – Seeks to protect wildlife, species, habitats and designated sites, developers will be expected to secure the protection of wildlife and recognised habitats.

DM16 Green Infrastructure – Will promote and protect green infrastructure by ensuring developments will contribute to the provision, extension and maintenance of green infrastructure having regard to the Spatial Strategy.

DM17 Accessible Green Spaces - Requires for new developments to contribute to the provision and maintenance of accessible green space and children's play space or in the case of small scale sites provide off site contributions

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:

Policy SP1: Growth Strategy

Policy SP2: National Planning Policy Framework - Presumption in Favour of Sustainable Development

Policy HA1: Small and Medium Allocation

Policy H1: Housing Mix

Policy H2: Housing Standards

Policy H3: Housing for Older People

Policy H4: Affordable Housing

Policy H6: Starter Homes

Policy H7: Self and Custom Build Housing

Policy T1: Mitigation of Transport Impacts on the Network

Policy T2: Highway Safety & Design

Policy T3: Parking

Policy T5: Ultra Low Emission Vehicles

Policy EE1 : Green Infrastructure

Policy EE2: Enhancing biodiversity

Policy EE3: Nature conservation

Policy EE4: Trees, woodlands and hedgerows

Policy EE5: Landscape Character and Value

Policy EE12 : Public Rights of Way

Policy EE13: Outdoor sport, leisure and open space

Policy CC1 : Climate Change and Sustainability

Policy CC3: Flood Risk Management

Policy CC5: Sustainable Drainage
 Policy CC6: Water supply and sewerage infrastructure
 Policy CC8: Pollution and Land Instability
 Policy HQ1: High Quality Development
 Policy HQ2: Planning Obligations and the Community Infrastructure Levy
 Policy HQ3: Provision for Social and Community Infrastructure
 Policy HQ4: Indoor Sport and Leisure Facilities
 Policy HQ5: Broadband and Telecommunications Infrastructure
 Policy HQ7: Public Art
 Policy HQ11: Modern Methods of Construction
 Policy HE1: Archaeology and Scheduled Monuments
 Policy DC5: Agricultural Land

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)
 Landscape Character Assessment (2015)
 Central Bedfordshire Sustainable Drainage Guidance (May, 2015)

Relevant Planning History:

Application Number	CB/18/04250/PAPC
Description	Pre-application submission - for the erection of up to 150 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point from Cambridge Road.
Decision	Pre-application advice issued.
Decision Date	05/02/2019
Application Number	MB/89/01160/OA
Description	Outline: Residential Development
Decision	Refused
Decision Date	11/04/1990

Consultees:

Langford Parish Council (Initial response)	<p>Langford Parish Council Planning Committee met on 4th March 2019 and object to the development based on the following:</p> <ol style="list-style-type: none"> 1. The proposed access is totally unfeasible and extremely dangerous. The proposed access lays in very close proximity to the foot of the Edworth Road Bridge which, due to its incline, has limited visibility, particularly when coming from the A1 onto Cambridge Road. 2. The proposed site is very close to the railway line - we would question the quality of the environment. 3. The proposed site contradicts with the emerging Langford Neighbourhood Plan where 70% of residents wanted to see a total of 100 homes in the next 20 years and a larger majority did not want to see large scale developments such as this. A valid planning objection can include emerging neighbourhood plans which Langford has. 4. The proposed site is not sustainable for the following reasons:
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- The village infrastructure in relation to healthcare and shops is totally inadequate for the ever increasing village and the parking for the doctors surgery and school is already pushed to breaking point and poses a danger to those in the vicinity.
- There are no dedicated cycle paths allowing linkage to the existing facilities in the village.
- Public transport is minimal and non-existent during peak periods.
- This proposal again sees prime agricultural land and natural habitat being destroyed.

Langford Parish Council
(response to
reconsultation)

We are writing further to your letter dated 22 July advising that there have been changes made on the above application.

The LPC Planning Committee met on 5th August and this development was discussed. We would like to re-iterate our previous objections to this development which included objections to the unacceptable access as well as other factors.

Recent changes to the access are seen as minimal - with a slight movement of the access road west. However, the measures in place to calm the traffic seem minimal along Cambridge Road/Edworth Road for the number of vehicles which use this road on a daily basis and the fact of the poor line of visibility coming off the Bridge.

The Committee discussed that they felt it would seem a much safer option to consider the potential of altering the flow of traffic by placing a roundabout within the new development diverting the flow of all traffic from Cambridge Road & Edworth Road and therefore reducing the risk of collisions.

We would request CBC Highways review the above suggestion as a long term and safe option should this development proceed. A very rough idea of the above is attached.

The proposal for S106 allocation in relation to funds for community facilities is very outdated (items have either already been carried out or have been included on other developments S106). This S106 proposal would need to be reviewed and amended in collaboration with Langford PC should this development be approved.

Cllr Dixon

Concerns in relation to access and egress. Would like to see the recreation area, if approved, sited to the rear of the houses on Cambridge Road and Southlands Rise.

Highways Officer (Final
Response)

Thank you for the consultation on the application for the above proposal, on behalf of the highway authority I make the following comments based on drg 18-292/009 Rev A Proposed Cambridge Road Site Access and

The proposal development access, simple T junction along Cambridge Road, the C168, as shown on drg 18-292/009 Rev A would be with a 30mph speed limit. However, the submitted speed survey within the TA shows that the 85th%ile in both directions along Cambridge Road exceed the posted speed limit. Westbound traffic is recorded at 36.5 with eastbound traffic recorded at 38.4mph, as such visibility splays of 2.4m x 61.8m to the east of the access point and 57.1m to the west of the access point would be required. This takes in to account the gradient of the road, as per Manual for Streets, to the railway bridge and both distances can be gained without third party land.

The TA has provided a TRICS assessment of the projected levels of traffic that could be generated by the development. The correct edge of town selection for development has been applied and the development could be expected to generate some 665 movements per day based upon 150 dwellings stated. During the am peak it is expected that 53 outward movements would leave the development with 49 inwards movements returning in the pm peak.

During the am peak it is projected that 32 vehicle movements would go west with 21 vehicle movements to the east i.e. the A1. This would represent one extra car per 2/3 minutes easterly/westerly respectively in which would be acceptable.

The TA has also looked at Church Street/Station Road, Cambridge Road/High Street (B659), Church Street/East Road junctions. This also includes other consented development in the local area, and those junctions whilst having a modest rise in vehicle movements going through them, would still operate acceptably and therefore clearly within the confines of the NPPF.

With regards to of site highway works a scheme for pedestrian/cyclist access and speed reduction measures would be required. The reason being two-fold, to provide safe passage to pedestrians/cyclists and to act as traffic calming. Currently, there are no footways over the bridge that crosses the East Coast Mainline. A financial contribution (£80,000.00) through the Section 106 Agreement is seen as the best way forward in this respect.

Footway improvements are to be provided (shown on drg 18-292/007 Rev A) on Cambridge Road/Station Road through widening. The indicative layout shows an emergency/footway/cycle link into Cambridge Way which would be acceptable in highway terms.

A financial contribution to Real Time Information (as identified through LATP mentioned within the TA) is to be welcomed. A sum of £40,000.00 towards costs of a cycle link between the development and a) Arlesey Station and b) Biggleswade Station.

Conditions are requested.

Strategic Housing

In the current format, Strategic Housing are unable to offer support to the application and object on the non-compliance of affordable housing provision. The supporting Planning Statement indicates the application for 150 dwellings provides for 30% affordable housing equating to the provision of 45 affordable units which is contrary to current affordable housing policy requirements of Core Strategy Policy CS7. We would expect to see 35% affordable housing equating to the provision of 53 affordable housing units from the development.

The supporting Planning Statement does not define the proposed tenure 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 would make a requirement of 38 units of affordable rent and 15 units of intermediate tenure (shared ownership) from the development, based on a policy compliant scheme providing for 35% affordable housing.

Strategic Housing would expect the application to provide for;

- (A) 35% affordable housing equating to 53 affordable units
- (B) 72% Affordable Rent equating to 38 affordable rented units
- (C) 28% Shared Ownership equating to 15 shared ownership units

We would like to see the affordable units dispersed throughout the site and integrated with the market housing to promote community cohesion & tenure blindness. We would also expect the units to meet all nationally described space standards. We expect the affordable housing to be let in accordance with the Council's allocation scheme and enforced through an agreed nominations agreement with the Council. In the current format, Strategic Housing are unable to support the application and object on the non-compliance of affordable housing provision with only 30% affordable provided for. For Strategic Housing to support the application, full compliance with affordable housing policy requirements is expected.

Internal Drainage Board No comments.

Landscape Officer

The development of up to 150 homes will increase the density of urban form at this rural edge, but the scale of green infrastructure proposed is acceptable. Areas needing to be addressed in the landscape scheme include :

- Visual impact and integration of the noise bund and fencing
- Integration of the farm track - detailed layout will need to integrate this within the development.
- Enhancement of the woodland block - paths required to enable resource to be used as a community woodland.
- Planting to create a "gateway" feature as the development is at the edge of the village.
- Planting within residential area to respect local landscape character and avoid urban style planting.

Trees & Landscape Officer

The site currently consists of agricultural land with boundary hedge lines and limited trees. To the southwest edge of the site and within the red line is an area of early mature mixed woodland that it is essential is retained as an important boundary screening and substantial ecological feature.

The Design and Access Statement includes an Illustrative Masterplan that indicates the proposed layout of the site. This would seem from a landscape viewpoint to offer opportunities to substantially improve the site. Retaining the area of woodland to the southwest edge along with additional new buffer planting for the rest of the southern edge. Eastern boundary with the railway has some existing hedgeline which is proposed for retention with a 15-metre bund of buffer planting that will include an acoustic fence line. If this additional planting can be achieved it will provide a new wildlife corridor and a diversity of species that does not currently exist on the site. The issue may be that British Rail is fairly prescriptive about what trees it will allow to be planted close to rail lines and as such the applicant would need to ensure that any proposals would be acceptable to them. Central north/south poor hedgeline appears to be retained and enhanced and western edge includes amenity land and SUDS all offering opportunity for new planting and enhancement. East west and south planting/buffer areas along with north/south central hedgeline are to be retained and maintained under a Landscape Management Plan and should incorporate management and use of the southwest area of woodland.

A detailed planting proposal will be required that will include species, sizes, densities and timings of proposed planting including native species, hedgeline enhancement and a combination of standard container grown trees with smaller bare root hedge and whip planting.

Ecologist

- The Ecological Appraisal of the site is noted and welcomed. From this no protected species interest was identified on site and as such no further surveys are recommended. A Mitigation and Enhancement Strategy for GCN is proposed to address potential GCN interest from an off site pond, the applicant should be made aware that CBC holds a District Licence for GCN which is an option to negate the requirement for a NE EPS licence should GCN be identified on site once construction commences.
- The Design Framework makes provision for areas of Green Infrastructure and the principles behind this are supported. The DAS mentions broadleaved plantation woodland and scrub located to the south of the western field compartment and small tree groups at the peripheries of the site. These are of increased value and provide potential foraging, commuting, nesting and refuge opportunities for species such as birds and bats and are to be retained and enhanced within the proposals. The creation of new woodland planting along the eastern and southern boundaries and creation of areas of species-rich grassland and attenuation ponds within the areas of green space will ensure proposals result in a net gain of habitat diversity within the site which is welcomed.
- The Importance of connectivity between newly created habitats / features needs to be remembered, what purpose they are serving, consideration to their ability to be multifunctional. The attenuation feature at the entrance to the site has limited connectivity, once the bridleway is surfaced this will be denuded further. A good hedgerow currently runs through the site beside the bridleway and this should be safeguarded as an important wildlife corridor.
- Orientation of dwellings in the western parcel to the existing hedgerow in the north needs to be changed to retain this feature in the public realm. Given the site is predominately arable any existing boundary features will have elevated value in a site context, particular in relation to connectivity. Ensuring these are retained in the public realm and sufficiently buffered will reduce detrimental ecological impacts. Boundaries are well buffered elsewhere on the scheme and it is not understood why this edge has been treated differently. The higher densities on the northern edge will result in reduced garden depths which in turn will impact on the integrity of the hedge as homeowners seek to reduce leaf fall and shading in gardens.

- Biodiversity enhancements as detailed in 5.54 of the EA are welcomed and these, in addition to a woodland management plan for plantation in the south, should inform an Ecological Enhancement Strategy to be based on ecological aspects addressed in section 5 of the EA, which should be secured by condition.

Pollution Team

I note that the site has been identified in the Central Bedfordshire Local Plan (Pre-Submission) as offering the potential for residential development, the application site itself identified as two adjacent sites in the proposed allocations for the plan under HAS30 & HAS31. It is noted that the application for the single site proposes a development of 150 dwellings, whereas the combined allocations for both sites as identified in the local plan is for 137 dwellings. Despite this, there are a number of environmental challenges that impact on the suitability and viability of the site for residential development, including noise from the East Coast Mainline to the east of the site, and odour from the intensive livestock farm to the south of the site.

The applicant has submitted noise and odour impact assessments with the outline application. The noise impact assessment identifies that whilst there are noise impacts from the railway line to the east, and road traffic on Cambridge Road to the north of the site, these impacts can be mitigated by a noise mitigation scheme which would include an acoustic barrier, adequate separation distances and enhanced facade sound insulation and ventilation systems. In terms of external noise levels in outside amenity spaces, these will need to be protected by site layout and orientation in relation to the noise source and enclosing them with close boarded fencing to provide further acoustic screening. It is not uncommon for housing developments to be built close to such noise sources, subject to robust noise mitigation schemes, and I note that sites further to the north in Langford have already been granted in similar proximity to the existing railway line.

Where this site differs from those sites further to the north is in its proximity to a recognised source of odour, the intensive livestock site Poppy Hill Farm. The applicants have rightly undertaken and submitted an odour impact assessment for their application. The odour impact assessment has concluded that the potential impact from odour at the proposed development site as a whole is judged to be 'not significant in relation to this odour source. This is despite the fact that the report recognises that odour from Poppy Hill Farm has the potential to cause a moderate adverse impact at the proposed development site, and that a slight adverse odour impact was identified at two locations for 4 observation periods. The report also identifies that there is existing housing to the north-west of the site and that

we have no current records of complaints relating to odour from this source.

I am however, concerned that the odour impact assessment may be underplaying the potential impacts of odour on those dwellings that would be constructed closest to the livestock farm. It must be remembered that the odour assessment is based on just 3 site visits, and during this time odours scoring -2 and -3 on the hedonic scale were detected from the livestock farm, indicating the offensive nature of the odour source, particularly around the southern boundary of site HAS30. Whilst these odours were transient, the monitoring periods at each monitoring location themselves were limited to just 5 minute snapshots, but during that time some strong odours were detected at times. My concern is that residents will be living in close proximity to this odour source every day, with therefore a greater exposure to potential odour impacts.

Whilst I acknowledge that not every day will produce conditions that will give rise to odour impacts, our experience, based on a major nuisance odour investigation, is that the offensive nature of the odour source is not one that new residential receptors is likely to tolerate without complaint if they are exposed to it infrequently but on a recurring basis. The report goes on to state that we have not received any odour complaints regarding the livestock farm. However, I would point out that absence of complaints does not mean there is an absence of an odour problem. The existing residential properties are to the north-west of the livestock farm, i.e. not in the direction of the prevailing wind, unlike the proposed dwellings which will be.

I am therefore concerned about the potential for adverse odour impacts to arise for those dwellings closest to the livestock farm. The outline application is seeking to develop both sites for 150 dwellings, some 13 dwellings more than identified in the Central Bedfordshire Local Plan Proposed Site Allocations, increasing the pressure to build on more of the site rather than create a suitable buffer between the odour source and nearest receptors. The odour assessment does not identify any odour mitigation measures to be incorporated to protect the new residents, relying on a small existing landscape buffer to the immediate north of the livestock farm and south of HAS30. This is despite the fact that the odour assessment recorded some offensive odours and odour impacts on parts of HAS30 and HAS31 along the southern boundary where it is proposed to construct housing. I am also concerned that if dwellings are placed too close to the existing livestock farm and odour complaints arise as a result, that this could lead to a burden being placed on the existing business to take steps to mitigate odour impacts from their current

operations where such impacts do not currently arise, contrary to paragraph 182 of the NPPF and the Agent of Change principle.

As such, whilst I accept that parts of HAS30 & HAS31 can be developed in combination for residential use, I remain concerned that the increased number of dwellings suggested by this application will result in dwellings being constructed too close to the livestock farm and odour source, without suitable mitigation having been identified at this stage. As a result of these concerns, I am therefore unable to support this outline application as presently submitted. I would be willing to consider a revised scheme that provides better odour mitigation to the southern boundary of the site as proposed, perhaps by reconfiguring the design and layout of the site to include a deeper buffer zone to the southern portion of the site closest to the livestock farm.

Should however, you be minded to grant outline consent for the development of the site as proposed, then I would recommend that the supplied conditions are attached to any consent granted.

Land Contamination - The site is adjacent to an existing railway line to the east and has a number of glass houses and poly-tunnels along the southern boundary of HAS31. The site has a history of agricultural use that may have given rise to contamination risks. In view of the proposed contamination-sensitive end use of residential occupation with gardens, it is essential to ensure that any contamination risks are identified and assessed, and remediated where deemed necessary, in order to ensure that the whole site is rendered suitable for its intended use and to protect human health. For these reasons I would recommend that the above condition is attached to any consent granted for the proposed development.

Air Quality - The applicants have submitted a screening report suggesting reasons why a full air quality impact assessment is not required for this development. However, whilst this is acknowledged, the site is still significant in introducing up to 150 new dwellings at this location and it is essential to ensure that the site is sustainable in the long-term in promoting more environmentally sustainable modes and means of transport for future occupiers, including electric vehicle charging points and other green travel measures.

Rights-of-Way Team

It is positive that the application appears to include a proposed footway at the northern end of the development running adjacent to Cambridge Road/Edworth Road. However, Rights of Way would seek to make this a bridleway, 3m in width. This would then create a useful link from Bridleway 4 to Bridleway 8, subject to a further extension of the bridleway running parallel with the

railway. (This section already has a concrete path of sufficient width so there is no expectation of requiring additional S 106 funds from the developer for this).

The creation of the bridleway extension through the northern end of the proposed development will allow it to be accessed by horses, cyclists and pedestrians alike, taking this traffic from the road. The surface specification would need to be agreed with Rights of Way.

With a development of this size there is an expectation of the developer facilitating rights of way improvements. The requested creation of a bridleway extension from Bridleway 4 will achieve this. As such this should be made a condition of any planning approval.

The proposed layout of the estate in relation to the bridleway running through the development is in line with the rights of way best practice guidelines as it does not enclose the bridleway with close fencing or housing. Should outline planning permission be given, Rights of Way would wish to see these considerations carried forward in any Reserved Matters application.

Highways are best placed to comment from a health and safety perspective regarding the proposed crossing between the bridleway and the internal estate road heading east, west. Appropriate signage and a means to slow down estate traffic at this point will be essential.

Flood Risk Management Team	No objection subject to the imposition of conditions.
Green Infrastructure Officer	The Design and Access Statement states that the majority of the landscape features within the site can be retained and enhanced within the development and this will help provide structure and detail to the character of the development. This must be shown in the detailed design stage. The provision of access routes and attenuation basins with the open space must still allow for a variety of wide quality habitats to be provided with trees, hedges and grassland.
Archaeologist (Final response)	Submitted information demonstrates that there is a requirement for further investigation. A condition is recommended.
Public Art Officer	No response.
Sustainable Development Officer	Requests conditions to ensure compliance with CS13, DM1 and DM2.
Travel Plan Officer	Makes suggestions on the submitted Travel Plan as to how it can be improved and requests a condition for an updated Travel Plan to be submitted and implemented.

Central Bedfordshire Council submitted their Local Plan to the Secretary of State in April 2018. 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 outlines the Council's preferred allocation strategy, and this has been informed by a substantial body of evidence including an assessment of settlement capacity, Green Belt, flood risk and other constraints and opportunities. Therefore, the Local Plan reflects what the Council believes are the most suitable and sustainable sites to meet the growth requirements up to 2035 and the Council believe that this strategy is sound.

The site includes two allocations that are within the Local Plan, HAS30 and HAS31, HAS31 (Bridge Field) has been allocated in the Local Plan for 67 dwellings, it is located against the railway and is separated from HAS30 by a private road. Due to its location, the Council's assessment of the site highlighted the importance of providing substantial buffering and noise mitigation against issues arising from the East Coast Mainline Railway, the need to provide this is increased further due to the railway line's elevation above ground level. This is noted within the 'Additional Policy Requirements' section in Policy HA1 of the Local Plan. Furthermore, The Council's assessment of the site noted the presence of a road bridge adjacent to the north-east corner of the site and that appropriate buffering would also be needed in this location.

HAS30 (Thistle Hill Field) has been allocated in the Local Plan for 70 dwellings and is located between the private road to the east and the existing built form of Langford to the west. As part of Policy HA1, no additional policy requirements were identified, however The Council's assessment highlighted the potential for access onto the site to occur from either Cambridge Way or from the Private Road to the east. If the allocations were to be submitted as one in an application, access would be more suitably located from Cambridge Road with the potential for pedestrian access onto Cambridge Way.

This application offers 150 dwellings compared to the 137 that is suggested within the Local Plan's Policy HA1. The Local Plan Team do not object to this increase as long they can be delivered sustainably.

In addition, The Council assessment of both sites' relationship with the surrounding landscape highlighted concerns regarding openness and significant consideration would need to be given towards providing a suitable rural edge.

After reviewing the application and its supporting documents, The Local Plan Team do not object to this application.

Waste Services	Requires all bins to be paid for by the developer. Refuse collection vehicles will only use roads designed to adoptable standards.
Network Rail (Final response)	We note and appreciate the revised plans submitted showing that the proposed access to the site has been moved west away from the Network Rail owned strip of land. We are therefore able to withdraw our concerns relating to land ownership. No objection in principle, recommends conditions in relation to drainage, boundary fencing, method statements/OPE, soundproofing, lighting and landscaping, the reasons for which can include the safety, operational needs and integrity of the railway. Requests informative to address other matters.
Police Architectural Liaison Officer	Objects to the proposal on the basis that it allows for high levels of permeability and appears needlessly circulatory.
Bedfordshire Fire and Rescue	Requests a condition requiring the imposition of fire hydrants and recommends that sprinklers be included within the development.
MANOP	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: <ul style="list-style-type: none"> • Not less than twenty-one (21) units of mainstream housing and fourteen (14) units of housing with support for older people, or not less than thirty-five (35) units of mainstream housing suitable for older people.
Self-build Officer	Requests that 10% of the dwellings be delivered as self or custom build plots.
Bedfordshire CCG	Requests the following contributions: Primary Care: £814.90 per dwelling Community Health: £114.10 per dwelling Mental Health: £130.40 per dwelling
Community Halls Officer	Requests contributions of up to £164,340 to be spent on community projects in Langford.
Countryside Access	No comments.

Early Years	£155,547.00
Lower:	£518,490.00
Middle:	£521,726.40
Upper:	£639,774.72
Total:	£1,835,538.12

The outline application does not include an indicated dwelling mix. A reduction can be applied to any 1 bed properties or 2 bed flats once the mix is known.

Early Years contributions will be spent at an early years setting which serves the development.

The lower school contribution would go towards the expansion of Langford Village Academy or such other identified education project (in accordance with reg 123(3) as identified by Central Bedfordshire Council and notified to the owner/developer).

The middle school contribution would go towards the expansion of Henlow Academy or such other identified education project (in accordance with reg 123(3) as identified by Central Bedfordshire Council and notified to the owner/developer).

The upper school contribution would go towards the expansion of Pix Brook academy or Samuel Whitbread Academy or such other identified education project (in accordance with reg 123(3) as identified by Central Bedfordshire Council and notified to the owner/developer).

Leisure Officer

Seeks the following:

- £132,836 for indoor sport to be spent on the provision of new gym equipment at Saxon Pool LC;
- £53,409 for sports pitch facilities to be spent on improvements to Langford Football Club;
- Onsite 2 x LAP/LEAP or 1 x SuperLEAP (approx 900sqm);
- Onsite amenity spaces;
- Onsite hard surfaced area for teenage provision;

Libraries Officer

Seeks contributions of £31,500 towards internal extension/re-organisation of rooms at Biggleswade Library.

Other Representations:

Neighbours

121 objections: concerns raised in response to original consultation:

- Loss of valuable agricultural land we need food far more importantly than we need yet more houses;
- Loss of open countryside; which is an amenity that is greatly valued by the local community;
- Loss of habitat for wildlife;

- Cumulative development is eroding the village feel of Langford;
- The site is outside current village boundaries;
- This level of development is totally unacceptable in this rural village and is unsustainable. It is completely at odds with the views of the residents (93% against this scale of development, but 88% in favour of small developments;
- Prejudices the completion of the emerging Langford Neighbourhood Plan;
- The sites chosen are in the emerging Local Plan but this plan has not been approved so the application for planning should be postponed until the Plan is approved.
- Langford cannot cope with any more development, cars or people;
- Whilst we all appreciate the need for more homes, large sites such as this and the others already approved are destroying the village;
- I believe that Central Bedfordshire Council already have a 5-year land supply, therefore these homes are not required.
- Langford has seen a huge growth since 2016 with those recently built, approved and with applications pending totalling 606 dwellings as of 5th January 2019. This represents an increase in housing stock and the size of the village by 43% in the last two years. This is well above the 19.5% population growth figure (emerging Local Plan 2.1.2) identified by the Luton and Central Bedfordshire SHMA (May 2017) over the plan period to 2035. This increase in residency has not been met with a single increase in the facilities, services or any improvement to roads, cycleways, footpaths, accessibility that should have been provided in the village to cater for this;
- Recent building of housing stock on windfall plots of land which are not part of the emerging Local Plan but have nonetheless been granted planning permission, should be offset against this development;
- Infrastructure such as roads and the local schools and doctors' surgery would not be able to cope;
- The lack of school places for infants in Langford renders this application unsustainable because of the need for parents to travel further afield by car to access schools with places available;
- Infrastructure of the village is already inadequate, e.g. there is regular flooding in Cambridge Rd at the top of Station Rd; there are also problems with drainage and electricity supply;
- Significant increase in traffic on local roads which are already busy and unsuitable for current traffic;
- The proposed access, whilst meeting visibility criteria, is too close to the blind, humpback railway bridge and the risk to emerging traffic is very severe where it will

conflict with west bound speeding traffic entering the village from the A1;

- The access is too close to the access to the other new housing development to be safe;
- Lighting on Cambridge Road is poor and inclement weather makes it dangerous already;
- Further traffic in and out of this, or any other entrance closer to the bridge, would raise safety issues along with those of noise and pollution.
- If there are delays at the proposed junction west-bound traffic will build up and become a hazard to west bound vehicles coming over the bridge. It would be a serious accident waiting to happen;
- None of the proposed access points are suitable for the hundreds of vehicle movements that would be generated by the development;
- This development would intensify traffic congestion particularly during peak periods. No amount of highway improvements would solve this problem mindful that these are two of the primary exit routes out of Langford to access the A1, local villages and Bedford;
- Traffic going through the village of Henlow is also at breaking point due to the additional cars driving to the train station for London commuters.
- The proposed entrance to this new estate is preposterous there is far too much traffic which use Cambridge Road as a rat run up to the A1 on a daily basis;
- Increasing traffic makes the use of Cambridge Rd difficult for horse riders accessing the bridleway.
- The proposed junction is sited on a gradient for west or east bound traffic and this will cause problems for high sided or long vehicles which may become unstable as they enter the proposed junction.
- There appears to be a major crossing point on the bridleway, but it is unclear as to how heavy goods farm/sewage traffic and pedestrians/cyclists are segregated from that generated by heavy goods and residential traffic contributable to the development. This could cause safety issues;
- The concrete road has frequent HGV tanker traffic which will create noise and pollution for the residents. The concrete road is single lane with few passing places and is not adequate for access or the transit of mixed vehicles/users including HGV, pedestrians, bicycles, children, horses etc.
- It's difficult to see how residents will be prevented from using the private road and how sewer & farm vehicles will cross the residential road;
- Unrealistic resident and visitor parking in new developments is a major issue. The existing roads and footpaths in Langford are in a totally unacceptable and

particularly unsafe state which is reported regularly, with little or no action taken.

- There are significant highway safety concerns associated with parked vehicles at the mini roundabout near this location (Station Road/Cambridge Road).
- Off street parking may help.
- There is no existing pavement on the Cambridge Road edge of the HAS31 plot since it is located at the foot of the narrow Edworth Road Bridge. This is a significant safety concern.
- The safety of pedestrians wishing to walk to/from the village shops and school is compromised by having to cross the busy Edworth/Cambridge Road. The dangers from fast moving west/east bound traffic is too great unless there is significant re-engineering of the highway and additional safety installations;
- Proposed access arrangements also show that the internal pavement on the east side of the main site access is also truncated before the entrance; is there a controlled crossing?
- Further, how are residents with accessibility requirements catered for?
- Is there a turning circle available in the development for heavy goods vehicles, emergency service vehicles, waste disposal etc.?
- Access via the existing Cambridge Gardens/Way is limited as the roads are too narrow to allow for increased traffic. road parking is already an issue in this area,
- Why is a cycle path coming into Cambridge Way where most of the residents are senior citizens? It would enter opposite two houses' driveways, which would be unsafe;
- The Emergency Access aspect of this is likely to become a through way for traffic, particularly those trying to avoid the hold ups caused by the main access.
- This access must never be opened up in future years for vehicular access/use.
- The Transport Assessment and Residential Travel Plan documents are misleading at best and are at odds with the findings of the LNP consultation.
- Transport assessments: CIHT suggested maximum walking distances, Table 3.3 are exceeded by those presented in Local Facilities, Table 3.6. The bus timetables appended are for 2017, are out of date and are as such misleading.
- The validity of the vehicle movements and traffic generation data can be challenged. The use of Census 2011 data (P149) are in direct conflict with LNPQ results.
- Residential Travel Plan (P17/18): Since there are no cycleways, there is a perceived danger of cycling on the local roads, the bus service is poor and pavements require significant improvement (LNPQ), how can it be

demonstrated that the Residential Travel Plan is anything other than a pipedream? Is there any evidence to suggest that Travel packs have an impact?

- There are regular heavy goods vehicles already accessing the Poppy Hill Sewage works along with agricultural traffic through the existing Poppy Hill bridleway;
- Langford has very limited bus routes which means that car journeys are necessary;
- The proposed children's play area is too close to the railway and the Edworth Road making it unhealthy and potentially hazardous.
- The proposed pumping station is far too close to existing housing as is the open space;
- Fencing being put up behind existing houses will block out light as the land is higher than existing,
- The highest density of these new dwellings appears to be against those existing along Cambridge Road with only a small rear garden buffer. Whilst this is an outline planning application only, serious consideration needs to be given to the impact that this strategy may have on the existing residents along the road;
- Loss of privacy to surrounding properties;
- Some of the housing is likely to be positioned close to the railway line and the quality of life, safety, air and noise factors will be poor for those residents, particularly children;
- A site for travellers at this location was rejected on poor environmental and health reasons;
- The land being proposed to be built upon has been used for waste and therefore the ground its being built upon a safe level for human inhabitants.
- The village has suffered severe disruption already over the last few years from the developments in Station Rd and this development would create more in terms of noise/damage construction traffic and pollution.
- During the building work on the Station Road development, the builders did not adhere to the contractual planning agreement which meant the contractors lorries were blocking station road stopping traffic passing during rush hour; The contractual agreement stated that the builders' own cars would be parked in a secure concrete area, and this was also not adhered to with the contractors' parking on roadways and blocking access for people's homes, and more importantly emergency services;
- The inadequacy of the environmental and ecological impact assessment, which was conducted at an inappropriate time of year, as the developer's own documentation acknowledges, and does not meet government-specified standards. The conclusions drawn from the survey are therefore not reliable or scientifically valid.

- The development will lower property values;
- The amount of new builds we seem to be getting must be playing havoc with our Carbon Footprint. Millions of children around the world in the last week or so have been protesting about Climate Change and Global Warming. Building ALL these new houses on Arable Farm Land is NOT helping the environment etc.. Open green spaces are there for a reason, not just for food etc, but it also helps with a near Zero Carbon Footprint, in that we are not importing food from abroad, which we can and do grow for ourselves.
- About one third of all tap water in England and Wales comes from underground sources, the Water Table (aquifers). Groundwater quality is often very good and doesn't need as much treatment as river water to make it safe for us to drink. (Thanks to Anglian Water, our water is one of the best in the country);
- The main causes of the depletion of The Water Table, is a direct result of the increasing slabbing over of natural open spaces and water plains etc, with the population of all the new facilities such as houses, shops, roads, offices, pavements etc. through lack of natural snow / rainwater seepage, back into the ground and thus not replenishing The Water Table, and also the water shortages and hosepipe bans that we have experienced in the past.
- Crime and vandalism in the village has increase and will only get worse with an ever increasing population of the village. Only a few weeks ago our village hall was vandalised with graffiti and also the rise in burglaries.
- Building on open arable farmland will not help with the potential flooding of the village, which is bad in some places now.
- The Sewerage works at the bottom of Cambridge road at times really smells, and the stench is unbearable at times, especially in warm weather, this cannot be good for the environment and Health and Safety of the people of Langford.

- Additional objections following the consultation on the amended access detail, proposed footpaths, traffic calming and crossing plans:

- The amended access is still too close to the bridge and existing accesses on the north side of the road; and therefore unsafe;
- A crossing should be included over Cambridge Road;
- The traffic calming proposals are cosmetic and would be insufficient to slow traffic down to a point that would make the access safe;
- The development should include two bedroom houses and affordable housing;
- Construction worker parking must be in the site and

not on Cambridge Road;

- The play area is so close to Cambridge Road anyone could snatch a child and take off onto the A1;
- There are more suitable sites in Langford;
- Introducing traffic lights would cause congestion and accidents. People are also more likely to hoot at traffic lights; and the village setting is not appropriate for traffic lights;
- Before any more development takes place in Langford the railway bridge should be widened to allow wider vehicles; a proper footpath on each side of the road and a cycleway;
- The proposals for the crossing of the concrete path shows priority to the estate road. This is unlikely to be safe in practice; and priority should be given to the heavy vehicles that use the concrete path;
- The crossing point shows that part of the mature hedgerow would have to be removed;
- Archaeological trial trenching has not taken place yet and the site may be archaeologically important;
- The bridleway / concrete path are used illegally by motorcyclists;
- Traffic calming could increase congestion;
- Farm and emergency vehicles need access to be provided;
- The introduction of more dropped kerbs and tactile parking will push on-street parking closer to Station Road;
- Works to improve the footpaths would inconvenience road users and pedestrians;

3 letters have been received providing the following comments:

- No objection to the principle of development;
- Langford itself should benefit from any S106 contributions, instead of it being spent elsewhere in Central Bedfordshire;
- There are numerous schemes set out in the Transport Assessment conducted by Odyssey - see page 5 Table 2.1 (Local Area Transport Plan) which have not been completed. With no dedicated cycle routes to transport hubs and a poor bus service to the village there is an over reliance on the car. These schemes are long overdue and should be a priority;
- Cambridge Way is totally unsuitable for anything other than emergency access as, apart from being too narrow, it would drastically alter the characteristics of a quiet cul-de-sac;
- Access onto Cambridge Road is a concern as there will have been two new roads junctions introduced in close proximity to the humpback bridge over the East Coast Mainline Railway Line. This area should be looked at again to ensure road users are not put at risk;
- Concerns about the impact on existing users of the private road which runs between the two parcels, and

the impact of those users on future occupiers. Current heavy users include farmers with animals and large and heavy machinery at all times of day and night; articulated vehicles accessing the Sewage Treatment Works, walkers and horse riders;

- The concrete road needs to be able to accommodate vehicles of 4m in width (e.g. combine harvesters). This must be taken into account when designing the road / development;
- At certain times of year there will be numerous heavy vehicles movements over the concrete path overnight;
- The crossing point over the private road does not seem ideal and there is no information as to how this will be managed;
- Future occupiers of the development may use the private road and the emergency access to Cambridge Way for access to the site;
- The neighbouring farm generates odours, noise and (during harvest time) dust which could impact on the new dwellings;
- A recent application for a Traveller's site was turned down.

2 letters of support, for the following reasons:

- There is a need for vast quantities of new housing and Langford should take its share. Everyone has a right to a good home;
- The proposal will add benefit to the local economy;
- Langford is well-connected to the A1;
- The proposal is on the outskirts, so won't increase traffic in the village centre;

Determining Issues:

The main considerations of the application are;

1. Principle of Development
2. Character and Appearance
3. Highways Impact and Access and Rights-of-Way
4. Neighbouring Amenity
5. Amenity of Future Occupiers
6. Affordable Housing and Infrastructure Contributions
7. Other Considerations
8. Planning Balance

Considerations

1. Principle of Development

- 1.1 The application site comprises two sites which are allocated for residential development by Policy HA1 (Site references HAS30 and HAS31) in the emerging Local Plan. The site allocations calculate that the two sites together have a capacity of approximately 137 dwellings. The proposal is for residential development of up to 150 dwellings.
- 1.2 At this stage in the process the emerging Local Plan only carries limited weight. However, it is noted that the NPPF states that refusals on the grounds of prematurity are 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 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. In the context of the overall strategy for development in Central Bedfordshire, a development of only 150 houses would not be so substantial that the grant of permission would undermine the plan making process.

- 1.3 The Council is currently 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.
- 1.4 As the emerging Local Plan currently carries only limited weight, the proposal should 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.
- 1.5 In the context of the adopted development plan, the site is located beyond but adjacent to the settlement envelope of Langford as defined by the Proposal Maps (2011). Policy CS1 of the Core Strategy and Development Management Policies (2009) defines Langford as a Large Village for the purposes of the Development Plan. Policy DM4 permits development within settlement envelopes commensurate with the scale of a settlement, taking into account the role of identified settlements within the Development Plan area. The accompanying text to the Policy makes clear that outside settlements where the countryside needs to be protected from inappropriate development, only particular types of new development will be permitted where it accords with the now deleted national guidance in PPS7 - Sustainable Development in the Countryside. The proposal would conflict with Policy DM4.
- 1.6 A series of Appeal decisions have determined that, based on its degree of consistency with the NPPF, Policy DM4 carries moderate weight; and the conflict of the proposal with policy DM4 weighs against the proposal in the planning balance. However, this is only one aspect that must be considered; and the proposal must be assessed to determine if it meets the three objectives of sustainable development, namely economic, social and environmental objectives, having regard to the Development Plan and the NPPF; and if the benefits of the scheme would outweigh the conflict with DM4 and any other harmful aspects of the scheme.
- 1.7 It is noted that Langford Parish Council and third party objectors have objected to the proposal on the basis that it would conflict with the Langford Neighbourhood Plan. However, at this time a draft neighbourhood plan has not yet been produced. At this early stage of preparation, the Langford Neighbourhood Plan does not carry any weight in the decision-making process.

2. Character and Appearance

- 2.1 The proposed development would inevitably and fundamentally alter the character and appearance of the application site. However, with the site being located adjacent to the built edge of the village to the north and west, and with the railway line forming the eastern boundary and the development not projecting further south than the existing development to the west, it is considered that the development represents a logical extension to the village and would not result in significant harm to wider landscape character.
- 2.2 The indicative layout plan shows the retention and enhancement of existing woodland in the south western part of the site and the majority of the central mature hedgerow; and the provision of landscape buffers to the railway line. These are considered to be critical to the acceptability of the scheme in terms of landscape character terms; ecology and green infrastructure; and in terms of protecting future residents from existing pollutants. Landscaping and tree and hedgerow retention will need to be determined at Reserved Matters stage and this will be controlled by condition.
- 2.3 The indicative layout plan demonstrates that these critical pieces of green infrastructure can be provided / retained, along with water attenuation and further green space within the development, whilst providing 150 dwellings on the site at a density of 31 dwellings per hectare. This is considered to be an appropriate density to the village location.
- 2.4 It is noted that several concerns have been raised in respect of the location of the play area as shown on the indicative scheme. The most appropriate location for the play area needs to be considered at reserved matters stage, based on safety considerations, design considerations and the requirement for a 20m buffer to neighbouring residents. It is noted from the comments of the Leisure Team that the 500m provided for a play area would not be sufficient for a development of this scale, and the provision of an appropriately sized play area will be controlled by a condition.
- 2.5 The comments of the Police Architectural Liaison Officer are noted; however the matters raised relate to layout, which is a reserved matter and not relevant to the determination of this outline application.
- 2.6 It is considered that there is no strategic harm to the wider landscape character caused by this development, and through a detailed layout informed by the comment of the landscape officer a suitable landscape scheme could be achieved.

3. Highways Impact and Access and Rights-of-Way

- 3.1 The proposed access into the site does form part of the planning application. Its position has been amended during the application, moving it further west. This responds to concerns from Network Rail in respect of land ownership and also safety concerns raised by third party objectors. The amended plans have been the subject of reconsultation; it is noted that they have not alleviated concerns from third parties; with Langford Parish Council proposing an alternative arrangement within the site.
- 3.2 The proposed access has been carefully considered by the Highways Officer, who is confident that it has sufficient visibility to ensure that the access would not have a harmful impact on highway safety; despite a general acceptance that vehicle speeds on Cambridge Road are higher than the posted speed limit. The Highways Officer is also content that the additional traffic which

would be generated by the development would not have an unacceptable impact on the capacity of the surrounding highway network.

- 3.3 The proposal set forward by Langford Parish Council has been considered, but is not considered to be necessary to make the highways impacts of the development acceptable. Furthermore, it would not be deliverable as it suggests the use of Network Rail land and does not take into account the level changes in the north eastern corner of the site.
- 3.4 The applicant also supplied proposals for speed reduction measures on Cambridge Road, comprising of signs and road markings. The Highways Officer has not recommended that these be taken forward, instead seeking a contribution of £80,000 that would be put towards a Council scheme for speed reduction measures that would be worked up internally and would not be directly linked to the delivery of the development.
- 3.5 The applicant also supplied proposals for footway enhancements for footways to the north and west of the site on Cambridge Road and Station Road, through widening and restoration and the provision of dropped kerbs and tactile paving at crossings. This scheme would make it significantly easier for future residents of the development to access facilities to the north by foot; as well as benefiting the wider community and responding to a repeated point of concern raised by neighbouring occupiers. A condition is recommended to ensure that the scheme is delivered.
- 3.6 The Framework plan also proposes an emergency vehicle access, footpath and cycleway leading to Cambridge Way to the west of the site. The Highways Officer considers that this would be acceptable. The access would be controlled to ensure that no vehicles other than emergency vehicles would be able to use the access.
- 3.7 There is a well-used private track that runs north to the south through the centre of the site; with a bridleway also running north to south and separated from the track by a mature hedgerow. The track serves several farms and a sewage treatment works and therefore carries very large vehicles, sometimes through the night. The proposal includes a road running east to west that would need to cross the track, hedge and bridleway to connect the two allocated parcels. This has raised significant concerns from third parties about safety.
- 3.8 The applicant has provided an indicative proposal showing how the track and bridleway could be crossed by the road. It is important that the crossing be designed to provide a safe environment and that the width of the track is protected and separated from the rest of the development. This is a matter for reserved matters, but a condition is recommended that will ensure that this matter is included within any future reserved matters submission.
- 3.9 It is also imperative that the bridleway is enhanced as suggested on the Framework plan and within the application documentation. This will also be controlled by condition. The bridleway links to the wider rights-of-way network to the south, connecting to footpath 4 to the east and footpath 12 to the west. Bridleway 8 is located to the other side of the Cambridge Road/Edworth Road bridge and the Rights-of-Way Officer has suggested that the bridleway could run along the northern boundary of the site to then reach the bridge in the north eastern corner of the site; however, because of the change in levels and restrictions from Network Rail, this is not possible. The Highways Officer has

suggested a contribution of £40,000 towards the connecting of rights-of-way in the vicinity to provide cycle links between the development and Arlesey and Biggleswade stations, and this has been agreed by the applicant.

- 3.10 A contribution of £29,565 has also been agreed for the upgrading of bus stops in the vicinity of the application site.

4. Neighbouring Amenity

- 4.1 This application forms an outline planning application with all matters reserved except the vehicular access, whereby the detail of the development would be subject to a reserved matters application.
- 4.2 It is considered from the information provided that 150 dwellings could be accommodated on the site whilst ensuring that neighbouring dwellings would retain an acceptable standard of amenity, including an acceptable standard of privacy to neighbouring properties and immediate private amenity spaces.
- 4.3 Concerns have been raised about the indicative proposed location of the pumping station, close to the boundary with properties in Cambridge Way. Residents have raised concerns that the noise impact from the pumping station would be unacceptable. Again, the location of the pumping station would need to be considered during a future reserved matters application, at which time consideration of the noise impacts of the pumping station should be taken into account.
- 4.4 Neighbouring residents have also raised concerns about the impacts of construction work. It is inevitable that there would be some level of disruption as a result of construction work, however, these impacts would be temporary and cannot be considered as appropriate justification to refuse the application. Furthermore, construction pollution can be controlled by the Council through Environmental legislation.
- 4.5 It should be noted that neighbouring property values are not a material planning consideration.

5. Amenity of Future Occupiers

- 5.1 The site is located to the immediate west of the railway line and to the north and north east of a working intensive livestock farm, raising concerns about noise and odour. Concerns have also been raised about the noise impact of large vehicles using the private track during the night time.
- 5.2 In respect of noise impacts, the proposal has been supported by a noise assessment, which demonstrates that development can take place on the site and provide an acceptable living quality for future residents of the development subject to a range of mitigation techniques including an acoustic barrier, adequate buffers and enhanced facade sound insulation and ventilation systems. Acceptable outdoor environments will also have to be controlled through careful layout. A condition is therefore recommended that will require a detailed noise mitigation scheme to accompany any reserved matters application in respect of layout. This addresses rail and road noise and will therefore include the use of the private track.
- 5.3 An odour assessment was submitted with the application, however the Council's Pollution Officer has raised concerns about its adequacy and remains concerned that development would be positioned too close to the livestock farm, in the path of the prevailing wind. In response, the applicants

have supplied an updated framework plan which shows enhanced buffer planting within the woodland buffer to the north of the farm. The condition recommended by the Pollution Officer will be imposed to ensure that sufficient buffer planting is included with any scheme to mitigate likely odour complaints.

This may require amendments to the proposed residential area in the south western section of the eastern parcel; however, it is considered that this would not have a material impact on the ability of the site to deliver 150 dwellings at an appropriate density.

- 5.4 Subject to the imposition of these conditions, it is considered that the site could deliver a scheme that would provide an acceptable level of amenity for future occupiers.

6. Affordable Housing and Infrastructure Contributions

- 6.1 The application was submitted initially with a proposal to provide 30% affordable housing. This is below the 35% required by current policy and attracted an objection from the Strategic Housing Team. The applicants have now agreed to provide 35% affordable housing, which would equate to 53 dwellings, assuming that the development delivers 150 dwellings in total. The recommended tenure split is 72% Affordable Rent equating to 38 affordable rented units; and 28% Shared Ownership equating to 15 shared ownership units. This will be secured by way of a Section 106 Agreement.

- 6.2 The Section 106 Agreement will also secure the following financial contributions:

- £80,000 towards highways improvements
- £40,000 towards the cost of improving cycle links to the development;
- £29,565 towards bus stop improvements;
- £814.90 per dwelling towards Primary Care provision
- £114.10 per dwelling towards Community Health provision
- £130.40 per dwelling towards Mental Health provision
- £155,547.00 towards Early Years provision
- £518,490.00 towards Lower School provision
- £521,726.40 towards Middle School provision
- £639,774.72 towards Upper School provision
- £132,836 towards provision of new gym equipment at Saxon Pool LC;
- £53,409 towards improvements to Langford Football Club;
- £31,500 towards expansion of facilities at Biggleswade Library.

7. Other Considerations

7.1 Loss of Best and Most Versatile Land

The application site has a Grade 2 Agricultural Land Classification and therefore comprises best and most versatile agricultural land. However, the limited size of the site means that the loss of BMV land would not be significant in the context of the resources within Central Bedfordshire.

7.2 Ecology

The Ecologist has been broadly positive in respect of the development proposals. Conditions are requested for the provision of an Ecological Enhancement Strategy and a Woodland Management Plan; and subject to these conditions, it is considered that the scheme would have an acceptable impact on ecology and biodiversity.

7.3 Archaeology

A report has been submitted that includes the results of a geophysical survey

of the site. This has identified anomalies that required additional investigation. A pre-commencement condition is recommended to be included to capture the additional works required in respect of archaeological deposits.

7.4 Flood Risk

The site is within Flood Zone 1 - a low area of fluvial flood risk. 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 a basin is indicated for sustainable drainage features which will slow the movement of water within the site whilst providing biodiversity and water cleaning benefits.

7.5 Electric vehicle charging points

It is considered appropriate to impose a condition requiring the imposition of a scheme for the provision of electric vehicle charging points on the site to future proof the development and ensure that it accords with paragraph 110(e) of the NPPF.

7.6 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.

8. **Planning Balance**

8.1 Paragraph 8 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.

8.2 Economic

The proposed scheme will bring short-term construction jobs throughout the construction process, will also provide positive impacts to the supply chain. It is also acknowledged that new residents are likely to support existing local services.

8.3 The future Council Tax payments and New Homes Bonus that would be spent in the area are also considered as benefits. Cumulatively these make positive contributions to fulfilling the economic roles.

8.4 Social

Weight should be given to the contribution that the scheme would make towards the delivery of housing. Whilst the Council has a five year land supply, this is a rolling figure and the contribution of the development would contribute to a healthy buffer position. Significant weight is also given to the delivery of up to 53 units of affordable housing.

8.5 The development would impact on local infrastructure and as a result, development of this scale is required to offset these impacts, by entering into a S106 agreement to provide financial contributions to mitigate these impacts. These have been agreed with the applicant and it is considered that the impact of the development on local infrastructure would be acceptably mitigated. It is therefore considered that the proposal meets this strand of sustainable development.

8.6 Environmental

- Whilst there would be an alteration to the character and appearance of the site, it is not considered that the proposal would result in wider harm to landscape character. The proposal would retain key pieces of green infrastructure and would further provide new buffer planting; informal open space and play space. The Ecologist considers that the scheme can deliver a net gain for biodiversity and the Flood Risk Management Team are confident that the scheme could deliver a drainage scheme that would ensure that the development did not increase flood risk. The provision of a SuDS scheme is likely to deliver further environmental benefits. It is therefore considered that the proposal would meet this aspect of sustainable development.
- 8.7 It is considered that the principle of the proposed development would be contrary to Policy DM4 of the Core Strategy and Development Management Policies (2009). However, this policy is only attributed moderate weight and; as such would not justify the refusal of planning permission on its own.
- 8.8 Furthermore; the Committee are advised that a reason for refusal on grounds of prematurity in the context of the Emerging Local Plan would not likely be justified for a development of this scale, in the context of Paragraph 49 and 50 of the NPPF.
- 8.9 The proposed development has been considered against the three objectives of sustainability, to determine whether the development would be sustainable; and it is determined that the development does represent sustainable development and the benefits would outweigh the non compliance with policy DM4. In considering the proposal in the context of these objectives, other up-to-date Local Policies and the Policies within the NPPF have been considered.
- 8.10 For the reasons outlined within this report the Committee is advised that, subject to conditions and a S106 agreement the development, it is considered the development would be sustainable and no significant harm has been identified. It is considered that the benefits of the development would outweigh the conflict with Policy DM4 of the Core Strategy and Development Management Policies (2009).

Recommendation:

That Outline Planning Permission be APPROVED subject to the completion of a Section 106 Agreement and the following:

RECOMMENDED CONDITIONS

- 1 **No development shall take place until approval of the details of the appearance, landscaping, layout and scale of the development (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.

- 2 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.

- 3 The development hereby approved shall comprise no more than 150 units.

Reason: For the avoidance of doubt and to ensure that the development takes place at an acceptable density that is compatible with the characteristics of the site and its surroundings.
(Sections 11 and 12, NPPF)

- 4 No building shall be occupied until the junction of the proposed vehicular access 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)

- 5 Visibility splays shall be provided at the junction of the access with the public highway before any part of 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 61.8m to the east with 57.1m to the west 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)

- 6 No dwelling shall be occupied until both a 2m wide footway has been constructed on the eastern side of the proposed new access up to Cambridge Road and the footway improvements shown on drg 18-292/007 Rev A have been provided. Any Statutory Undertakers equipment or street furniture shall be re-sited to provide an unobstructed footway.

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

- 7 **No development shall take place 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 to which estate streets serving each phase of the development will be completed. The development shall be carried out in accordance with the approved plan.**

Reason: - 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.
(Sections 9 and 12, NPPF)

- 8 The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall show roads and footpaths which are to be laid out and drained in accordance with the Central Bedfordshire Design Guide September 2014 or other such document(s) that replace it; and no dwelling 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 approved plans.

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

- 9 The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall illustrate independent vehicular turning head areas for an 11.5m long 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)

- 10 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 document(s) that replace it. The approved scheme shall be implemented and made available for use before the development is fully 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)

- 11 **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:**

- **The parking of construction worker vehicles**
- **Loading and unloading of plant and materials used in the development**
- **The erection and maintenance of security hoarding / scaffolding affecting the highway if required.**
- **Wheel washing facilities**
- **Measures on site to control the deposition of dirt / mud on surrounding roads during the development.**
- **Footpath/footway/cycleway or road closures needed during the development period**
- **Traffic management needed during the development period.**
- **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.**
- **Any other method statement as deemed appropriate and necessary, having regard to the consultation response dated 25th of March 2019 from Network Rail.**

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

REASON: The condition requires discharging pre-commencement in the interests of safety, protecting the amenity of local land uses, neighbouring residents and highway safety from the very start of the development.

(Section 9, NPPF)

- 12 No development shall take place until a written scheme of archaeological resource management (WSARM); that includes provision for archaeological trial trench evaluation, archaeological open area investigation, 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 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 archaeological investigation in advance of development would be contrary to paragraph 199 of the National Planning Policy Framework 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).

(Section 16, NPPF)

- 13 No development shall take place 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 and management 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 conservation objectives for the proposed works.
 - b) Review of site potential and constraints.
 - c) Detailed design(s) and/or working method(s) to achieve stated objectives.
 - d) Extent and location/area of proposed works on appropriate scale maps and plans.
 - 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 the 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 works shall be carried out strictly in accordance with the approved details and shall be retained in that manner thereafter

**Reason: The condition must be discharged prior to commencement to ensure that the development is ecologically sensitive, including during the construction phase and secures biodiversity enhancements in accordance with the National Planning Policy Framework.
(Section 15, NPPF)**

- 14 The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall include the provision of fire hydrants at the development. No dwelling shall be first occupied until the fire hydrant serving that dwelling has been installed as approved. Thereafter the fire hydrants shall be retained as approved in perpetuity.

Reason: In the interests of fire safety and providing safe and accessible developments.
(Section 8, NPPF)

- 15 The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall include a children's play area of a minimum of 600sqm. Details of the layout and design of the play area, including the equipment, furniture, surfacing and boundary treatment to be installed; and a timetable for the provision of the play area shall be included within the submission. The play area shall be provided in accordance with the approved details within the agreed timetable and shall be maintained thereafter.

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

- 16 The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall be informed and accompanied by a scheme for protecting future occupiers of the proposed dwellings from noise from rail and road traffic. The scheme shall follow the recommendations identified in the Wardell Armstrong Noise & Vibration Assessment report (Ref: GM10282) dated January 2019. None of the dwellings shall be occupied until the scheme has been implemented in accordance with the approved details, and shown to be effective, and the elements of the approved scheme shall be retained in accordance with those details thereafter.

Reason: To protect the amenity of future occupiers of the development, and ensure that they are able to enjoy reasonable internal and external acoustic, thermal and general living environments.
(Section 15, NPPF)

- 17 The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall be informed and accompanied by a scheme for protecting the proposed dwellings from odours arising from the adjacent Poppy Hill Livestock Farm. None of the dwellings shall be occupied until such a scheme has been implemented in accordance with the approved details, and shown to be effective, and it shall be retained in accordance with those details thereafter.

Reason: To protect the amenity of future occupiers of the development, and to avoid placing undue burdens on the existing livestock business operating at Poppy Hill Farm.
(Section 15, NPPF)

- 18 **The development hereby permitted shall not begin until a scheme to deal with contamination of land/ground gas/controlled waters has been submitted to and approved in writing by the local planning authority. The scheme shall include all of the following measures, unless the local planning authority dispenses with any such requirement specifically in writing:**
- 1. A Phase I site investigation report carried out by a competent person to include a desk study, site walkover, the production of a site conceptual model and a human health and environmental risk assessment, undertaken in accordance with BS 10175: 2011 Investigation of Potentially Contaminated Sites - Code of Practice.**
 - 2. A Phase II intrusive investigation report detailing all investigative works and sampling on site, together with the results of the analysis, undertaken in accordance with BS 10175:2011 Investigation of Potentially Contaminated Sites - Code of Practice. The report shall include a detailed quantitative human health and environmental risk assessment.**
 - 3. A remediation scheme detailing how the remediation will be undertaken, what methods will be used and what is to be achieved. A clear end point of the remediation shall be stated, and how this will be validated. Any ongoing monitoring shall also be determined.**
 - 4. If during the works contamination is encountered which has not previously been identified, then the additional contamination shall be fully assessed in an appropriate remediation scheme which shall be submitted to and approved in writing by the local planning authority.**
 - 5. A validation report detailing the proposed remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology shall be submitted prior to first occupation of the development. Details of any post-remedial sampling and analysis to demonstrate that the site has achieved the required clean-up criteria shall be included, together with the necessary documentation detailing what waste materials have been removed from the site.**

Reason: The condition must be discharged prior to commencement to minimise and prevent pollution of the land and the water environment and in order to protect human health and the environment, including during the construction phase.
(Section 15, NPPF)

- 19 The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall include 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 that the development provides opportunities for the use of low carbon vehicles for the movement of people.
(Section 9, NPPF)

- 20 The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall include the following:
- A detailed scheme showing the crossing point between the north-south private road and bridleway and the east - west proposed new estate road.
 - A scheme for the separation of the private road from the development on both sides of the private road, except where it is crossed by the proposed estate road, with the width of the private road corridor being retained at a minimum of 4m wide.
 - A detailed scheme for the enhancement of the bridleway through the site.

The approved details shall be implemented prior to the first occupation of any of the dwellings on the development and shall be retained thereafter.

Reason: In the interests of the safety of future occupiers of the development; to ensure that users of the private road are not prejudiced by the development and to ensure the enhancement of the bridleway in the interests of promoting sustainable methods of transport and leisure routes.
(Sections 8, 9 and 12, NPPF)

- 21 None of the dwellings hereby permitted shall be first occupied until an updated Residential Travel Plan has been submitted to and approved in writing by the Council, such a Travel Plan to include details of:
- Predicted travel to and from the site and targets to reduce car use
 - Details of existing and proposed transport links, to include links to both pedestrian, cycle and public transport networks
 - Proposals and measures to minimise private car use and facilitate walking, cycling and use of public transport
 - Timetable for implementation of measures designed to promote travel choice
 - Plans for monitoring and review, annually for a period of 5 years at which time the obligation will be reviewed by the planning authority
 - Details of provision of cycle parking in accordance with Council guidelines
 - Details of marketing and publicity for sustainable modes of transport to include site specific welcome packs. Welcome packs to include;
 1. Walking, cycling, public transport and rights of way information. Site specific travel and transport information
 2. Travel vouchers
 3. Details of relevant pedestrian, cycle and public transport routes to/ from and within the site
 4. Copies of relevant bus and rail timetables
 - Details of the appointment of a Travel Plan Co-ordinator

None of the dwellings hereby approved shall be occupied prior to the implementation of those parts of the Travel Plan identified as capable of being implemented prior to occupation. Those parts of the approved Travel Plan that are identified as being capable of implementation after occupation shall be implemented in accordance with an agreed timetable and shall continue to be implemented as long as any part of the development is occupied.

Reason: To promote sustainable modes of travel and to reduce the potential traffic impact of the development on the local highway network.
(Section 9, NPPF)

- 22 The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall include 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. 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. The final detailed design shall be based on the agreed drainage Strategy (Ref: 6332/R2 January 2019) 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.

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; and to ensure that the safe operation of the railway is not prejudiced by the proposed drainage system. (Section 14, NPPF)

- 23 None of the dwellings hereby permitted shall be first occupied until the following has been submitted to and approved in writing by the Local Planning Authority:
- A finalised 'Maintenance and Management Plan' for the entire surface water drainage system, inclusive of any adoption arrangements and/or private ownership or responsibilities; and
 - Written confirmation that the approved surface water drainage scheme has been correctly and fully installed as per the final approved details.

The system shall be maintained in accordance with the approved Maintenance and Management Plan thereafter.

Reason: To ensure that the implementation and long term operation of a sustainable drainage system (SuDS) is in line with what has been approved, in accordance with Written Statement HCWS161 18th December 2014. (Section 14, NPPF)

- 24 Any application for reserved matters shall include details of the existing and final ground, ridge and slab levels of the buildings. The details shall include sections through both the site and the adjoining properties. Thereafter the site shall be developed in full accordance with the approved details.

Reason: To ensure that an acceptable relationship results between the new development and adjacent buildings and public areas. (Section 12, NPPF)

- 25 The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall include details of external lighting to be installed on the site, including the design of the lighting unit, any supporting structure and the extent of the area to be illuminated. The external lighting shall be installed in accordance with the approved details.

Reason: To protect the safety and visual amenity of the site and its surrounding area and the safety of the adjoining railway and to ensure that

natural habitats and neighbouring properties are not harmed by unacceptable levels of light pollution.
(Sections 12 and 15, NPPF)

- 26 The details to be submitted for approval of reserved matters in connection with this development shall include a scheme of measures to mitigate the impacts of climate change and deliver sustainable and resource efficient development including opportunities to meet higher water efficiency standards and building design, layout and orientation, natural features and landscaping to maximise natural ventilation, cooling and solar gain. The scheme shall include:

- details to demonstrate how 10% energy demand of the development to be delivered from renewable or low carbon sources or that the development's energy demand will be reduced by at least 10% through fabric measures, will be achieved; and
- details to demonstrate that water efficiency to achieve water standard of 110 litres per person per day will be achieved.

Thereafter the development shall be carried out in full in accordance with the approved scheme.

Reason: To ensure the development is resilient and adaptable to the impacts arising from climate change in accordance with the NPPF.
(Section 14, NPPF)

- 27 The detailed landscape proposals to be submitted for approval of reserved matters in connection with this development shall include a Landscape Management Plan, which shall include details of how the planting buffer areas, north/south central hedgeline and the southwest area of woodland will be managed. The existing and proposed landscaping shall subsequently be managed and maintained in accordance with the approved Landscape Management Plan.

Reason: To ensure that existing and proposed landscaping areas are properly managed in the interests of visual amenity and biodiversity.
(Sections 12 & 15, NPPF)

- 28 The detailed landscape proposals to be submitted for approval of reserved matters in connection with this development shall include the positions, design, materials and type of boundary treatment to be erected, which shall include a suitable trespass proof fence adjacent to Network Rail's boundary of at least 1.8m high. The boundary treatment to the Network Rail boundary shall be completed in accordance with the approved scheme before any of the dwellings are occupied and shall be retained thereafter.

Reason: To safeguard the appearance of the completed development and the visual amenities of the locality and to reduce the risk of trespass on the railway in the interests of safety.
(Sections 8 & 12, NPPF)

- 29 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 for each dwelling before occupation of that dwelling 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).

- 30 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 8720-L-01 Rev B, 18-292/007 Rev A, and 18-292/009 Rev A.

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.
4. The applicant is advised that in order to comply with Conditions 4 and 6 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
5. To discharge condition 22, the applicant is advised that the following points will have to be addressed within the submission:
 - (A) A 40% climate change allowance is required as well as 10% urban creep. (FRA mitigation measures states 30% also quoted at 5.1.3).
 - (B) Also required is a full set of calculations, providing evidence of all surface water retained on site for the 1 in 100 (+40%CC+10% Urban Creep). Any exceedance should be shown with pathways with maximum depths and velocity.
 - (C) Any watercourses within or adjacent to the site should be included in the maintenance and management plan, even if there is no discharge to them. This would be a riparian ownership issue but leaving it as such is no longer acceptable.
 - (D) Full drainage drawings showing all connections, control features, storage, inverts etc are required.
 - (E) 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. This could be per phase or strategic, either way if it is used for that phase drainage it will need

assessing.

(F) 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'.

(G) 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).

(H) 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.

(I) Land drainage Consent under the Land Drainage Act 1991 must be secured to discharge surface water to an existing watercourse/ditch, and details of this provided with the full detailed design. This is obtained from the IDB, who consider consents and discharge rates on behalf of CBC. An easement should be provided on the developable side of the watercourse to allow for access for maintenance, this should be 9m but may depend on the maintenance requirements considered appropriate.

6. Network Rail have provided the following advice in their consultation response of 25th March 2019:

Drainage

We ask that all surface and foul water drainage from the development area be directed away from Network Rail's retained land and structures into suitable drainage systems, the details of which are to be approved by Network Rail before construction starts on site.

Water must not be caused to pond on or near railway land either during or after any construction-related activity.

The construction of soakaways for storm or surface water drainage should not take place within 20m of the Network Rail boundary. Any new drains are to be constructed and maintained so as not to have any adverse effect upon the stability of any Network Rail equipment, structure, cutting or embankment.

The construction of soakaways within any lease area is not permitted.

The construction of surface water retention ponds/tanks, SuDS or flow control systems should not take place within 20m of the Network Rail boundary where these systems are proposed to be below existing track level. Full overland flow conditions should be submitted to Network Rail for approval prior to any works on site commencing.

The construction of surface water retention ponds/tanks, SuDS or flow control systems should not take place within 30m of the Network Rail boundary where these systems are proposed to be above existing track

level. Full overland flow conditions should be submitted to Network Rail for approval prior to any works on site commencing.

If a Network Rail-owned underline structure (such as a culvert, pipe or drain) is intended to act as a means of conveying surface water within or away from the development, then all parties must work together to ensure that the structure is fit for purpose and able to take the proposed flows without risk to the safety of the railway or the surrounding land.

Wayleaves and or easements for underline drainage assets

The position of any underline drainage asset shall not be within 5m of drainage assets, sensitive operational equipment such as switches and crossings, track joints, welds, overhead line stanchions and line side equipment, and not within 15m of bridges, culverts, retaining walls and other structures supporting railway live loading.

Protection of existing railway drainage assets within a clearance area

There are likely to be existing railway drainage assets in the vicinity of the proposed works. Please proceed with caution.

No connection of drainage shall be made to these assets without Network Rail's prior consent to detailed proposals. Any works within 5m of the assets will require prior consent.

There must be no interfering with existing drainage assets/systems without Network Rail's written permission.

The developer is asked to ascertain with Network Rail the existence of any existing railway drainage assets or systems in the vicinity of the development area before work starts on site. Please contact Matthew Shelton (matthew.shelton@networkrail.co.uk) for further information and assistance.

Fail Safe Use of Crane and Plant

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

Excavations/Earthworks

All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of

support is given or can be claimed from Network Rails infrastructure or railway land.

Security of Mutual Boundary

Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

Fencing

Because of the nature of the proposed developments we consider that there will be an increased risk of trespass onto the railway. The Developer must provide a suitable trespass proof fence adjacent to Network Rail's boundary (minimum approx. 1.8m high) and make provision for its future maintenance and renewal. Network Rail's existing fencing / wall must not be removed or damaged.

Method Statements/Fail Safe/Possessions

Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. This should include an outline of the proposed method of construction, risk assessment in relation to the railway and construction traffic management plan. Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Asset Protection Project Manager and are subject to a minimum prior notice period for booking of 20 weeks. Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval.

OPE

Once planning permission has been granted and at least six weeks prior to works commencing on site the Asset Protection Project Manager (OPE) MUST be contacted, contact details as below. The OPE will require to see any method statements/drawings relating to any excavation, drainage, demolition, lighting and building work or any works to be carried out on site that may affect the safety, operation, integrity and access to the railway.

Vibro-impact Machinery

Where vibro-compaction machinery is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed.

Two Metre Boundary

Consideration should be given to ensure that the construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon

Network Rail's adjacent land, and therefore all/any building should be situated at least 2 metres from Network Rail's boundary. This will allow construction and future maintenance to be carried out from the applicant's land, thus reducing the probability of provision and costs of railway look-out protection, supervision and other facilities necessary when working from or on railway land.

ENCROACHMENT

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land and soil. There must be no physical encroachment of any foundations onto Network Rail land. Any future maintenance must be conducted solely within the applicant's land ownership. Should the applicant require access to Network Rail land then must seek approval from the Network Rail Asset Protection Team. Any unauthorised access to Network Rail land or air-space is an act of trespass and we would remind the council that this is a criminal offence (s55 British Transport Commission Act 1949). Should the applicant be granted access to Network Rail land then they will be liable for all costs incurred in facilitating the proposal.

Noise/Soundproofing

The Developer should be aware that any development for residential use adjacent to an operational railway may result in neighbour issues arising. Consequently every endeavour should be made by the developer to provide adequate soundproofing for each dwelling. Please note that in a worst case scenario there could be trains running 24 hours a day and the soundproofing should take this into account.

Trees/Shrubs/Landscaping

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Acceptable:

Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"

Not Acceptable:

Acer (*Acer pseudoplatanus*), Aspen – Poplar (*Populus*), Small-leaved Lime (*Tilia Cordata*), Sycamore – Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), Ash (*Fraxinus excelsior*), Black poplar (*Populus nigra* var, *betulifolia*), Lombardy Poplar (*Populus nigra* var, *italica*), Large-leaved lime (*Tilia platyphyllos*), Common lime (*Tilia x europea*)

A comprehensive list of permitted tree species is available upon request.

Lighting

Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. Detail of any external lighting should be provided as a condition if not already indicated on the application.

Access to Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development. In particular, the railway access point to the North East corner of the railway bridge on Cambridge Road must remain clear and unobstructed at all times both during and after construction works at the site.

Children's Play Areas/Open Spaces/Amenities

Children's play areas, open spaces and amenity areas must be protected by a secure fence along the boundary of one of the following kinds, concrete post and panel, iron railings, steel palisade or such other fence approved by the Local Planning Authority acting in consultation with the railway undertaker to a minimum height of 1.8 metres and the fence should not be able to be climbed.

Network Rail is required to recover all reasonable costs associated with facilitating these works.

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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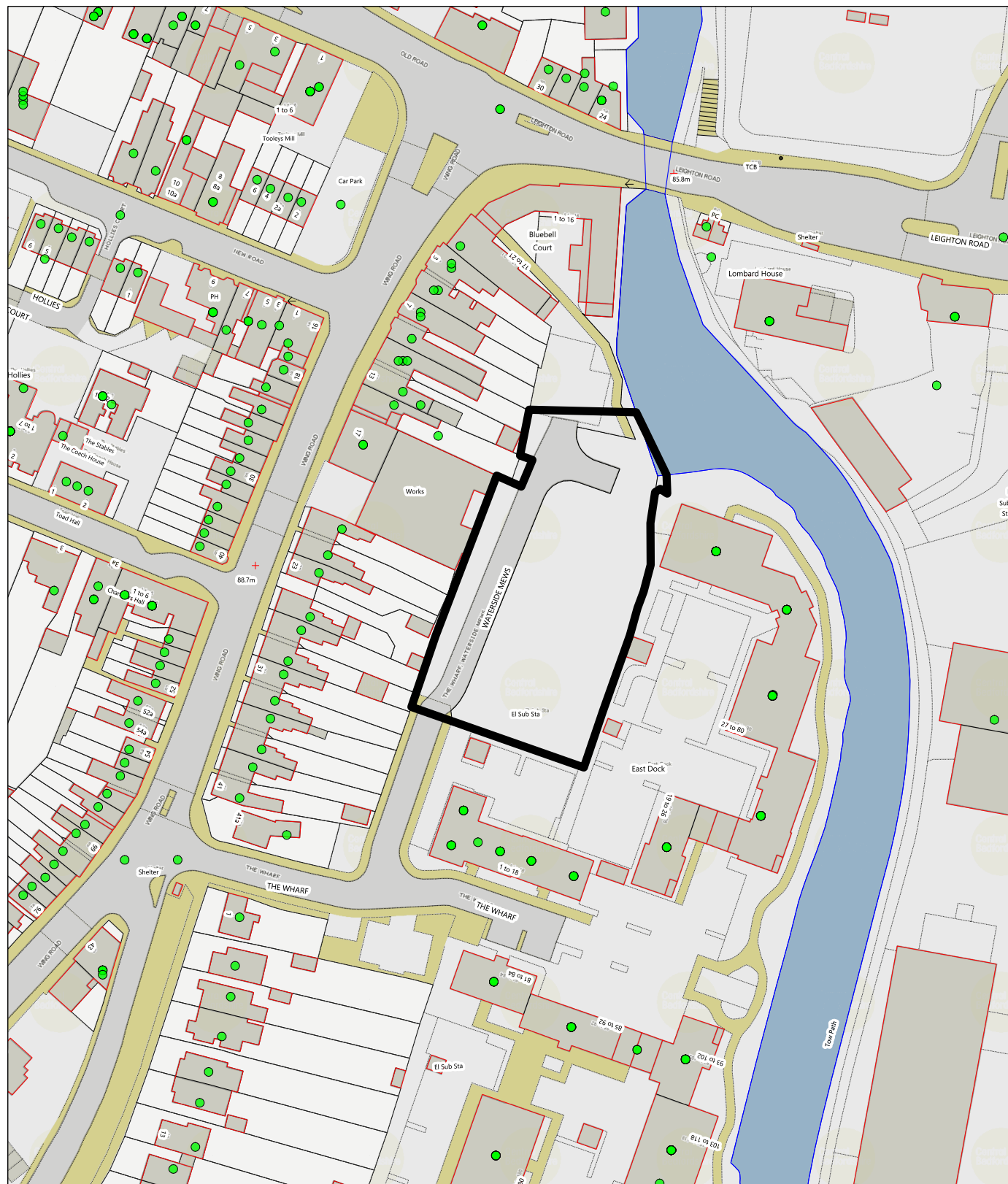
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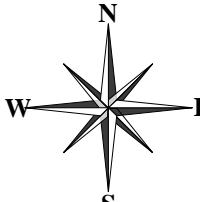
7. Planning Application No:
CB/18/00943/FULL (Linslade)

Address: Land to the rear of no's. 11B -
29 Wing Road, Linslade, (Nearest
Postcode LU7 2LA).

Proposed residential scheme of 34 x 1
and 2 bedroom apartments.

Applicant: Roxylight Holdings Ltd



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	Date: 22:August:2019	
	Map Sheet No	
Scale: 1:1250	Land to the rear of no's 11B-29 Wing Road, Linslade	

APPLICATION NUMBER	CB/18/00943/FULL
LOCATION	Land to the rear of no's. 11B - 29 Wing Road, Linslade
PROPOSAL	Proposed residential scheme of 34 x 1 and 2 bedroom apartments
PARISH	Leighton-Linslade
WARD	Linslade
WARD COUNCILLORS	Cllrs Perham, Snelling & Harvey
CASE OFFICER	Debbie Willcox
DATE REGISTERED	07 March 2018
EXPIRY DATE	06 June 2018
APPLICANT	Roxylight Holdings Ltd
AGENT	Weedon Architects
REASON FOR COMMITTEE TO DETERMINE	The application is for major development and Leighton-Linslade Town Council have raised concerns in respect of material planning considerations which cannot be addressed by conditions.
RECOMMENDED DECISION	Full Application - Recommended for Approval

Summary of Recommendation:

The application represents a departure from local adopted planning guidance as it would not deliver 30% affordable housing. However, it is considered that the benefits of the scheme, which include providing housing in a highly sustainable location; the remediation of a vacant, brownfield site; providing additional parking spaces which would assist in alleviating existing parking problems in neighbouring developments; and the enhancement of the waterside environment, when taken together, would outweigh the shortfall in the provision of affordable housing, particularly having regard to a proposed out-turn review mechanism that may allow additional funds to be provided for the delivery of affordable housing in the future. The proposal is therefore considered to represent sustainable development that would broadly be in line with the National Planning Policy Framework and the Development Plan.

Site Location and Background to the Application:

The application site is a 0.28 hectare parcel of vacant, brownfield land located to the east of the rear boundary of dwellings on Wing Road and to the north and west of a residential development of 180 dwellings known as The Wharf in Linslade. The Wharf development lies adjacent to the Grand Union Canal, and a small part of the application site also lies adjacent to the Canal, to the north eastern boundary. The application site includes a vehicular access through The Wharf development and shares the same access to the Wing and Mentmore Road junction. The site is flanked to the north by the former Millers Dairy site, which has recently been redeveloped for housing, which includes a vehicular access through this application site. A small part of the site; at the northern end; lies within the Linslade Conservation Area.

The site, formerly part of a plant nursery, formed part of the site of planning application SB/TP/03/1473 for which outline planning permission was granted in August 2004 for a residential redevelopment and the provision of a medical centre on the part of the site to which this application relates. Reserved Matters consent was subsequently granted for 180 units on the land outside this application site and

resulted in the construction of The Wharf. The Wharf provided 10% affordable housing; and the legal agreement pursuant to that outline permission required the developer to make this application site available for a medical centre for a period of three years, after which, if the medical centre was not implemented, it was to be developed for housing with the proviso that the overall affordable housing provision for the wider site (The Wharf and the current site) be increased from 10% to 20% in total.

The Application:

This application seeks full planning permission for the erection of a block of 34 flats (18 x 1 bedroom and 16 x 2 bedroom flats) together with parking, landscaping and ancillary works including bin and cycle stores. The proposed residential block would be built on the eastern half of the main part of the site with the western half (to the rear of properties in Wing Road) given over to parking and the access leading to the adjacent Millers Dairy site.

Due to the topography of the site which slopes down from west to east the proposed building would present a three and a half storey facade towards Wing Road and a four and a half storey facade facing The Wharf; with the lower ground floor providing undercroft parking. The design of the proposed block would be traditional in nature with pitched roofs and pitched roof dormers. The building would be articulated and broken up with a variety of projections and balconies. Externally the building would be finished in a mix of brick, render and weatherboarding with a tiled roof.

A total of 76 parking spaces would be provided, 31 within the undercroft (including 2 disabled spaces) and the rest in ranks either side of the 6 metre wide access road and turning head. A covered cycle store would be provided for 40 cycles. The site also includes a 15 metre long stretch of footpath alongside the canal linking The Wharf site to Leighton Road via the Millers Dairy site.

The proposal does not include any affordable housing.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (February 2019)

Section 2: Achieving sustainable development

Section 4: Decision-making

Section 8: Promoting healthy and safe communities

Section 9: Promoting sustainable transport

Section 11: Making effective use of land

Section 12: Achieving well-designed places

Section 14: Meeting the challenge of climate/coastal change, flooding

Section 15: Conserving and enhancing the natural environment

Section 16: Conserving and enhancing the historic environment

South Bedfordshire Local Plan Review Policies

BE8 Design Considerations

H2 Fall-In Sites

H3 Local Housing Needs

T10 Parking - New Developments

(Having regard to the National Planning Policy Framework, the age of the plan and the general consistency with the NPPF, policies BE8, H2 & H3 are still given significant weight. Policy T10 is afforded less weight).

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:

LP SP2: NPPF - Sustainable Development
 LP H1: Housing Mix
 LP H2: Housing Standards
 LP H3: Housing for Older People
 LP H4: Affordable Housing
 LP HQ1: High Quality Development
 LP HQ2: Provision for Social and Community Infrastructure Levy
 LP T1: Mitigation of Transport Impacts on the Network
 LP T2: Highway Safety and Design
 LP T3: Parking
 LP T5: Ultra Low Emission Vehicles
 LP EE2: Enhancing biodiversity
 LP EE4: Trees, woodlands and hedgerows
 LP EE8: Greensand Ridge Nature Improvement Area
 LP EE11: The River and Waterway Network
 LP CC1: Climate Change and Sustainability
 LP CC3: Flood Risk Management
 LP CC4: Development close to watercourses
 LP CC5: Sustainable Drainage
 LP CC6: Water Supply and Sewerage Infrastructure
 LP CC7: Water Quality
 LP CC8: Pollution and Land Instability
 LP HE3: Built Heritage

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Affordable Housing Guidance Note for Central Bedfordshire (South Area) (September 2018)

Central Bedfordshire Sustainable Drainage Guidance (May, 2015)

Relevant Planning History:

Application Number	CB/17/02741/PAPC
Description	Pre-Application Non Householder: Proposed residential scheme of 38 x 1 and 2 bed apartments.
Decision	Pre-application advice released
Decision Date	20/07/2017

Application Number	CB/11/01197/FULL
Description	Demolition of existing buildings and erection of a C2 development comprising 44 care suites and 27 nursing beds with a small amount of A3 use. (Vehicular access via Charity Wharf to the South).
Decision	Planning permission granted - not implemented
Decision Date	24/11/2011
Application Number	SB/08/00458
Description	Erection of part three storey, part four storey block of 50 units for residential accommodation with associated car parking and landscaping
Decision	Planning permission refused
Decision Date	31/07/2008
Application Number	SB/06/00986/RM
Description	Erection of 30 units. (Phase 2) (Amendment to SB/ARM/05/0753) to construct a 2 storey block of 8 and a 4 storey block of 22 units) with amended parking.
Decision	Reserved Matters Granted
Decision Date	24/11/2006
Application Number	SB/05/00753/RM
Description	Demolition of existing buildings and erection of 180 apartment dwellings, car parking, landscaping and ancillary works (approval of reserved matters pursuant to outline permission SB/OUT/03/1473
Decision	Reserved Matters Granted
Decision Date	11/11/2005
Application Number	SB/03/01473/OUT
Description	Demolition of existing buildings and erection of 180 dwellings together with clinic/surgery building and access road (outline)
Decision	Outline Permission Granted
Decision Date	19/08/2004

Consultees:

Leighton-Linslade Town Council

RESOLVED to recommend to Central Bedfordshire Council that no objection be made to planning application reference CB/18/00943 (11B-29 Wing Road, Linslade) but to comment that the Town Council had concerns regarding the adequacy of car parking proposals and vehicular access and egress onto Wing Road.

Proposed 4-floor building will block natural light to the Wharf flats.

There are major traffic issues on the Wing Road in the area, which new flats as well as construction traffic will aggravate. The Wing Road is already gridlocked at rush hour and Saturdays etc, an issue which should be addressed before more traffic introduced.

Highways Officer

The proposal is for the construction of a block of 34 flats and 76 parking spaces. The flats are made up of 18 one bedroom and 16 two bedroom flats. In accordance with

the authority's standard 1 and 2 parking spaces would be required for 1 and 2 bedroom flats respectively along with 1 visitor space per 4 dwellings.

In accordance with the authority's parking standard a total of 58 parking spaces should be provided while 76 spaces are proposed.

There is adequate cycle storage and parking provision for residents and visitors along with refuse storage

In conclusion in a highway context I consider that the proposal is acceptable and there is not a need to restrict this application by way of highway conditions.

Canal & River Trust

The main issues relevant to the Trust as statutory consultee on this application are:

- a) Impact on the character and appearance of the waterway corridor
- b) Possible impact on the structural integrity of the canal due to the proximity of the building to the canal.
- c) Possible impact on the ecology of the canal

On the basis of the information available our advice is that suitably worded conditions or the submission of additional information can cover these matters.

Anglian Water

Anglian Water has assets in the vicinity of the application site - an informative is requested to be included within the planning permission.

The development site is within 15 metres of a sewage pumping station. This asset requires access for maintenance and will have sewerage infrastructure leading to it. For practical reasons therefore it cannot be easily relocated.

Anglian Water consider that dwellings located within 15 metres of the pumping station would place them at risk of nuisance in the form of noise, odour or the general disruption from maintenance work caused by the normal operation of the pumping station.

The site layout should take this into account and accommodate this infrastructure type through a necessary cordon sanitaire, through public space or highway infrastructure to ensure that no development within 15 metres from the boundary of a sewage pumping station if the development is potentially sensitive to noise or other disturbance or to ensure future amenity issues are not created.

The foul drainage from this development is in the catchment of Leighton Linlade Water Recycling Centre that will have available capacity for these flows. The sewerage system at present also has available capacity for the flows.

The surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is unacceptable. No evidence has been provided to show that the surface water hierarchy has been followed as stipulated in Building Regulations Part H. This encompasses the trial pit logs from the infiltration tests and the investigations in to discharging to a watercourse. If these methods are deemed to be unfeasible for the site, we require confirmation of the intended manhole connection point and discharge rate proposed before a connection to the public surface water sewer is permitted.

Conditions are requested in respect of foul and surface water drainage strategies.

Flood Risk Management (final comments)	No objection subject to conditions.
Internal Drainage Board	No comments.
Conservation Officer	No comments.
Trees & Landscape Officer (Final comments)	No objections subject to a condition in respect of the protection of existing trees and landscaping.
Landscape Officer	No significant concerns. Boundary treatment will need careful consideration. The proposed planting to the eastern site boundary will potentially be in heavy shade and this could effect growth; the inclusion of 'venetian' style timber fencing, or similar, which allows some light through may help shrubs establish and thrive or the inclusion climbing shrubs suitable for shade may be an option.
Ecologist	No objection to the proposal. Ecological enhancements shown on drawing 17-083-02 are welcomed as they support the aspirations of the Greensand Ridge Nature Improvement Area. A condition should be placed on any permission granted to ensure their delivery on this site.
Pollution Team	The applicant is advised that while the Council has no reason to believe this site is contaminated, and is not aware of any potentially contaminative past use, it is the developer's responsibility to ensure that final ground conditions are fit for the end use of the site. If during any site investigation, excavation, engineering or construction works evidence of land contamination is identified, the applicant shall notify the Local Planning Authority without delay. Any land contamination identified shall be remediated to the satisfaction of the Local Planning Authority to ensure that the site is made suitable for its end use.

MANOP	Requests that all dwellings be compliant with Category 2 of Part M of the Building Regulations and that a small number of the dwellings be constructed to Category 3 of Part M of the Building Regulations and be wheelchair accessible.
Sustainable Development	Requests conditions in respect of energy use and water efficiency.
Waste Services	Requests a condition requiring the developer to supply waste receptacles.
Bedfordshire Fire and Rescue	Requests condition requiring the provision of fire hydrants.
Police Architectural Liaison Officer	Objects on the basis that the proposal is in an urban location and incorporates undercroft parking but does not provide specific crime prevention proposals.

Other Representations:

Neighbours

1 x neutral response

3 x responses objecting for the following reasons:

- The scheme is overdevelopment;
- The proposal is too close to East Dock and will block natural light and increase noise pollution;
- The parking spaces are inadequate and will be too small;
- The Wharf hasn't got enough parking;
- The Wharf already struggles with the waste system/drainage;
- The scheme will increase vehicle traffic in an area that is already congested and polluted;
- The access to Wing Road/ Mentmore Road currently has issues with congestion and pollution at busy times, with large numbers of school children using the signalised crossing and drivers blocking the crossing, making it hard to get out;
- There is a lack of affordable housing, so the development would not contribute to the community;
- No meaningful environment assessment has been provided;
- The canalside access leads to The Wharf and is therefore presumably private, not public;
- Construction activities would lead to noise, dust and air pollution and construction vehicles would block the access.

Determining Issues:

The main considerations of the application are;

1. Principle of Development
2. Affect on the Character and Appearance of the Area
3. The Historic Environment
4. Neighbouring Amenity

5. Highway Considerations
6. Drainage and the Waterside Environment
7. Affordable Housing and Infrastructure Contributions
8. Other Considerations
9. Planning Balance

Considerations

1. Principle of Development

- 1.1 The application site comprises a vacant, brownfield site located in a highly sustainable location within Linslade and the principle of the provision of residential development on the site is wholly in accordance with the NPPF and policy H2 of the South Bedfordshire Local Plan Review.
- 1.2 Furthermore, the principle of residential development on the site was accepted as part of the Section 106 Agreement for planning permission reference no. SB/03/01473/OUT, which required the residential development of the site, should the medical centre proposal not come forward; albeit the Section 106 Agreement required that the residential development should include affordable housing sufficient to result in a 20% provision across the wider site.
- 1.3 Whilst affordable housing issues will be discussed further in Section 7, it is noted that the NHS confirmed that they did not wish to proceed with a medical centre on the site; and therefore the principle of residential development on the site is considered to be established.

2. Affect on the Character and Appearance of the Area

- 2.1 The existing Wharf Development comprises blocks of predominantly four storeys of flatted development, finished in red brick and weatherboarding, with a mixture of gabled and hipped tiled roofs. The Miller's Dairy development is two storey at road level, but three storey at canalside level and incorporates gabled roofs, using a mixture of red brick, weatherboarding and painted render with tiled roofs.
- 2.2 The proposed development would be a very similar height to The Wharf development, maximising the use of the graduated site levels. It would reference design cues taken from The Wharf and Miller's Dairy developments, with a predominance of red brick to be broken up with weatherboarding and painted render. The bulk of the building would also be broken through the use of projecting features and balconies.
- 2.3 The outside layout has been amended during the application in response to comments from The Canal and River Trust and the Council's Trees and Landscape Officer to present an attractive landscaped edge to the canal. Delivery of the soft and hard landscaping proposals are to be conditioned.
- 2.4 It is considered that the proposal makes efficient use of the site, whilst being sympathetic to its surrounding context and would have an acceptable impact on the character and appearance of the area. The proposal is therefore considered to accord with Sections 11 and 12 of the NPPF, policies BE8 and H2 of the South Bedfordshire Local Plan Review and the Central Bedfordshire Design Guide.

3. The Historic Environment

- 3.1 A very small part of the site lies within the Linslade Conservation Area, however there would be no built form within the Conservation Area. It is considered that

the proposal would result in a minor enhancement to the Conservation Area by remediating a derelict site with appropriately designed development and enhancing the waterside environment; Therefore the proposal is considered to conform with Section 16 of the NPPF.

4. Neighbouring Amenity

- 4.1 To the south of the application site lies an L-shaped residential building which forms part of The Wharf development. The southern elevation of the proposed development would be approximately 15m away at the closest point to this residential building. It is considered that the separation distance would be sufficient to ensure that there would be no unacceptable loss of daylight or the creation of a sense of overbearing to occupiers of this residential block. There would be no loss of sunlight as the development lies to the north of the block.
- 4.2 There are windows serving habitable rooms within the northern elevation of the residential block; projecting balconies have been avoided on the southern elevation of the proposed building to protect privacy, but habitable rooms within the new development would be served solely by windows within this elevation. The separation distance is below the 21m typically recommended by the Central Bedfordshire Design Guide for back to back distances, however, 15m is a fairly typical front to front distance (for example, dwellings in Wing Road have 14m front-to-front distances) and for an urban, flatted development, it is considered that this separation distance would provide an acceptable level of privacy for existing occupiers of the residential block to the south and the proposed development.
- 4.3 To the east of the application site there is also a four storey block of flats that forms part of The Wharf, which is broadly U shaped. The proposed development has been designed and positioned such that it would not be directly in front of any windows within this building, except those separated by a distance of some 33m, which is a sufficient separation distance to avoid unacceptable levels of light loss, the creation of a sense of overbearing or unacceptable loss of privacy. There are some south facing windows within the existing block which would have oblique views of the development; and would lose some afternoon and evening sun as a result of the development (those on the lower floors being most affected); however, the roof of the proposed development has been hipped in this location to minimise the impact on these windows; and on a 45 degree line, these windows would be 13m from the building. The proposal would therefore not result in an unacceptable loss of daylight; and the level of sunlight loss is considered to be within acceptable limits.
- 4.4 The application site borders the rear boundaries of dwellings in Wing Road; however, the proposed building would be separated from the rear boundaries by the access road; two rows of car parking and a strip of landscaping, resulting in a minimum separation distance of 17m from the building to the rear boundaries of the Wing Road dwellings. The gardens are predominantly some 20-25m long and this is considered to provide an adequate separation distance to ensure acceptable levels of privacy and that there would be no impact in terms of loss of light or the creation of a sense of overbearing.
- 4.5 There is an extant permission for residential development at 17 Wing Road, which would introduce residential windows some 20m away from the windows of the proposed building at the narrowest point. Again, it is considered that the proposed relationship is acceptable, having regard to the urban location and nature of the development.

- 4.6 In summary, whilst the development would have some inevitable impact on the amenity of some of the neighbouring occupiers, it is considered that those impacts have been minimised by the design and positioning of the proposed development and would be within acceptable limits. The proposal is therefore considered to conform with Sections 11 and 12 of the NPPF, Policies BE8 and H2 of the South Bedfordshire Local Plan Review and the Central Bedfordshire Design Guide.
- 4.7 Neighbouring residents have raised concerns about the impact of construction work on their amenity. It is acknowledged that construction work can be disruptive, however, these impacts would be temporary and would not be sufficient to justify a refusal of planning permission.

5. Highway Considerations

- 5.1 The Highways Officer has raised no objections to the proposed development, nor has he requested the imposition of conditions. It is considered that the additional number of dwellings would not have a material impact upon the safety or capacity of the junction with Wing Road and Mentmore Road, or the wider highway network.
- 5.2 Based on the Council's parking standards, the development should provide 48 parking spaces, however, the proposal would provide 76 parking spaces. It is noted that both the Miller's Dairy development and The Wharf have parking levels significantly below the Council's current parking standards, and the oversupply of parking would relieve parking pressures at both of the adjoining developments. This is considered to be a benefit of the scheme and a condition will be imposed to ensure that the oversupply spaces are not restricted to occupiers of the development.

6. Drainage and the Waterside Environment

- 6.1 Anglian Water raised concerns that the development would be too close to an existing pumping station, resulting in disturbance being caused to future occupiers. They requested that development be kept a minimum of 15m from the pumping station. It has been identified that the pumping station is 15m from the site boundary; and therefore all habitable rooms within the development would be beyond the 15m separation distance requested by Anglian Water.
- 6.2 Concerns were also initially raised by Anglian Water, the Canal and River Trust and the Council's Flood Risk Management Team in respect of foul and surface water drainage. However, the applicant has confirmed that both systems for The Wharf were designed to include capacity for foul and surface water drainage for this part of the wider development; and there will be no discharge directly into the Canal from the subject scheme. As such, it is not considered necessary to impose pre-commencement conditions requiring details of these systems.
- 6.3 Additional information has been supplied to the Canal and River Trust in respect of boundary protection during the construction phase, which is considered to be acceptable. Soft and hard landscaping drawings have also been submitted which would provide adequate protection from cars going into the canal. Details of foundations, excavations and earth removal will have to be approved by them under a separate process anyway, and so a condition is not required. However, a condition in respect of boundary treatment for the final development is considered to be reasonable and necessary and is recommended to be imposed.

- 6.4 The proposal would enhance the waterside environment through the development of a currently derelict site which partly borders the canal and the introduction of managed landscaping. The proposal also includes a footpath which could link the existing waterside footpaths of The Wharf and Miller's Dairy developments.

7. Affordable Housing and Infrastructure Contributions

- 7.1 Under the terms of the Section 106 Agreement for The Wharf development, the site is required to be developed for residential development, to provide a total of 20% of affordable housing over the wider development site. The original Wharf development of 180 units provided 18 affordable units (10%). Therefore, this site should provide a further 18 affordable housing units, and then an additional 7 units (to reflect 20% of its own allowance,) making a total of 25 affordable units.
- 7.2 In addition, the Education Team have identified a requirement for contributions of £97,895.37 to mitigate the impact of the development on schools in the area; and the Community Halls Team have identified a requirement of £23,281 to mitigate the impact of the development on community facilities in the area.
- 7.3 The application was accompanied by a viability assessment that sought to demonstrate that it would be unviable to deliver any affordable housing units on the site, or provide any infrastructure contributions. This assessment was reviewed by an independent consultant. The consultant determined that it would not be viable for the scheme to provide 25 affordable units and the infrastructure contributions; however, it would be viable for the scheme to provide the infrastructure contributions and 10 affordable housing units (30% of the subject scheme as a standalone development). This conclusion was arrived at by adjusting the land value to reflect the existing Section 106 Agreement, setting developer profit at 15.5% (which is at the lower end of the 15% - 20% range which National Planning Practice Guidance suggests should be used) and making assumptions about the values that the affordable housing would attract.
- 7.4 The applicant sought offers for the affordable housing element of the scheme from 16 affordable housing providers (including several providers suggested by the Council as being known to be active in Leighton-Linslade). Only 3 of the providers made offers; and those offers were all significantly below the assumptions of value made by the independent viability consultant. The highest offer rendered the scheme unviable.
- 7.5 A different approach was taken, involving the re-running of the financial appraisal of the scheme for 34 market units, using the profit of 15.5% and the land value identified by the independent consultant; and incorporating the infrastructure requirements. This identified a residual amount of £114,495, which is being offered as a contribution towards the provision of off-site affordable housing.
- 7.6 It is considered that sufficient evidence has been submitted to demonstrate that the scheme would not be viable with a requirement for a higher level of affordable housing provision, based on the current assumptions. However, in line with National Planning Practice Guidance, it is suggested that an out-turn review mechanism be included within the Section 106 Agreement, so that additional funds could be recouped for affordable housing should the development prove to be more profitable than predicted.

7.7 It is suggested that the Section 106 Agreement should therefore include the following:

- £97,895.36 towards education provision;
- £23,281.00 towards community hall provision;
- £114,495.00 towards off-site affordable housing;
- An out-turn review mechanism on the viability of the development;

A Deed of Variation to the existing Section 106 Agreement for the 2003 permission for The Wharf will also be required.

8. Other Considerations

8.1 Community Safety

A submission has been made in response to the comments of the Police Architectural Liaison Officer. This includes access control, lighting and CCTV to the proposed undercroft parking area; and access control to bin and cycle stores and plant rooms. It is considered that these measures, along with appropriate lighting and access control to the development would provide an acceptable degree of community safety.

8.2 Ecology

The Ecologist has indicated that the proposed ecological enhancements are positive and requested that they be secured by condition.

8.3 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.

9. Planning Balance

9.1 It has been identified that the development would not be fully compliant with the Council's adopted Affordable Housing Guidance Note, because it would not provide 30% affordable housing as required by planning policy.

9.2 However, paragraph 118 of the NPPF requires LPAs to give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and to support appropriate opportunities to remediate derelict land.

9.3 It is considered that the benefits of providing housing in a highly sustainable location; remediating the vacant, brownfield site; providing additional parking spaces which would assist in alleviating existing parking problems in neighbouring developments; and the enhancement of the waterside environment, when taken together, would outweigh the shortfall in the provision of affordable housing, particularly having regard to the out-turn review mechanism that may allow additional funds to be provided for the delivery of affordable housing. The proposal is therefore considered to represent sustainable development that would broadly be in line with the National Planning Policy Framework and the Development Plan.

Recommendation:

That Planning Permission be GRANTED subject to the completion of a Section 106 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 No development above slab level shall take place, notwithstanding the details submitted with the application, until details of the external materials and finishes to be used on the building hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To control the appearance of the building in the interests of the visual amenities of the locality.

(Policy BE8, SBLPR and Section 12, NPPF)

- 3 **No development shall take place until a Tree/Shrub Protection Plan and an Arboricultural Method Statement, prepared by a suitably qualified arboriculturist, has been submitted to and approved in writing by the Local Planning Authority for approval. The submission shall clearly show the position and design specification for protective barrier fencing or ground protection around all landscaped and amenity areas being retained. The approved Tree/Shrub Protection Plan and Arboricultural Method Statement shall then be implemented both before and during development, with the position of protective barrier fencing or ground protection remaining securely in position throughout the entire course of development works.**

Reason: The condition must be discharged prior commencement to ensure that a satisfactory standard of landscape protection (including existing and intended areas for planting and tree protection) is maintained in respect of all development activity, in order to safeguard existing visual amenity, canalside landscape character, and to protect any future planting areas from soil medium compaction damage, and any plant or material storage encroachment.

(Policy BE8, SBLPR and Section 12, NPPF)

- 4 The planting and landscaping scheme shown on approved Drawing No. 17-083-02 Rev A dated 20.08.2019 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 in accordance with the approved drawing; 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 in the interests of delivering a high quality development and an enhanced waterside environment.

(Policy BE8, SBLPR and Sections 12 & 15, NPPF)

- 5 **No development shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for the provision of fire hydrant(s) at the development. Prior to the first occupation of any of the dwellings the fire hydrant(s) serving that development shall be installed as approved. Thereafter the fire hydrant(s) shall be retained as approved in perpetuity.**

Reason: The condition must be discharged prior to commencement to ensure that grounds work do not limit the opportunity to provide fire hydrants in the most appropriate location. Fire hydrants are required in the interests of fire safety and providing safe and accessible developments.

(Section 8, NPPF)

- 6 No dwelling shall be occupied until the security measures identified in paragraphs 2.4 - 2.7 of the document "16092 Linslade Phase 2: Planning Application: CB/18/00943/FULL Rear of Wing Road: Response to Police Liaison Consultee comments" prepared by Weedon Architects have been provided. The security measures shall be retained thereafter.

Reason: To reduce crime risk in and around the development.

(Policy BE8, SBLPR and Section 8, NPPF)

- 7 None of the dwellings hereby approved shall be first occupied until the following have been submitted to and approved in writing by the Local Planning Authority:

- Part L Compliance Sheets demonstrating that the development achieves 10% improvement in carbon emissions over that required by current building regulations; and
- Part G water calculations demonstrating that the development meets the higher water efficiency standard of 110 litres per person per day.

Reason: To deliver an energy and water efficient development.

(Policy BE8, SBLPR and Section 14, NPPF).

- 8 None of the dwellings hereby approved shall be first occupied until a scheme for the charging of electric vehicles within the development has been submitted to and approved in writing by the Local Planning Authority and the approved scheme has been implemented.

Reason: To assist with the transition to low-emission vehicles in line with paragraph 110 of the National Planning Policy Framework (2019).

- 9 None of the dwellings hereby permitted shall be occupied until the details of any external lighting to be installed on the site, including the design of the lighting unit, any supporting structure and the extent of the area to be illuminated, have been submitted to and approved in writing by the Local Planning Authority and the external lighting has been installed in accordance with the approved details.

Reason: To provide a safe environment for future residents and to protect the visual amenity of the site and its surrounding area.

(Policy BE8, SBLPR and Section 12, NPPF)

- 10 None of the dwellings hereby permitted shall be first occupied until the following have been submitted to and approved in writing by the Local Planning Authority:

- Evidence that permission has been granted for the foul and surface water drainage systems serving the development to connect to the systems serving The Wharf development and that the connections have been completed;
- Detailed as-built drawings of the surface water drainage system, in its entirety, to manage run off from the development for up to and including the 1 in 100 year event (plus 40% allowance for climate change).
- A management and maintenance plan for the surface water drainage demonstrating that all surface water management structures and facilities shall be maintained in perpetuity to assure that the structures and facilities function as originally designed.
- A statement from a qualified professional that the surface water drainage scheme has been correctly and fully installed as per the approved details shown on drawing no. 612-1001-P02 and the as-built drawings.

The surface water drainage system shall subsequently be maintained in accordance with the approved management and maintenance plan.

Reason: To ensure that adequate foul and surface water drainage is provided and that existing and future land drainage needs are protected.
(Section 14, NPPF)

- 11 None of the dwellings hereby permitted shall be first occupied until a management scheme for the car parking spaces within the development has been submitted and approved in writing by the Local Planning Authority. The car parking shall thereafter be managed in accordance with the approved scheme.

Reason: To ensure that the oversupply of parking (which is an identified benefit of the scheme) is secured and managed appropriately.
(Policy BE8, SBLPR and Section 9, NPPF)

- 12 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 Councils's Minerals and Waste Local Plan 2014, Policy WSP5 and the adopted SPD "Managing Waste in New Developments" (2006).

- 13 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 612-1001-P02, 17-083-01A, 17-083-02A, 16092-A0051A, 16092-A0151-D, 16092-A0250-I, 16092-A0251-I, 16092-A0252-F, 16092-A0253-F, 16092-A0254-I, 16092-A0255-F, 16092-A0271-B, 16092-A0281-C, 16092-A0282-C, 16092-A0283, 16092-A0284 and 16092-A0285.

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 South Bedfordshire Local Plan Review (SBLPR) and the National Planning Policy Framework (NPPF).

2. This permission relates only to that required under the Town & Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.
3. This permission is subject to a legal obligation under Section 106 of the Town and Country Planning Act 1990.
4. Anglian Water has advised that they have assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.
5. The Canal & River Trust offer no right of support to the adjacent property. The landowner should take appropriate steps to ensure that their works do not adversely affect the canal infrastructure at this location. The applicant/developer is advised to contact Osi Ivowi, Waterway Engineer on 01908 302 591 in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trusts "Code of Practice for Works affecting the waterway.
6. The applicant is advised that while the Council has no reason to believe this site is contaminated and is not aware of any potentially contaminative past use, it is the developer's responsibility to ensure that final ground conditions are fit for the end use of the site. If during any site investigation, excavation, engineering or construction works evidence of land contamination is identified, the applicant shall notify the Local Planning Authority without delay. Any land contamination identified shall be remediated to the satisfaction of the Local Planning Authority to ensure that the site is made suitable for its end use.

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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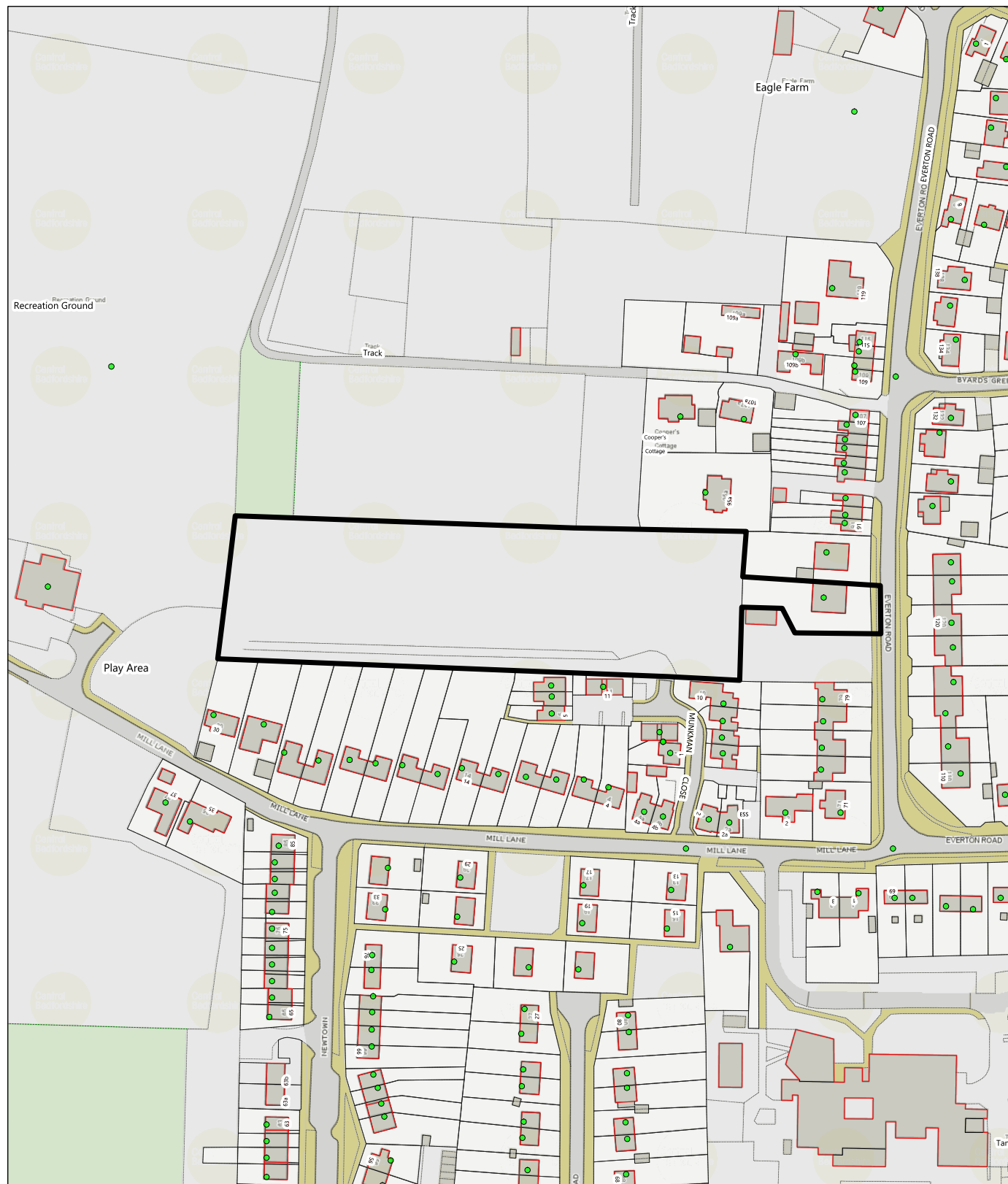
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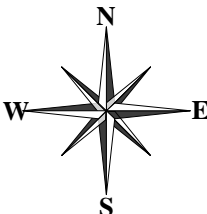
8. Planning Application No:
CB/18/01424/OUT (Potton)

Address: Land to the west of Everton
Road, Everton Road, Potton, SG19 2PD.

Outline Planning Permission for a
residential development with all matters
reserved except access following the
demolition of a detached bungalow (87
Everton Road), involving the erection of
up to 30 dwellings including an access
road, landscaping and associated
ancillary works.

Applicant: Blakeney Estates Ltd



	© Crown Copyright. All rights reserved. Central Bedfordshire Council Licence No. 100049029 (2009)	Application No. CB/18/01424/OUT
	Date: 22:August:2019	
	Map Sheet No	
Scale: 1:2000	Land to the west of Everton Road, Everton Road, Potton, SG19 2PD	

APPLICATION NUMBER	CB/18/01424/OUT
LOCATION	Land to the west of Everton Road, Everton Road, Potton SG19 2PD
PROPOSAL	Outline Planning Permission - A residential development with all matters reserved except access following the demolition of a detached bungalow (87 Everton Road), involving the erection of up to 30 dwellings including an access road, landscaping and associated ancillary works.
PARISH	Potton
WARD	Potton
WARD COUNCILLORS	Cllrs Wye & Zerny
CASE OFFICER	Benjamin Tracy
DATE REGISTERED	17 April 2018
EXPIRY DATE	17 July 2018
APPLICANT	Blakeney Estates Ltd.
AGENT	Woods Hardwick
REASON FOR COMMITTEE TO DETERMINE	Cllr Zerny Call-in for the following reasons: <ul style="list-style-type: none"> • Contrary to policy • Over development • Overbearing • Impact on Landscape
	Amendment to the application.
RECOMMENDED DECISION	Approve Outline Planning Permission subject to conditions and planning obligations.

Summary of Recommendation:

This application for residential development was determined by the Development Management Committee on 12 September 2018, whereby Members resolved to approve outline planning permission subject to planning conditions and obligations as outlined in the Officers Report. Other amendments include updated Obligations based on 29 net increase in units and updates in costs. The previous obligations included a commitment to provide Self and Custom Self Build units within the site. Since the resolution the Applicant has decided to remove their offer for providing Self and Custom Build units. There is no development plan policy requirement to provide Self and Custom Build units and the development proposal is otherwise considered to be acceptable having regard to the balancing of countryside policies against the three objectives of sustainable development.

Site Location:

The application site forms a 1.07 hectare area of land to the west of Everton Road, Potton. The land is currently used as a grassland with no evident use and is enclosed by mature landscaping.

To the South of the site is the neighbouring dwellinghouses known as: Nos. 79 Everton Road; Nos. 9, 10 and 11 Munkman Close; Nos. 14, 18, 20, 22, 24, 26, 28 and 30 Mill Lane, to the West of the site is a playing field and to the north of the site are the neighbouring dwellinghouses known as: Nos 89 and 95a Everton Road, as well as open countryside consisting of agricultural fields, paddocks and allotments beyond.

The Application:

Outline Planning Permission is sought for the demolition of a bungalow and the construction of up to 30 dwellings including access road, landscaping and associated works. All matters are reserved except access including landscape, layout, scale and appearance. The site would be accessed from Everton Road.

Members resolved to approve the application in September 2018 subject to the signing of a legal agreement and various planning conditions. When previously presented to Members the applicant proposed to include the provision of a proportion of self build units within the site which the Officer Report proposed was dealt with and secured via a S106 agreement. The applicant no longer wishes to provide such a provision. Furthermore; financial contributions have been updated to reflect the net increase in dwellings and updated costs. The application is otherwise unchanged.

The Officer report for the September 2018 Committee is attached as appendix A.

RELEVANT POLICIES:

National Planning Policy Framework 2019 (NPPF)

Core Strategy and Development Management Policies - North 2009

CS1 – Development Strategy
 CS2 - Developer Contributions
 CS3: Healthy and Sustainable Communities
 CS4: Linking Communities – Accessibility and Transport
 CS5: Providing Homes
 CS7: Affordable Housing Provision
 CS13: Climate Change
 CS14: High Quality Design
 CS16: Landscape & Woodland
 CS17: Green Infrastructure
 CS18: Biodiversity
 DM1: Renewable Energy
 DM2: Sustainable Construction of New Buildings
 DM3: High Quality Design
 DM4: Development Within and Beyond Settlement Envelopes
 DM9: Providing a range of Transport
 DM10: Housing Mix
 DM14: Landscape and Woodland
 DM15: Biodiversity
 DM16: Green Infrastructure

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:

SP1, 5, 7, HA1, HQ1, 2, 4, 11, T1, 2, 3, 4, 5, 6, H1, H4, CC1, 2, HQ1, 2, EE1, 2, 3, 4, 5 and 13.

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Relevant Planning History:

Members resolved to approve this planning application in September 2018.

Consultees:

Representations from consultees and the Town Council are set out in Appendix A

Other Representations:

Neighbours/ Public representations	62 Representations have been received which are summarised in the previous Officer Report at Appendix A.
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Site Notice	Dated 17/05/2018
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Determining Issues:

1. The Officer Report for the September 2018 Committee Meeting sets out all of the relevant considerations for this application. The only consideration for Members now is whether the omission of the Self and Custom Build Units from the scheme continues to provide a sustainable form of development, having regard to the three objectives of sustainable development and the balancing of harm against benefit.

2. Housing Mix, Affordable Housing and Self / Custom Build

- 2.1 The proposed development would continue to deliver 35% (10 units) on-site provision of affordable housing with a tenure split requirement of 73% affordable rent and 27% intermediate tenure. Thereby it is considered that the proposed development would be in accordance with Policy CS7 of the Core Strategy and Development Management Policies (2009).
- 2.2 The applicant has sought to remove the proposed 10% on-site provision of self-build or custom build serviced plots from the previous proposal which was considered and a resolution made by the Committee. Self and Custom Build is not a requirement of the adopted Development Plan but was considered to be an additional benefit of the scheme, which was over and above policy requirements. It is noted that the Emerging Local Plan Policy H7 requires the provision of 20% self and custom build, however this policy is given limited weight due to the stage of the Local Plan Examination whereby it is not considered that a refusal based on the lack of Self and Custom Build housing could form a sole reason for refusal. The proposed benefit of self and custom build has now been removed. Notwithstanding the latter, the development is considered to be policy compliant with the adopted Development Plan in the context of affordable housing provision.

3. Infrastructure and Planning Obligations

- 3.1 Policy CS2 of the Core Strategy and Development Management Policies (2009) states that developers are required to make contributions as necessary to offset the cost of providing new physical, social, community and environmental infrastructure.
- 3.2 Policy CS2 is considered to be in accordance with Paragraph 56 of the NPPF which states: Planning obligations must only be sought where they meet all of the following tests:
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.
- 3.3 These tests are also set out by Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended).
- 3.4 Since the previous recommendation it has been agreed that contributions should be based upon the net increase in dwellings rather than the 30 units proposed. Whereby financial contributions would be based upon 29 units, which recognises the demolition and replacement of an existing dwelling. Furthermore; spending officers and the BCCG have been reconsulted to provide updated financial contribution requests based on the 29 units and updated costs.
- 3.5 The Education Spending Officer has raised no objection to the application in relation to the capacity of education facilities subject to the following necessary, relevant and reasonable contributions to meet the needs arising from the development:

Project - Woodentops Pre-School	£25,924.50
Project - increase capacity of Potton Lower School	£86,415.00
Project – expansion of Potton Middle School	£86,954.40
Project – expansion of Stratton Upper School	£106,629.12

- 3.6 The Community Facilities Spending Officer has indicated that the following necessary, relevant and reasonable contribution is required to meet the needs arising from the development:

Community Facility Project - Multi-purpose building to meet the needs of communities in Potton and surrounding villages	£47,658.60
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- 3.7 The Leisure Spending officer has indicated that the following necessary, relevant and reasonable contributions are required to meet the play and sports needs arising from the development, if on-site provision is not provided:

Play Project - for either replacement equipment for Mill Lane Recreation Ground Play Area; or Replacement of safety surfacing at Mill lane and Henry Smith Recreation Ground Play Areas	£17,000.00
Sports Project - for outdoor sports consisting of a contribution towards the provision of a new multi-sports pitch for Potton Federation School.	£10,385.00

- 3.8 The NHS has indicated that the following necessary, relevant and reasonable contributions are required to meet the healthcare requirements arising from the development:

GP Core Services, to be used by Greensands Medical Practice, to mitigate the impact of this development.	£23,635.00
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- 3.9 Subject to the above financial contributions it is considered that the proposed development would be acceptable within this context.

4. Human Rights and Equality

- 4.1 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.

5. Planning Balance

- 5.1 Having regard to the detailed considerations set out in Appendix A to this report, it is considered that the principle of the proposed development would be contrary to Policy DM4 of the Core Strategy and Development Management Policies (2009) and Policy SP7 of the Submission Central Bedfordshire Local Plan. Notwithstanding the latter those policies are not attributed full weight for the reasons outlined and as such would not justify the refusal of planning permission on their own. The proposed development has been considered against the three objectives of sustainability, which are the social, environmental and economic objectives, to determine whether the development would be sustainable and the benefits would outweigh the non compliance with these policies. In considering the latter in the context of these objectives, other up-to-date Local Policies and the Policies within the NPPF have been considered.
- 5.2 For the reasons outlined within this report, the development is considered to be sustainable and no significant harm has been identified. It is considered that even though the self build units would no longer be provided, the benefits of the development would outweigh the conflict Policy DM4 of the Core Strategy and Development Management Policies (2009) and Policy SP7 of the Submission Central Bedfordshire Local Plan.

Recommendation:

That Planning Permission be **APPROVED** subject to the applicant entering into a legal agreement to secure financial contributions, on-site provision of affordable housing and, subject to the following planning conditions:

- 1 Details of the appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as 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 Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.

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.

- 3 The development hereby permitted shall begin not later than two years from the date of approval of the last of the reserved matters 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.

- 4 The number of dwellings approved shall not exceed 30.

Reason: To appropriately manage the scale of the development at the site, in accordance with Policies CS14, DM3 and DM4 of the Core Strategy and Development Management Policies 2009.

- 5 The landscaping details required to be submitted by Condition 2 of this permission shall include details of hard and soft landscaping (which shall include the retention of trees and hedgerows in accordance with drawing number 6431-D-AIA), together with a timetable for its implementation and maintenance for a period of 5 years following implementation. Notwithstanding the details submitted any subsequent submission under Condition 2 of this permission shall include detailed measures for their protection during the course of development. The approved measures shall be implemented in accordance with a timetable to be included as part of the landscaping scheme. The development shall be carried out as approved and in accordance with the approved timetable.

Reason: To ensure the development would concern or enhance the landscape, provide a net gain for biodiversity, retain trees/hedgerows and safeguard the character and appearance of the area, in accordance with Policies CS16, DM14, DM15 and DM3 of the Core Strategy and Development Management Policies (2009) and the NPPF.

- 6 The application for reserved matters shall include details of the existing and final ground, ridge and slab levels of the buildings. The details shall include sections through both the site and the adjoining properties and the proposal shall be developed in accordance with the approved details.

Reason: To ensure that an acceptable relationship results between the new development and adjacent buildings and public areas, in accordance with Policy DM3 of the Core Strategy and Development Management Policies (2009) and the NPPF.

- 7 **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), using sustainable drainage principles as set out in the CIRIA SUDS Manual (C753), has been submitted to and approved in writing by the Local Planning Authority. Discharge of surface water off site must not exceed the greenfield rate or volume for the 1 in 1 year event. The final detailed design shall be based on the agreed drainage Strategy (March 2018), and shall be implemented and maintained as approved. Maintenance will ensure the system functions as designed for the lifetime of the development. The scheme shall include, at a minimum, the following:**
- Full detailed calculations using FEH rainfall data showing the simulated rainfall storms for the 1 year, 30 year, 100 year and 100 year plus climate change;**
- **Detailed plans and drawings showing the proposed drainage system in its entirety, including location, pipe run reference**

numbers, dimensions, gradients and levels (in metres above Ordinance Datum). This shall include all elements of the system proposed, including source control, storage, flow control and discharge elements;

- Details of flow control measures to be used, demonstrating that runoff rate and volume will not exceed greenfield rate/volume;
- Details of the ownership, condition and capacity of any receiving watercourse or waterbody;
- Full calculations of the attenuation storage volume required including allowances for climate change, based on the simulated rainfall runoff and the agreed post-development discharge rates;
- Flooded areas for the 1 in 100 year storm when system is at capacity, demonstrating flow paths for design for exceedance.
- Integration of the drainage system with wider site objectives, including water quality treatment, amenity, biodiversity and Amenity.
- Details of the structural integrity, proposed construction of the system, and any phasing of works.
- Full details of the maintenance and/or adoption proposals for the entire drainage system, including all elements listed above, and any proposed split of the surface water management system and/or maintenance responsibilities between private (i.e. within curtilage) and public (i.e. in public open space and/or highway).

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 the NPPF.

- 8 No building/dwelling shall be occupied until the developer has formally submitted in writing to the Local Planning Authority a finalised 'Maintenance and Management Plan' for the entire surface water drainage system, inclusive of any adoption arrangements and/or private ownership or responsibilities, and that the approved surface water drainage scheme has been correctly and fully installed as per the final approved details.

Reason: To ensure that the implementation and long term operation of a sustainable drainage system (SuDS) is in line with what has been approved, in accordance with Written Statement HCWS161.

- 9 No dwelling hereby approved shall not be first occupied until the access including footpath connections, in accordance with Drawing Number: 18018-POTT-5-500, as well as the provision of the required unobstructed vision splays at the junction of the access with the public highway have been completed in full accordance with the approved details. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed access from its junction with the channel of the public highway and 43m measured from the centre line of the proposed access along the line of the channel of the public highway. The required vision splays shall for the perpetuity of the development remain free of any obstruction to visibility.

Reason: To ensure the provision of appropriate access arrangements including the provision of 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.

- 10 Any subsequent reserved matters application shall include an unobstructed public footpath connection up to the western boundary of the site to Mill Lane Recreation Ground. Thereafter the development shall be completed in accordance with the approved details prior to the first occupation of the last dwelling hereby approved.

Reason: In the interest of improving accessibility and connectivity to local community facilities and to promote sustainable modes of transport, in accordance with Policy DM3 and CS4 of the Core Strategy and Development Management Policies and the NPPF.

- 11 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.

- 12 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.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the proposed estate road.

- 13 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.

- 14 As part of any reserved matters application a scheme for the provision of spaces and electric charging points to serve the development shall be submitted for the approval by the Local Planning Authority. The scheme shall include a timescale for implementation. The approved scheme shall be implemented in accordance with the details approved.

Reason: The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles, in accordance with Policy T5 of the Emerging Local Plan and Paragraph 105 of the NPPF.

- 15 The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall illustrate an independent vehicular turning head areas 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.

- 16 **The development shall not commence until a Construction Management Plan has been submitted to and approved, in writing, by the Local Planning Authority. The statement shall include:**

- i) waste management measures;**
- ii) details of site compounds, offices and areas to be used for the storage of materials;**
- iii) methods and details of dust suppression during construction;**
- iv) proposals to minimise harm and disruption to the adjacent local area from ground works, construction noise and site traffic.**
- v) construction traffic routes**

The development shall be carried out in accordance with the details so approved.

Reason: In the interest of highway safety and the living conditions of surrounding properties.

- 17 Prior to the first occupation of the buildings hereby approved, a scheme for external lighting shall be submitted to and approved in writing by the local planning authority. Subsequently, the development shall be carried out and retained in accordance with approved details.

Reason: To ensure a satisfactory appearance to the development and in the interest of biodiversity in accordance with Policies CS14, CS18, DM3 and DM14 of the Core Strategy and Development Management Policies 2009.

- 18 Prior to the first occupation of the development hereby approved details for ecological enhancements at the site shall be submitted to and approved in writing by the Local Planning Authority. Subsequently, the development shall be carried out and retained in accordance with these details.

Reason: In the interests of biodiversity, in accordance with Policy CS18 of the Core Strategy and Development Management Policies 2009.

- 19 Any Reserved Matters application submitted shall include a scheme for protecting the proposed dwellings from any potential noise and/or light identified in an associated assessment of the local recreation ground and plant hire premises (including access) for the approval of the local planning authority. Thereafter no dwelling hereby approved shall be occupied until any such scheme identified as necessary has been implemented in accordance with the approved details, shown to be effective and retained in accordance with those details thereafter.

Reason: To protect human health and residential amenity in accordance with Policy DM3 of the Core Strategy and Development Management Policies Document (2009).

- 20 No dwelling hereby approved shall be first occupied until a new location for the existing bus stop has been submitted to and approved in writing with the Local Highway Authority. Thereafter the Bus Stop shall be relocated in accordance with the approved details, prior to the first occupation of any dwelling hereby approved.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and the premises.

- 21 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 18020/1000 and 18018-POTT-5-500.

Reason: To identify the approved plans 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 Conditions 1 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. Further details can be obtained from the Highways Agreements Officer, Highways Contract Team, Community Services, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ
3. The applicant is advised that all car parking to be provided within the site shall be designed in accordance with the Central Bedfordshire Design Guide 2014.
4. The applicant is advised that all cycle parking to be provided within the site shall be designed in accordance with the Central Bedfordshire Council's "Cycle Parking Annexes – July 2010.

5. The applicant is advised that the site is located above a Principle Aquifer and within Source Protection Zone 3. Although the proposal is not considered to be of high risk, however the developer should address risks to controlled waters from contamination at the site.
6. The applicant is advised that the Environment Agency consider any infiltration (SuDS) greater than 2.0m below ground level to be a deep system and are generally not acceptable. If the use of deep bore soakaways are proposed the EA would wish to be consulted. All infiltration SuDS require a minimum of 1.2m clearance between the base of infiltration SuDS and peak seasonal groundwater levels.

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 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 and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

DECISION

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Appendix A**Item No. 7**

APPLICATION NUMBER	CB/18/01424/OUT
LOCATION	Land to the west of Everton Road, Everton Road, Potton SG19 2PD
PROPOSAL	Outline Planning Permission - A residential development with all matters reserved except access following the demolition of a detached bungalow (87 Everton Road), involving the erection of up to 30 dwellings including an access road, landscaping and associated ancillary works.
PARISH	Potton
WARD	Potton
WARD COUNCILLORS	Cllrs Mrs Gurney & Zerny
CASE OFFICER	Benjamin Tracy
DATE REGISTERED	17 April 2018
EXPIRY DATE	17 July 2018
APPLICANT	Blakeney Estates Ltd.
AGENT	Woods Hardwick
REASON FOR COMMITTEE TO DETERMINE	Major Development - Departure from the Development Plan
	<p>Cllr Zerny Call-in for the following reasons:</p> <ul style="list-style-type: none"> • Contrary to policy • Over development • Overbearing • Impact on Landscape
RECOMMENDED DECISION	<p>Parish Council objection to Major Application.</p> <p>Outline Application - Approve subject to the applicant entering into a legal agreement to secure financial contributions, on-site provision of affordable housing and self/custom build serviced plots and, subject to conditions.</p>

Summary of Recommendation:

The proposed development would be contrary to Policy DM4 of the Core Strategy and Development Management Policies (2009) and Policy SP7 of the Submission Central Bedfordshire Local Plan. Notwithstanding the latter those policies are not attributed full weight for the reasons outlined and as such would not justify the refusal of planning permission on their own. The proposed development has been considered against the three objectives of sustainability, which are the social, environmental and economic objectives, to determine whether the development would be sustainable and the benefits would outweigh the non compliance with these policies. In considering the latter in the context of these objectives, other up-to-date Local Policies and the Policies within the NPPF have been considered.

For the reasons outlined within this report, the development is considered to be sustainable and no significant harm has been identified. It is considered that the

benefits of the development would outweigh the conflict Policy DM4 of the Core Strategy and Development Management Policies (2009) and Policy SP7 of the Submission Central Bedfordshire Local Plan.

Site Location:

The application site forms a 1.07 hectare area of land to the west of Everton Road, Potton. The land is currently used as a grassland with no evident use and is enclosed by mature landscaping.

To the South of the site is the neighbouring dwellinghouses known as: Nos. 79 Everton Road; Nos. 9, 10 and 11 Munkman Close; Nos. 14, 18, 20, 22, 24, 26, 28 and 30 Mill Lane, to the West of the site is a playing field and to the north of the site are the neighbouring dwellinghouses known as: Nos 89 and 95a Everton Road, as well as open countryside consisting of agricultural fields, paddocks and allotments beyond.

The Application:

Outline Planning Permission is sought for the demolition of a bungalow and the construction of up to 30 dwellings including access road, landscaping and associated works. All matters are reserved except access including landscape, layout, scale and appearance. The site would be accessed from Everton Road.

RELEVANT POLICIES:

National Planning Policy Framework 2018 (NPPF)

Core Strategy and Development Management Policies - North 2009

CS1 – Development Strategy
 CS2 - Developer Contributions
 CS3: Healthy and Sustainable Communities
 CS4: Linking Communities – Accessibility and Transport
 CS5: Providing Homes
 CS7: Affordable Housing Provision
 CS13: Climate Change
 CS14: High Quality Design
 CS16: Landscape & Woodland
 CS17: Green Infrastructure
 CS18: Biodiversity
 DM1: Renewable Energy
 DM2: Sustainable Construction of New Buildings
 DM3: High Quality Design
 DM4: Development Within and Beyond Settlement Envelopes
 DM9: Providing a range of Transport
 DM10: Housing Mix
 DM14: Landscape and Woodland
 DM15: Biodiversity
 DM16: Green Infrastructure

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:

SP1, 5, 7, HA1, HQ1, 2, 4, 11, T1, 2, 3, 4, 5, 6, H1, H4, CC1, 2, HQ1, 2, EE1, 2, 3, 4, 5 and 13.

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Relevant Planning History:

None relevant to the determination of this application for planning permission.

Consultees:

Potton Town Council	<p>It was resolved to object to the application for the following reasons:</p> <ul style="list-style-type: none"> – Restricted access – Unsuitable due to infrastructure available in Potton – Not in line with the Draft Neighbourhood Plan – Not in line with the Draft Local Plan – Increased vehicle movements on narrow roads near to Potton Federation – Parking near to Potton Federation.
Highway Authority	<p>The Council's Highway Development Control Officer, on behalf of the Highway Authority has issued the following consultation response:</p> <p>"Thank you for your consultation on the application for the above proposal. On behalf of the highway authority the following comments based upon drg 18018-POTT-5-500 Site Access and Transport Assessment (TA) March 2018.</p> <p>The proposal for 30 dwellings fall below the threshold for a Transport Statement or Transport Assessment to be provided as they are not seen as being detrimental to the highway network. The site access drg shows visibility splays of 2.4m x 43m which is concurrent with the existing speed limit of 30mph and can be provided entirely within the highway boundary. 6m junction radii with a 4.8m wide carriageway and 2m wide footways on</p>

both sides are also provided and as such conform with the 2014 Design Guide. I am also content that the proposed development and that the additional traffic can be accommodated on the highway network with about 11/12 trips exiting the development in the am peak with the same returning in the pm peak, about 1 every 5 minutes on average.

Conditions

1/ No building shall be occupied until the junction of the proposed vehicular access with the highway and east bound footway 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.

2/ The development at reserved matters 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.

Reason

In order to minimise danger, obstruction and inconvenience to users of the highway and of the proposed estate road.

3/ 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.

4/ The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall illustrate an independent vehicular turning head areas for an 11.5m refuse collection vehicle. Car and cycle parking shall also be provided in accordance with the relevant parking standards at the time of the submitted reserved matters.

Reason

To enable vehicles to draw off, park and turn outside the highway limits thereby avoiding the reversing of vehicles on to the highway and parking to meet the needs of occupiers of the proposed development in the interests of encouraging the use of sustainable modes of transport.

5/ 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.

Furthermore, I should be grateful if you would arrange for the following Notes to the applicant to be appended to any Consent issued by the council.

1/ The applicant is advised that in order to comply with Conditions 1 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. Further details can be obtained from the Highways Agreements Officer, Highways Contract Team, Community Services, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ

2/ The applicant is advised that all car parking to be provided within the site shall be designed in accordance with the Central Bedfordshire Design Guide 2014.

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

Comments and advice in this memo are based on the information supplied in the planning application and accompanying documents/plans and no liability is accepted for any inaccuracy".

Strategic Housing

The Council's Housing Officer has issued the following consultation response:

Strategic Housing support this application as it provides for 11 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) has identified a tenure requirement from qualifying affordable housing sites as being 73% affordable rent and 27% intermediate tenure. This makes a requirement of 8 units of affordable rent and 3 units of intermediate tenure (shared ownership) from the development.

We would like to see the affordable units dispersed throughout the site and integrated with the market housing to promote community cohesion & tenure blindness. We would also expect the units to meet all nationally described space standards. We expect the affordable housing to be let in accordance with the Council's allocation scheme and enforced through an agreed nominations agreement with the Council.

Lead Flood Authority

No objection - recommend inclusion of a planning condition requiring detailed design and maintenance of surface water drainage.

Bedfordshire and River Ivel Internal Drainage Board

No Comment.

Pollution Team

The Council's Pollution Team has issued the following consultation response:

"While I have no objection to the application, the site adjoins the Mill Lane Recreation Ground which may present noise and light sources (from sports matches, training, play equipment use etc.) which may need accommodating in relation to housing design/position following any permission granted in order to protect the health, wellbeing and amenity of future residents.

This is a substantial proposed construction project which will take place in close proximity to existing residential properties. A construction management plan will need to be devised, approved and implemented for the development.

Noise

Aside from noise from the use of the football pitches and play area, there is also a building on site. It is not known whether this is used for any social or other events, although I have not been able to find any premises

license or club premises certificate associated with the building. If there is a social element to the club, then this can be a more significant source of noise, especially if they have live music or recorded music events. Further investigations to establish the nature and level of activities at the football club, and any noise associated with this, will need to be undertaken. Mill Road is not a major road, but it does provide access to a plant hire premises and consideration of noise from heavy plant and lorry movements will need to be given, especially if these are early in the morning or late at night. Further details on all these noise sources should be researched and considered to establish the level of impact on parts of the proposed development as appropriate.

I would therefore expect the following condition to be attached to any permission granted:

Condition

Prior to the Submission of a Reserved Matters application a scheme for protecting the proposed dwellings from any potential noise and/or light identified in an associated assessment of the local recreation ground and plant hire premises (including access) shall be submitted and approved in writing by the local planning authority. None of the dwellings shall be occupied until any such scheme identified as necessary has been implemented in accordance with the approved details, shown to be effective and retained in accordance with those details thereafter.

Reason: To protect human health and residential amenity in accordance with Policy DM3 of the Core Strategy and Development Management Policies Document (2009).

Landscaping

The Council's Landscape Officer has issued the following consultation response:

Landscape and Visual - there would not be a landscape objection to this site, subject to an acceptable landscape scheme. The site is visually well contained by the existing mature hornbeam hedges, which are an unusual feature for the area.

The site lies within the Everton Heath Greensand Ridge landscape character area, where the strategy is to conserve and enhance the heathland character, as well as maintain and strengthen hedgerow boundaries as well as other traditional features.

The proposal for 30 houses includes an area for surface water attenuation. This will create a green area close to the entrance of the site, but the space offers opportunities for further enhancement. It may be possible to include a feature tree, perhaps with seating,

at the edge of the swale, as this area provides space for a landmark tree.

The DAS mentions that fruit trees were likely to have been present- new planting of fruit trees would be welcomed.

The access from Everton Road provides scope to establish a healthy grassland verge rather than a standard grass mix, which would help to deliver a gain for biodiversity.

The sense of place could be enhanced through the use of a sandstone wall feature - Potton is within the new HLF funded "Greensand Country "Landscape Partnership project, which identified Potton as one of only three areas across the Greensand Ridge where sandstone structures are particularly localised and important. Stone would be available from the local quarry.

There are concerns that the hornbeam hedge is proposed to be within the residential curtilage. To ensure consistent management and retention, it is important that these trees/hedgerow are maintained within the public realm. The scheme may need to be revised to ensure this aspect of long term management.

The section of leylandii hedge on the southern boundary is proposed to be removed; this is welcomed but it is also important that this boundary receives replacement planting.

A fully detailed scheme based on locally native species and wild flora suitable for sandy soils, will be required by Condition.

Trees and Landscaping

The Council's Trees and Landscaping Officer has issued the following consultation response:

Supplied with the application is a Arboricultural Impact Assessment, Method Statement and Tree Protection Plan supplied by Haydens and identified as Project 6431. This identifies all trees and hedgelines on site along with their retention categories. The site itself has the majority of its landscape features located around the perimeter and the majority of which will be retained and should be with care unaffected by the proposed layout. Included is a layout and Tree Protection Plan identified as Drawing 6431-D-AIA. This shows the location of buildings and hardsurfacing in relation to landscape features and identifies where the position of tree protection fencing is located. The supplied report by Haydens details all the steps and methodology required and should be available to all contractors on site to be followed as detailed.

Main issue that I can see is likely to be the Hornbeam hedgeline identified as A0001 on the plans. This overgrown hedgeline is an important feature of the site and is to be retained. Its proximity to some of the dwellings is likely to cause a degree of conflict with potential property owners and as proposed in the Haydens report this species will respond well to reduction work and reduce the overbearing extent of the hedgeline. My concern currently is that with the layout incorporates this hedgeline largely into individual plots all of which will be under private ownership. This would mean that after five years there would be no restriction in seeing this feature removed or managed in a varied way by the owners resulting in a disconnected feature. It would be preferable to see a redesign of part of the site to retain this hedgeline in the public realm. If this was agreed then an update of the Tree Protection Plan would be required.

Landscape and boundary treatment details will be required.

Ecology

The Council's Ecologist has issued the following consultation response:

On comparing photos within the Ecological Survey and the Design & Access Statement it would appear that the site was cleared prior to survey and hence may have resulted in a more ecologically denuded site appraisal. The suggested loss of fruit trees in particular is disappointing.

The site lies in the Greensand Ridge Nature Improvement Area and in line with the NPPF the development would be expected to deliver a net gain for biodiversity. The Ecological report recommends the inclusion of permanent integrated bat and bird boxes and yet the DAS only indicates these will be placed in hedgerows. Equally the value of the existing hornbeam hedgerows is noted in the ecological report with their retention recommended however the layout of the site places the hedgerows within individual curtilages of properties which provides no guarantee of their continued protection or appropriate management as either a landscape or ecological feature. Concerns are therefore raised that the development will be able to achieve net gains in the longer term.

The addition of an attenuation feature does provide an enhancement opportunity but the applicant is asked to review how gains can be secured in perpetuity.

Archaeology

No objection.

Internal Drainage Board

No Comment.

The Council's Self Build Officer has issued the following consultation response:

"The proposed site has a potential to deliver serviced plots for self and custom housebuilders registered on the Central Bedfordshire's Self and Custom Build Register. The Council is operating the Register since April 2016 and will look to support applications for the delivery of serviced plots in suitable locations and where the need can be demonstrated.

The demand for serviced plots in the second base period (31st October 2016 to 30th October 2017) established through the Central Bedfordshire's Self and Custom Build Register is 154. Out of 154 entries: 8 people are looking for a plot within the planning application's location (Potton, Sandy, Biggleswade, Caldecote, Sutton); 19 people are looking for a plot anywhere within Central Bedfordshire; and additional 98 would consider plot outside their preferred location. The Register data demonstrates demand for serviced plots and the developer is asked to deliver a at least 10% of the proposed dwellings as serviced plots: at least 10 plots. Majority of people are looking for 3-4 bed detached property and therefore plots should be able to accommodate this type of houses.

The Council's expectations for serviced plots delivery are listed below. These are for guidance only and delivery will be negotiated on case by case basis.

- Serviced plots should have their own direct access, independent from the rest of the development to allow for the self and custom build project to be delivered as early as possible within the development timescales and be independent from the rest of the development.
- All serviced plots have, or will be provided within a specified period, access to a public highway and connection to electricity, water and waste water, and gas where the gas network is present in the area and connection is viable.
- All plots once delivered will be offered to people who are on the CBC Register first, before being marketed to a wider open market.
- Each individual dwelling will be completed within 5 years of purchasing a plot or within 3 years of detailed planning permission being granted whichever comes sooner (these time limits are to protect local amenity and provide assurance to other self and custom builders that projects will be delivered within similar timescale).

The Self Build and Custom Housebuilding Act 2015 (as amended) places a legal duty on Local Planning Authorities to operate a Register of people interested in self and custom housebuilding in their area and to grant permission for a sufficient number of serviced plots to match the demand demonstrated by the local Register. The Council has 3 years to meet the demand for each

registration period, with first period ending on 30th October 2016 and subsequent 12 months periods starting on 31st October".

Spending Officers

Contributions for Early Years, Lower Schools, Middle Schools, Upper Schools, Community Facilities, Childrens Play and Sports facilities have been requested.

No objections have been received subject to securing financial contributions.

Self Build

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Each individual dwelling will be completed within 5 years of purchasing a plot or within 3 years of detailed planning

permission being granted whichever comes sooner (these time limits are to protect local amenity and provide assurance to other self and custom builders that projects will be delivered within similar timescale)".

MANOP

The Council's MANOP team has issued the following consultation response:

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 the development on the site for residential purposes is acceptable in principle, due to the loss of a single bungalow we consider that not less than five (5) of the proposed dwellings should be of a design and layout that makes the dwelling suitable for older people.

Such dwellings should:

- be suitably located within the development taking into account of access to nearby transport links;
- have level access to dwelling entrances and outdoor amenity space. Flated development must have lift access to floors above ground level;
- have level access throughout the dwelling or be designed with the ability to live on a single floor without adaptation including access to at least one bedroom, kitchen and bathing facilities;
- be constructed in accordance with Building Regulations Part M Category 2 or 3 Standards;
- have access to private or shared private outdoor amenity space;
- have at least one parking space adjacent to main entrance to the dwelling with level access; and
- feature either 1, 2, 3 or 4 bedrooms.

Waste Services

The Council's Waste Services has issued the following consultation response:

The Council's waste collection pattern for Potton is as follows:

Week 1 – 1 x 240 litre residual waste wheelie bin, 1 x 23 litre food waste caddy

Week 2 – 1 x 240 litre recycling wheelie bin, 2 x reusable garden waste sacks, and 1 x 23 litre food waste caddy.

Please note that there is a contribution to pay for the supply/delivery of the bins. Our current charges for this are:

Set of food waste bins - £5 +VAT

240 - £25 +VAT per bin

360 - £35 + VAT per bin

660 - £250 + VAT per bin

1100 - £350 + VAT per bin

This must be paid prior to discharging the relevant

condition. A purchase order must be raised for the quantity of bins required and sent to Waste Services quoting the relevant planning reference number.

Wherever possible, refuse collection vehicles will only use adopted highways. If an access road is to be used, it must be to adoptable standards suitable for the refuse vehicle to manoeuvre safely around site (please see vehicle dimensions below). A swept path analysis will need to be submitted for Highways to confirm this. Typically, until roads are adopted or if the RCV is unable to manoeuvre around the site, bins are to be brought to the highway boundary or a pre-arranged point. If residents are required to pull their bins to the highway, a hard-standing area needs to be provided for at least 1 wheelie bin and a food waste caddy, in addition to 2 reusable garden waste bags. However, householders should not be expected to transport waste bins over a distance greater than 25m. Bins must not encroach on or cause a hazard or obstruction to the public highway. Waste vehicles will reverse a maximum of 15m to the point of collection. If there are any parts of the development that are not accessible to the RCV, bin collection points will need to be provided.

If there are any flats as part of the development the following information applies. Communal waste provision is allocated on the basis of 90l per week per waste stream per property; therefore, we would provide 1100 litre, 660 litre or 360 litre bins to be collected fortnightly. Our waste collection crew will move communal bins a maximum of 10m from the bin store to the waste collection vehicle, providing there are suitable dropped kerbs. We will require confirmation of this prior to ordering any bins for the development.

Bin stores should be easily accessible from the main highway and it is crucial that the store is secure with a lock to prevent potential fly tipping issues. A lock code will need to be provided to the Central Bedfordshire Waste Services Team. The door used by the collection crews will need to be wide enough to allow for easy removal of bins from the storage area. A dropped kerb will need to be provided to enable easy manoeuvrability, access and egress of the bins. The crew are not expected to move the bins over any undulating, non-paved, uneven surface, or where the gradient is deemed excessive. Lighting within the bin store should be provided so that the bins can be used safely by residents when it is dark. We would require a design layout to highlight where the bin store will be located.

Please also refer to the Design Guide as the Council will not be able to supply waste collections where the bin and access requirements do not meet our contractual provision, anything else differing to this will be incorporated as a condition.

<http://www.centralbedfordshire.gov.uk/planning/design/info.aspx>

Current Refuse Vehicle Dimensions

Eagle Elite 2 6x4 non-rear steer, 11.5m long

Overall Length	11.500m
Overall Width	2.530m
Overall Body height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	11.550m

Sustainable Growth and Climate Change

The Council's Sustainable Growth and Climate Change Officer has issued the following consultation response:

As stated in the pre-application advice, the proposed development must comply with the requirements of the development management policies: DM1: Renewable Energy; DM2: Sustainable Construction of New Buildings; and Core Strategy policy CS13: Climate Change.

Policy DM1 requires all new development of more than 10 dwellings to meet 10% energy demand from renewable or low carbon sources. The proposed development is above the policy threshold and therefore all dwellings should have 10% of their energy demand sources from renewable or low carbon sources.

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. The development should therefore as minimum comply with the new Part L2013 of Building Regulations and deliver 10% of their energy demand from renewable sources. In terms of water efficiency, the development should achieve 110 litres per person per day as this is the closest standard to the Level 3 of the CfSH.

Policy CS13 requires that all development considers climate change and its impacts on the development. The development therefore should be designed with climate change in mind taking account of increase in rainfall and temperature. Light colour building and landscaping materials should be prioritised over dark coloured which absorb more sun light and retain heat increasing urban

heat island effect. The development should minimise hard standing surfaces and increase green, natural areas to allow rainwater infiltration and minimise heat island effect through evaporation and tree shading.

The approach to designing energy and water efficient dwellings outlined in the Design and Access Statement is welcomed and is supported. As the Statement does not provide information on specific sustainability standards that will be achieved, the following conditions should be attached to ensure that policies CS13, DM1 and DM2 requirements are met:

- 10% energy demand of the development to be delivered from renewable or low carbon sources;
 - Water efficiency to achieve water standard of 110 litres per person per day;
- Dwellings are not at risk of overheating.

Environment Agency

No objection to this application subject to informatives.

RSPB

The RSPB have issued the following consultation response:

The RSPB objects to the application due to a lack of a cumulative impact assessment relating to the increase in recreational pressure on the interest features for the RSPB Lodge Nature Reserve that will result from the proposal, in combination with new housing around Potton. This impact needs to be properly assessed and evidence based mitigation proposed to address it. We also find the proposals for biodiversity enhancements lacking. This means the application does not accord with policies DM15 of the Local Plan and policies EE2, EE3, EE8 of the emerging Local Plan and therefore permission cannot be granted until such matters are resolved.

Fire Service

The Fire Service have issued the following consultation response:

No objection subject to compliance with Building Regulations.

Other Representations:

Neighbours/ Public representations

62 Neighbour/ Public representations have been received including representations from "Potton Residents for Sustainable Growth", the following comments have been raised:

- Highway Safety - due to lack of off road parking, blind corner, lack of safe crossing, busy road and proximity to school at school drop off;
- Highways Safety - the feeder roads around Potton are not designed for the amount of traffic from these new developments;

- development is too far to walk or cycle to Potton Town Centre;
- the access is not large enough for two way flow of traffic;
- Demolition of habitable Bungalow - bungalows are the housing type required to meet local needs;
- loss of home for existing residents of the bungalow;
- The proposed development does not meet the local needs identified which includes bungalows;
- developments should meet local needs, which is a range of housing for people of different ages and circumstances;
- development would not meet the needs of younger people looking to buy their first home;
- Due to the cumulative impact of developments within Potton, no further dwellings should be approved without investment in roads, shops, health services, public transport, parking, community groups, education (school running budgets and capital budgets) and public services;
- Lack of car parking at local train stations;
- no car parking at train stations;
- dangerous roads to and within Potton;
- roads are already in disrepair;
- Potton, Sandy and Biggleswade dental surgeries are not taking NHS patients;
- GP waiting times 3-5 weeks;
- the Greensands Medical Practice is under increasing pressure from already approved developments;
- the reduction in the 188 and 190 bus routes makes it impractical for residents without transport to use the surgery in Gamlingay;
- the site is in the Greensand Ridge NIA and the development does not provide net gains for biodiversity;
- The site forms part of a valued landscape;
- additional pressure from public use on deepdale and RSPB;
- loss of rural/ small town feel;
- the site is not suitable and is not allocated in the Local Plan or Neighbourhood Plan;
- the site is beyond settlement envelopes;
- the site does not accord with the Core Planning Principles;
- the site is not sustainable;
- S106 money from other developments have been spent in Biggleswade and not within Potton;
- Too much development in a short period of time, new residents need time to be integrated into the community;
- the Council has a 5 year housing land supply;
- the A1 may move further from Potton in the future;
- support 35% of affordable housing;
- Concern over the loss of hornbeam trees;
- concern over the location of a footpath link;
- increase in air, dust and noise pollution;

- impact on wildlife and fauna;
- development would suburbanise the area and unacceptably detract from residential amenity of neighbouring properties;
- construction parking, noise, pollution and disturbance concerns;
- utility improvements required to cope with development;
- Concern over the loss of the bungalow and the tenants not having suitable accommodation within Potton.

CPRE

The CPRE have raised the following objections and comments:

- loss of grade 2 best and most versatile agricultural land;
- site is located above a Principal Aquifer and within Source Protection Zone 3;
- CBC can demonstrate 5.81 years supply of deliverable housing sites;
- this site NLP 170 was submitted for consideration in the Call for Sites, but was not taken forward for the following reason - the site lies to the west of Potton, adjacent to existing residential development along Everton Road. The site is surrounded by open countryside to the north and west and the site itself contains agricultural style dwellings and uses that are not considered residential uses and extends into the open countryside.
- significant harm to the character and appearance of the area as a whole, in terms of its impact on Potton. As such it would be contrary to Policies CS14, CS16, CS16, DM3, DM4, DM14, DM16 of the Core Strategy;
- the site is not sustainable on economic grounds - with no CIL no contributions would be paid to mitigate the impact of the development;
- the site is not sustainable on grounds of transport and social roles due to the reliance on private cars and the lack of public transport that is suitable for work or school related travel;
- the perceived benefits of the development do not outweigh the harm.

Site Notice

Dated 17/05/2018

Determining Issues:

The main considerations of the application are;

1. Principle
2. Affect on the Character and Appearance of the Area, including the intrinsic character and beauty of the Countryside and Landscape Visual Impacts
3. Trees, Hedgerows, Biodiversity, Ecosystem Services and Natural Capital
4. Amenity of Existing and Future Occupiers
5. Car Parking, Highway Safety and Sustainable Modes of Transport
6. Flood Risk and Surface Water Drainage
7. Human Rights and Equality

Considerations

1. Principle

- 1.1 The site is located beyond but adjacent to the settlement envelope of Potton as defined by the Proposal Maps (2011). Policy CS1 of the Core Strategy and Development Management Policies (2009) defines Potton as a Minor Service Centre for the purposes of the Development Plan. Policy DM4 permits development within settlement envelopes commensurate with the scale of a settlement taking into account the role of identified settlements within the Development Plan area. The accompanying text to the Policy makes clear that outside settlements where the countryside needs to be protected from inappropriate development, only particular types of new development will be permitted where it accords with the now deleted national guidance in PPS7 - Sustainable Development in the Countryside.
- 1.2 The development proposed would not comply with Policy DM4. Nonetheless, since Policy DM4 takes reference from superseded national advice and the National Planning Policy Framework ("the Framework") does not seek to protect the countryside for its own sake, then the policy does not have full weight. However Paragraph 170 of the Framework outlines that planning should contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services".
- 1.3 Furthermore, there is no restriction on the use of settlement boundary policies in the Framework which sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. The envelopes provide a check on unrestrained development in the countryside outside of villages which in turn contributes to compliance with the spatial distribution of housing identified in Policy CS1. The Council considers that the principle of settlement envelopes is not inconsistent with the Framework.
- 1.4 The Council through the Central Bedfordshire Submitted Local Plan is not seeking to resile itself from settlement envelopes, and the proposal maps have been reviewed. Following this review the site in question remains beyond settlement envelopes. The Settlement hierarchy within the Emerging Plan defines Potton as a Minor Service Centre for the purposes of the Emerging Plan and Policy SP7 of that plan states: *"outside settlement envelopes the Council will work to maintain and enhance the intrinsic character and beauty of the countryside and only particular types of new development will be permitted. This includes the development of those sites allocated by this and previous development plans and residential development within exception schemes or dwellings for the essential needs of those in agriculture or forestry. Proposals which re-use existing buildings or replace an existing dwelling will be acceptable provided they conform to the specific criteria in this plan"*.
- 1.5 The Council considers that Policy SP7 of the emerging plan is consistent with the policies in the Framework, but when considering the stage of preparation of the emerging plan and the stage of examination, it is considered at this time this policy can only be afforded limited weight in decision making.

- 1.6 As previously stated applications for planning permission shall be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The National Planning Policy Framework 2018 (NPPF) forms a material consideration.
- 1.7 Paragraph 11 of the NPPF states: *"Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:*
c) approving development proposals that accord with an up-to-date development plan without delay; or
d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of date, grant planning permission unless:
i. the application of policies in this framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole".
- 1.8 When determining whether policies are out-of-date, this includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 73 of the NPPF); or where the Housing Delivery Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years.
- 1.9 At the date of this report the Council can demonstrate a five year housing supply of deliverable housing sites and the appropriate buffer, as well as demonstrate that the Councils delivery of housing is not substantially below the housing requirement over the previous three years.
- 1.10 Furthermore; for the reasons outlined within this report it is considered that the principle of settlement envelopes under Policy DM4 within the Core Strategy and Development Management Policies (2009) and Policy SP7 of the Submission Central Bedfordshire Local Plan are not inconsistent with the Framework. Additionally it is considered that Policy DM4 is broadly consistent with the NPPF and as such is not considered to be out-of-date. In line with recent appeal decisions the policy is considered to have moderate weight.
- 1.11 Paragraph 12 of the NPPF states: *"The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local Planning Authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".*
- 1.12 It is considered that the principle of the proposed development would be contrary to Policy DM4 of the Core Strategy and Development Management

Policies (2009) and Policy SP7 of the Submission Central Bedfordshire Local Plan. Notwithstanding the latter those policies are not attributed full weight for the reasons outlined and as such would not justify the refusal of planning permission on their own. Thereby, the proposed development will be considered against the three objectives of sustainability, which are the social, environmental and economic objectives, to determine whether the development would be sustainable and would outweigh the non compliance with these policies. It is noted that Paragraph 9 of the NPPF states: *"These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework"*. Therefore in considering the development in the context of these objectives, other up-to-date Local Policies and the Policies within the NPPF shall be considered.

2. Affect on the Character and Appearance of the Area, including the intrinsic character and beauty of the Countryside and Landscape Visual Impacts

- 2.1 The site borders residential dwellings to the south, east and partially to the north. To the west of the site the site is bound by a recreation ground. To the north of the site lies open countryside, with paddocks and allotments. The site is a flat parcel of land which visually appears separately from the more open landscape to the north of the site, with mature landscaping providing a visual buffer to views into the site from the wider landscape. The site is also well screened from the recreation ground to the west. The Council's Landscape Officer has raised no objection to the application on grounds relating to landscape and visual impact.
- 2.2 It is considered that the proposed development site is well related to the existing settlement of Potton, being adjacent to existing residential development. Although the site would be visually separated from Everton Road, by a small parcel of scrub land to the south of the access. It is however considered that an appropriately designed and landscaped development could be achieved at reserved matters stage, that would appropriately address this land parcel and views from Everton Road.
- 2.3 As stated it is considered that the site is visually enclosed by mature landscaping to the north and west. Whereby views are limited to neighbouring roads and existing residential properties. Thereby it is considered that the visual impact of development would be limited to its immediate context.
- 2.4 The land does not fall within any specially protected landscape. Nonetheless, the adopted development plan policy CS14 requires development to respect its context, and Policy CS16 seeks to conserve and enhance the varied countryside character and local distinctiveness in accordance with the Landscape Character Assessment. It is considered that a development within the site of the scale proposed could be designed to respect its local context, however the detail is reserved for a reserved matters application.
- 2.5 Although this application is for outline planning permission with all matters reserved an indicative layout has been submitted with the application, which demonstrates that a scheme could retain the northern boundary features within the public realm. Furthermore; it is considered that there is sufficient space within the site to ensure existing trees and hedgerows would not be harmed by the development, including during construction.

- 2.6 It is considered, that a development within this site could achieve up to thirty dwellings with a character that respects the existing settlement pattern and that could form high quality development that positively contributes to the local character and distinctiveness, however the details of which would be the subject of a reserved matters application.
- 2.7 For the reasons outlined above it is considered that subject to an appropriately designed scheme including a landscaping scheme, that the proposed development would not cause harm to the character and appearance of the area, including the intrinsic character and beauty of the countryside and the character of the landscape, in accordance with Policies CS14, CS16, DM14 and DM3 of the Core Strategy and Development Management Policies (2009). Furthermore it is considered that the proposed development would be in accordance with Policies EE4, EE5 and HQ1 of the Submission Central Bedfordshire Local Plan, as well as the policies within the NPPF, in this context.
- 3. Trees, Hedgerows, Biodiversity, Ecosystem Services and Natural Capital**
- 3.1 The site does contain existing trees and hedgerows, which have the potential to be affected by development of the site, although an arboricultural assessment with tree protection plan has been provided by the application, it is considered necessary, relevant and reasonable to impose a condition that would ensure that the layout agreed at reserved matters stage would retain and protect trees, including during construction. Thereby, it is considered necessary, relevant and reasonable to impose a precise and enforceable condition that would require a revised arboricultural assessment with tree protection plan to be submitted with any Reserved Matters application and to ensure that trees and hedgerows of interest would be protected during construction.
- 3.2 The application is accompanied by an Ecological survey which indicates that the hornbeam hedgerows are of value and should be retained and the site lies in the Greensand Ridge Nature Improvement Area, whereby in line with the Development Plan and the NPPF the development would be expected to deliver a net gain for biodiversity. The Ecological report recommends the inclusion of permanent integrated bat and bird boxes and yet the DAS only indicates these will be placed in hedgerows. It is considered that a condition for the submission of a scheme for ecological enhancements which shall include details of bird and bat boxes to deliver a net gain for biodiversity. As this is an outline application matters relating to landscaping are reserved, however from the indicative layout submitted demonstrates that a scheme could be designed to retain the hornbeam hedgerows for the longer term, through the retention of hedgerows in the public realm.
- 3.3 Paragraph 170 of the NPPF outlines that planning should "contribute to and enhance the natural and local environment by recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services - including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland".
- 3.4 According to the Policy paper "25 Year Environment Plan" (DEFRA 2018), "Natural capital is the sum of our ecosystems, species, freshwater, land, soils, minerals, our air and seas. These are all elements of nature that either directly or indirectly bring value to people and the country at large. They do this in many ways but chiefly by providing us with food, clean air and water, wildlife, energy, wood, recreation and protection from hazards".

- 3.5 According to the Policy paper "The Natural Choice: securing the value of nature" (DEFRA June 2011), "Natural Capital can be defined as the stock of our physical natural assets (such as soil, forests, water and biodiversity) which provide flows of services that benefit people (such as pollinating crops, natural hazard protection, climate regulation or the mental health benefits of a walk in the park)".
- 3.6 According to the Policy paper "The Natural Choice: securing the value of nature" (DEFRA June 2011), "Ecosystem Services are the products of natural systems from which people derive benefits, including goods and services, some of which can be valued economically, and others which have a non-economic value". Ecosystem services can be split into four categories:
- i. Provisioning services: we obtain products from ecosystems, such as: food; water; fibre; and fuel;
 - ii. Regulation services: we benefit from ecosystem processes, such as: pollination; water purification; climate regulation; noise and air pollution reduction; and flood hazard reduction;
 - iii. Cultural services: we gain non-material benefits from ecosystems, for example: through spiritual or religious enrichment, cultural heritage, recreation or aesthetic experience. Accessible green spaces provide recreation, and enhance health and social cohesion;
 - iv. Supporting services: these are ecosystem functions that are necessary for the production of other ecosystem services, for example: soil formation and nutrient cycling.
- 3.7 The site consists of grassland with periphery trees and hedgerows, and the site is not being used for agricultural purposes and this development would not result in a significant loss of best and most versatile agricultural land. The natural capital and ecosystem services that the site provides are acknowledged, however it is considered that the benefits of development, including the provision of thirty dwellinghouses including affordable homes and self build/ custom build plots would positively contribute towards the Councils housing need whilst providing temporary jobs during construction. Furthermore the development would supporting local services/ facilities and an appropriate landscaping scheme alongside a biodiversity enhancement scheme would mitigate the identified impacts in the context of landscaping, ecology, natural capital and ecosystem services. Therefore it is considered that development could deliver a net gain for biodiversity and would be acceptable in this context.
- 3.7 For the reasons outlined above it is considered that the proposed development, subject to conditions that would secure an acceptable landscaping scheme and biodiversity enhancements that would ensure a net gain for biodiversity as well as retain and protect the hedgerow would be acceptable in the context of policies CS18, DM3, DM14 and DM15 of the Core Strategy and Development Management Policies (2009) and policies EE2, EE4 and EE5 of the Submission Central Bedfordshire Local Plan, as well as the policies within the NPPF, in this context.
- 4. Amenity for Existing and Future Occupiers**
- 4.1 This application forms an outline planning application with all matters reserved, whereby the detail of the development would be subject to a reserved matters application.

- 4.2 The Council's Pollution Team have requested a condition for the provision of a noise assessment that would ensure that any mitigation required to protect the amenity of future residents from neighbouring uses would be secured.
- 4.3 It is considered from the information provided and subject to conditions that thirty dwellings, could be constructed within the site, which would provide an acceptable standard of amenity for future occupiers, and would ensure that neighbouring dwellings would retain an acceptable standard of amenity.
- 4.4 For the reasons outlined above it is considered that subject to conditions the proposed development is acceptable within this context.

5. Car Parking, Highway Safety and Sustainable Modes of Transport

- 5.1 This application forms an outline planning application with all matters reserved accept access, whereby the detail of on site car parking will be required to be approved at the reserved matters stage. A condition would ensure that any reserved matters application would feature a policy compliant car parking scheme.
- 5.2 Concern has been raised in relation to highway safety by neighbours, however no objection has been received from the Highway Authority. The Highway Authority have confirmed that the site access drawings would have the required visibility splays, which would be entirely within the highway boundary and the access would feature 2m wide footways on both sides to conform with the Design Guide. The Highway Authority have also confirmed that the additional traffic can be accommodated on the highway network, including during peak times.
- 5.3 Subject to conditions it is considered that the proposed development would be acceptable in the context of Car Parking, Highway Safety and highway capacity, in accordance with Policy DM3 of the Core Strategy and Development Management Policies (2009) and Policies T2 and T3 of the Submission Central Bedfordshire Local Plan, as well as the policies within the NPPF, in that context.
- 5.4 This application provides the opportunity to create a footpath connection from Everton Road to the western site boundary, however a connection to the recreation ground will require agreement of landowners to the west of the site. It is considered that such a connection would improve permeability and would form a benefit to the proposed development. A condition would be imposed to seek to secure this connection.
- 5.5 Concern has been raised in relation to the sustainability of the development in relation to access to sustainable modes of transport with particular emphasis to accessibility of healthcare services. The NPPF Paragraph 103 states, "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan making and decision-making".
- 5.6 The proposed development is not considered to form significant development or to be isolated. Although bus services are not as frequent as a more urban

location, the development has good access to the bus service currently provided for residents in Potton; it is also considered that this development would support services and facilities within Potton, which are within walking distance, and would support services and facilities within neighbouring settlements, whereby the proposed development would positively contribute towards maintaining the vitality of this community.

- 5.7 Where it has been identified as necessary, contributions have been sought to ensure that infrastructure would have the capacity to accommodate the additional residents arising from this development.
- 5.8 For the reasons outlined above it is considered that the proposed development is acceptable in the context of access to services and facilities, in the context of sustainable modes of transport.
- 5.9 Policy T5 of the Emerging Local Plan and Paragraph 105 of the NPPF emphasis the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. It is considered necessary, relevant and reasonable to impose a condition for the submission of a scheme for the provision of such charging points.
- 5.10 Subject to conditions it is considered that the proposed development would be acceptable within the context of Policy T5 and Paragraph 105 of the NPPF.

6. Contamination, Flood Risk and Surface Water Drainage

- 6.1 The Lead flood Authority and the Environment Agency have raised no objection to the development subject to the imposition of conditions and informatives, therefore it is considered that the proposed development is acceptable within this context. It is noted that the site is located above a Principal Aquifer and within Source Protection Zone 3, any SuDS scheme would be required to be designed in a way that is suitable for the site.

7. Housing Mix, Affordable Housing and Self / Custom Build

- 7.1 The proposed development would deliver 35% on-site provision of affordable housing with a tenure split requirement of 73% affordable rent and 27% intermediate tenure (for 30 units this makes a requirement of 8 units of affordable rent and 3 units of intermediate tenure (shared ownership)). Thereby it is considered that the proposed development would be in accordance with Policy CS7 of the Core Strategy and Development Management Policies (2009).
In addition to the proposed affordable housing the proposed development would deliver 10% on-site provision of self-build or custom build serviced plots (for 30 units this makes a requirement of 3 units of self-build or custom build serviced plots).
- 7.2 Therefore subject to the above being secured it is considered that the proposed development is acceptable within this context.
- 7.3 It is noted that MANOP have requested the 5 units 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:

- 7.4 "In requiring adaptable and accessible homes from all future developments; the Council will:
- v. require all new build housing to deliver at least 35% Category 2 Requirement M4(2) adaptable homes (or any new revised regulations revoked or modify the Building Regulations); and
 - vi. require all new build housing to deliver at least 5% Category 3, Requirement M4(3) wheelchair accessible homes (or any new or revised regulations that revoke or modify the Building Regulations)".
- 7.5 However given the stage of the Local Plan this Policy can only be given limited weight. The site is required to deliver 35% affordable housing, in accordance with the adopted development plan. The Committee are advised that the Emerging Local Plan requires 30% affordable housing in addition to the requirements of policy H2. It would be considered unreasonable to impose the requirement of 35% affordable housing as required by the adopted development plan, at the same time as imposing the requirements of policy H2 of the Emerging Plan.
- 7.6 At this outline stage the housing mix to be provided by this site is unknown and this would be subject to the reserved matters application.

8. Infrastructure and Planning Obligations

- 8.1 Policy CS2 of the Core Strategy and Development Management Policies (2009) states that developers are required to make contributions as necessary to offset the cost of providing new physical, social, community and environmental infrastructure.
- 8.2 Policy CS2 is considered to be in accordance with Paragraph 56 of the NPPF which states: Planning obligations must only be sought where they meet all of the following tests:
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.
- 8.3 These tests are also set out by Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended).
- 8.4 The Education Spending Officer has raised no objection to the application in relation to the capacity of education facilities subject to the following necessary, relevant and reasonable contributions to meet the needs arising from the development:

Project - Woodentops Pre-School	£31,109.40
Project - increase capacity of Potton Lower School	£103,698.00
Project – expansion of Potton Middle School	£104,345.28
Project – expansion of Stratton Upper School	£127,954.94

- 8.5 The Community Facilities Spending Officer has indicated that the following necessary, relevant and reasonable contribution is required to meet the needs

arising from the development:

Community Facility Project - Multi-purpose building to meet the needs of communities in Potton and surrounding villages	£40,392.00
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- 8.6 The Leisure Spending officer has indicated that the following necessary, relevant and reasonable contributions are required to meet the play and sports needs arising from the development, if on-site provision is not provided:

Play Project - for either replacement equipment for Mill Lane Recreation Ground Play Area; or Replacement of safety surfacing at Mill lane and Henry Smith Recreation Ground Play Areas	£17,000.00
Sports Project - for outdoor sports consisting of a contribution towards the provision of a new multi-sports pitch for Potton Federation School.	£9,744.00

- 8.7 The NHS have been consulted on this application and have been chased for a response, however at the time of writing no representation has been received. If a representation is received prior to the Development Management Committee, the Committee shall be updated. However in the absence of a representation, there is no evidence provided by the statutory body responsible for healthcare to suggest that the existing or planned capacity of healthcare facilities is unable to accommodate the growth arising from this development and no necessary, relevant or reasonable contribution towards an infrastructure project has been identified that would comply with the Community Infrastructure Levy Regulations.

9. Human Rights and Equality

- 9.1 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.

10. Planning Balance

- 10.1 It is considered that the principle of the proposed development would be contrary to Policy DM4 of the Core Strategy and Development Management Policies (2009) and Policy SP7 of the Submission Central Bedfordshire Local Plan. Notwithstanding the latter those policies are not attributed full weight for the reasons outlined and as such would not justify the refusal of planning permission on their own. The proposed development has been considered against the three objectives of sustainability, which are the social, environmental and economic objectives, to determine whether the development would be sustainable and the benefits would outweigh the non compliance with these policies. In considering the latter in the context of these objectives, other up-to-date Local Policies and the Policies within the NPPF have been considered.

- 10.2 For the reasons outlined within this report, the development is considered to be sustainable and no significant harm has been identified. It is considered that the benefits of the development would outweigh the conflict Policy DM4 of the Core Strategy and Development Management Policies (2009) and Policy SP7 of the Submission Central Bedfordshire Local Plan.

Recommendation:

That Planning Permission be **APPROVED** subject to the applicant entering into a legal agreement to secure financial contributions, on-site provision of affordable housing and self/custom build serviced plots and, subject to the following planning conditions:

- 1 Details of the appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as 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 Application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.

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.

- 3 The development hereby permitted shall begin not later than two years from the date of approval of the last of the reserved matters 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.

- 4 The number of dwellings approved shall not exceed 30.

Reason: To appropriately manage the scale of the development at the site, in accordance with Policies CS14, DM3 and DM4 of the Core Strategy and Development Management Policies 2009.

- 5 The landscaping details required to be submitted by Condition 2 of this permission shall include details of hard and soft landscaping (which shall include the retention of trees and hedgerows in accordance with XXX), together with a timetable for its implementation and maintenance for a period of 5 years following implementation. Notwithstanding the details submitted any subsequent submission under Condition 2 of this permission shall include details measures for their protection during the course of development. The approved measures shall be implemented in accordance with a timetable to be included as part of the landscaping scheme. The development shall be carried out as approved and in accordance with the approved timetable.

Reason: To ensure the development would concern or enhance the landscape, provide a net gain for biodiversity, retain trees/hedgerows and safeguard the character and appearance of the area, in accordance with Policies CS16, DM14, DM15 and DM3 of the Core Strategy and Development Management Policies (2009) and the NPPF.

- 6 The application for reserved matters shall include details of the existing and final ground, ridge and slab levels of the buildings. The details shall include sections through both the site and the adjoining properties and the proposal shall be developed in accordance with the approved details.

Reason: To ensure that an acceptable relationship results between the new development and adjacent buildings and public areas, in accordance with Policy DM3 of the Core Strategy and Development Management Policies (2009) and the NPPF.

- 7 **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), using sustainable drainage principles as set out in the CIRIA SUDS Manual (C753), has been submitted to and approved in writing by the Local Planning Authority. Discharge of surface water off site must not exceed the greenfield rate or volume for the 1 in 1 year event. The final detailed design shall be based on the agreed drainage Strategy (March 2018), and shall be implemented and maintained as approved. Maintenance will ensure the system functions as designed for the lifetime of the development. The scheme shall include, at a minimum, the following:**

Full detailed calculations using FEH rainfall data showing the simulated rainfall storms for the 1 year, 30 year, 100 year and 100 year plus climate change;

- **Detailed plans and drawings showing the proposed drainage system in its entirety, including location, pipe run reference numbers, dimensions, gradients and levels (in metres above Ordinance Datum). This shall include all elements of the system proposed, including source control, storage, flow control and discharge elements;**
- **Details of flow control measures to be used, demonstrating that runoff rate and volume will not exceed greenfield rate/volume;**
- **Details of the ownership, condition and capacity of any receiving watercourse or waterbody;**
- **Full calculations of the attenuation storage volume required including allowances for climate change, based on the simulated rainfall runoff and the agreed post-development discharge rates;**
- **Flooded areas for the 1 in 100 year storm when system is at capacity, demonstrating flow paths for design for exceedance.**
- **Integration of the drainage system with wider site objectives, including water quality treatment, amenity, biodiversity and Amenity.**
- **Details of the structural integrity, proposed construction of the system, and any phasing of works.**
- **Full details of the maintenance and/or adoption proposals for the**

entire drainage system, including all elements listed above, and any proposed split of the surface water management system and/or maintenance responsibilities between private (i.e. within curtilage) and public (i.e. in public open space and/or highway).

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 paragraph 103 NPPF.

- 8 No building/dwelling shall be occupied until the developer has formally submitted in writing to the Local Planning Authority a finalised 'Maintenance and Management Plan' for the entire surface water drainage system, inclusive of any adoption arrangements and/or private ownership or responsibilities, and that the approved surface water drainage scheme has been correctly and fully installed as per the final approved details.

Reason: To ensure that the implementation and long term operation of a sustainable drainage system (SuDS) is in line with what has been approved, in accordance with Written Statement HCWS161.

- 9 No dwelling hereby approved shall not be first occupied until the access including footpath connections, in accordance with Drawing Number: 18018-POTT-5-500, as well as the provision of the required unobstructed vision splays at the junction of the access with the public highway have been completed in full accordance with the approved details. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed access from its junction with the channel of the public highway and 43m measured from the centre line of the proposed access along the line of the channel of the public highway. The required vision splays shall for the perpetuity of the development remain free of any obstruction to visibility.

Reason: To ensure the provision of appropriate access arrangements including the provision of 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.

- 10 Any subsequent reserved matters application shall include an unobstructed public footpath connection up to the western boundary of the site to Mill Lane Recreation Ground. Thereafter the development shall be completed in accordance with the approved details prior to the first occupation of the last dwelling hereby approved.

Reason: In the interest of improving accessibility and connectivity to local community facilities and to promote sustainable modes of transport, in accordance with Policy DM3 and CS4 of the Core Strategy and Development Management Policies and the NPPF.

- 11 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.

- 12 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.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the proposed estate road.

- 13 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.

- 14 As part of any reserved matters application a scheme for the provision of spaces and electric charging points to serve the development shall be submitted for the approval by the Local Planning Authority. The scheme shall include a timescale for implementation. The approved scheme shall be implemented in accordance with the details approved.

Reason: The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles, in accordance with Policy T5 of the Emerging Local Plan and Paragraph 105 of the NPPF.

- 15 The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall illustrate an independent vehicular turning head areas 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.

- 16 **The development shall not commence until a Construction Management Plan has been submitted to and approved, in writing, by the Local Planning Authority. The statement shall include:**

- i) waste management measures;**
- ii) details of site compounds, offices and areas to be used for the storage of materials;**
- iii) methods and details of dust suppression during construction;**

iv) proposals to minimise harm and disruption to the adjacent local area from ground works, construction noise and site traffic.

v) construction traffic routes

The development shall be carried out in accordance with the details so approved.

Reason: In the interest of highway safety and the living conditions of surrounding properties.

- 17 Prior to the first occupation of the buildings hereby approved, a scheme for external lighting shall be submitted to and approved in writing by the local planning authority. Subsequently, the development shall be carried out and retained in accordance with approved details.

Reason: To ensure a satisfactory appearance to the development and in the interest of biodiversity in accordance with Policies CS14, CS18, DM3 and DM14 of the Core Strategy and Development Management Policies 2009.

- 18 Prior to the first occupation of the development hereby approved details for ecological enhancements at the site shall be submitted to and approved in writing by the Local Planning Authority. Subsequently, the development shall be carried out and retained in accordance with these details.

Reason: In the interests of biodiversity, in accordance with Policy CS18 of the Core Strategy and Development Management Policies 2009.

- 19 Any Reserved Matters application submitted shall include a scheme for protecting the proposed dwellings from any potential noise and/or light identified in an associated assessment of the local recreation ground and plant hire premises (including access) for the approval of the local planning authority. Thereafter no dwelling hereby approved shall be occupied until any such scheme identified as necessary has been implemented in accordance with the approved details, shown to be effective and retained in accordance with those details thereafter.

Reason: To protect human health and residential amenity in accordance with Policy DM3 of the Core Strategy and Development Management Policies Document (2009).

- 20 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 18020/1000 and 18018-POTT-5-500.

Reason: To identify the approved plans 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 Conditions 1 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. Further details can be obtained from the Highways Agreements Officer, Highways Contract Team, Community Services, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ
3. The applicant is advised that all car parking to be provided within the site shall be designed in accordance with the Central Bedfordshire Design Guide 2014.
4. The applicant is advised that all cycle parking to be provided within the site shall be designed in accordance with the Central Bedfordshire Council's "Cycle Parking Annexes – July 2010.
5. The applicant is advised that the site is located above a Principle Aquifer and within Source Protection Zone 3. Although the proposal is not considered to be of high risk, however the developer should address risks to controlled waters from contamination at the site.
6. The applicant is advised that the Environment Agency consider any infiltration (SuDS) greater than 2.0m below ground level to be a deep system and are generally not acceptable. If the use of deep bore soakaways are proposed the EA would wish to be consulted. All infiltration SuDS require a minimum of 1.2m clearance between the base of infiltration SuDS and peak seasonal groundwater levels.

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 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 and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

DECISION

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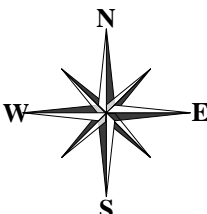
9. Planning Application No:
CB/19/01728/FULL (Westoning, Flitton &
Greenfield)

Address: Land to the rear of 7-8 Moat
Farm Close, Greenfield, (Nearest
Postcode MK45 5DP).

Proposed residential development
comprising of 21 dwellings with
associated parking and landscaping.

Applicant: Status Homes Ltd



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	Date: 22:August:2019	
	Map Sheet No	
Scale: 1:1250	Land to the rear of 7-8 Moat Farm Close, Greenfield	

APPLICATION NUMBER	CB/19/01728/FULL
LOCATION	Land to the rear of 7-8 Moat Farm Close, Greenfield
PROPOSAL	Proposed residential development comprising of 21 dwellings with associated parking and landscaping
PARISH	Flitton/Greenfield
WARD	Westoning, Flitton & Greenfield
WARD COUNCILLORS	Cllr Jamieson
CASE OFFICER	Sarah Tucker
DATE REGISTERED	27 May 2019
EXPIRY DATE	26 August 2019
APPLICANT	Status Homes Ltd
AGENT	Woods Hardwick Planning Ltd
REASON FOR COMMITTEE TO DETERMINE	Call in by Cllr Jamieson: outside settlement boundary, change to entrance of village, exacerbation of traffic issues, out of character with area, development is in the wrong place
RECOMMENDED DECISION	Full Application - Recommended for Approval

Summary of Recommendation:

Policy DM4 of the adopted Core Strategy allows for the development outside of but adjacent to settlement envelopes. This site lies adjacent to the settlement envelope of Greenfield. The site is not a valued landscape as defined in the NPPF and does not include any asset of particular importance. The site is well related to the existing village and is within walking distance of the school, bus stop and recreation ground. The development is therefore acceptable in principle. A 5 year land supply does not preclude the acceptability of housing development outside of but adjacent to settlement boundaries. The application is recommended for approval with conditions and appropriate S106 obligations.

Site Location:

The site consists of two overgrown paddocks to the south of the High Street, Greenfield. The site lies outside but adjacent to the settlement boundary of Greenfield, which lies tight around the dwellings on Moat Farm Close. To the east lies the properties in Moat Farm Close, to the north lies the High Street and properties in Moors View Close cul-de-sac, to the south and west, agricultural land well screened from the High Street by well established hedgerows along the frontages.

The village of Greenfield has no discernible centre, with built form both linear along the High Street, Greenfield Road and Mill Lane, and clustered around the junction of the High Street and Greenfield Road where it runs south to Pulloxhill. It is mixture of historic buildings and late 20th century ones, with no conservation area or many listed buildings. There are no listed buildings within the vicinity of the site.

The site lies in Flood Zone 1, and there are no ecological, landscape designations or protected trees on site.

The Application:

The application seeks full planning permission for the erection of 21 dwellings, in a cul-de-sac from a single access off the High Street. The existing gated access is proposed to be stopped up. The proposal includes 14 units of market housing with 3 x 2 bedrooms, 6 x 3 bedrooms, 5 x 4 bedrooms, and 7 units of affordable housing with 1 x 1 bedrooms, 3 x 2 bedrooms, and 3 x 3 bedrooms. All dwellings are proposed to have rear gardens. Dwellings are either two or single storey. There are 51 parking spaces in total on site.

The proposal includes the removal of some existing trees in poor health, but retaining the existing hedging to the north and east boundaries, with proposed landscaping to the west and south boundaries. The proposal also includes an area of public open space, new tree planting as well as landscaping. The majority of the existing hedgerows are proposed to be retained.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (February 2019)

Chapter 2: Achieving sustainable development

Chapter 5: Delivering a sufficient supply of homes

Chapter 9: Promoting sustainable transport

Chapter 11: Making effective use of land

Chapter 15: Conserving and enhancing the historic environment

Core Strategy and Development Management Policies - North 2009

CS1- Development Strategy

CS2- Developer Contributions

CS7- Affordable Housing

CS16- Landscape and Woodland

DM3- High Quality Development

DM4- Development within and beyond the settlement envelopes

DM14- Landscape and Woodland

DM16- Green Infrastructure

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:

SP1- Growth Strategy

SP2- NPPF- Presumption in Favour of Sustainable Development

SP5- Preventing Coalescence and Important Countryside Gaps
 H4- Affordable Housing
 T2- Highway Safety and Design
 T3: Parking
 EE1: Green Infrastructure
 EE2: Enhancing biodiversity
 EE4: Trees, Woodlands and hedgerows
 EE5: Landscape character and value
 HQ1: High Quality Development
 HQ2: Planning obligations
 HE1: Archaeology
 DC5: Agricultural Land

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Relevant Planning History:

Application Number	MB/01/00423/FULL
Description	Change of use of agricultural land to paddocks
Decision	Granted
Decision Date	25/06/2001

Consultees:

Flitton and Greenfield
Council

Objection:

Summary

The Parish Council considered this application at a meeting (attended by a number of residents) on 17 July and decided unanimously to object to the proposal. The overwhelming feeling at the meeting from residents was also to object.

There was significant annoyance that when querying what pre application advice (noted in the planning statement) had been given to the applicant, the planning officer responded that this was confidential. It is obviously important for those being consulted to know what pre application advice has been provided, especially when the developer refers to it in their application statement. In order to ensure that this can be addressed as part of the consultation process, the Parish Council feels that disclosure rules should apply in this kind of situation to ensure that an applicant or developer is not given any unfair advantage.

Neighbourhood Plan

The Neighbourhood Plan (NP) for Flitton, Greenfield and Pulloxhill is nearing completion and a first draft is nearly ready for examination. This Plan outlines the type of place which residents and the local councils want to see in the future. The draft vision statement for the NP is as follows.

To enhance the parishes as an area of rural tranquillity by maintaining the character of the separate villages, their conservation areas and areas of outstanding natural

beauty whilst developing closer links with the nearby towns of Flitwick and Ampthill on whom the parishes are dependent for many amenities and to whose residents, we have much to offer in terms of rural leisure activities. As part of the NP, the PC has set out its views in detail about the type of area which it and local residents desire for the future. Predominantly the vision is for small scale development and maintaining open space to keep a rural feel, plus not making the traffic problems (speeding and volume) any worse.

With the current construction of 24 houses on Greenfield Road Flitton (granted at Appeal), the housing needs of the Parish will have been met and this application is surplus to requirements. Indeed, the Neighbourhood Plan can offer proof through its Housing Needs Survey, that the properties being proposed are not necessary to meet the current housing need which is mainly for smaller houses and retirement homes in the Parish.

Although the NP does support the development of some smaller dwellings and bungalows, this was envisaged over a 20-year period and as small infill projects. The proposal for 21 dwellings on one estate does not put the development into the context envisaged by local people or the emerging NP.

Strategic comment

The site was not included for development in the emerging Local Plan despite being put forward.

The site is located outside the Settlement Envelope, and the Parish Council has steadfastly objected to any development which is contrary to this and the extant Policy DM4 (Central Bedfordshire Core Strategy and Development Management Policies 2009).

The settlement envelope remains the same in the emerging Local Plan. This point is also emphasised in the emerging Neighbourhood Plan, covering the Parish area.

Flitton and Greenfield is designated as a Small Village under Policy CS1 of the CS and the emerging Local Plan. The village which consists of three small settlements (Flitton, Greenfield and Wardhedges) has no facilities or amenities to cater for a growing population and neither is there a wish for this. The Neighbourhood Plan will be completed shortly and calls for only minimal development in the Parish and residents have already endorsed this. The parish was originally and mistakenly included in the Local Plan as a large village which was corrected immediately to be a small village, but this has probably led developers to believe that there are more facilities available to support larger developments.

The site is within the open countryside and located at a prominent entrance point to the village, the development would cause significant and demonstrable harm to the character and appearance of the area by extending the built development in to the countryside and bringing an urban feel to a country village. It would create a harmful

transition between the village and the open landscape beyond and would therefore be contrary to Policy DM3, which seeks to ensure, amongst other things, that new development is appropriate to its setting. This built up first impression on entering Greenfield would not be in keeping with the rurality of the village. This point is further exemplified by the unsuitability of the density and over development of 21 houses on a site no bigger than existing Moat Farm Close where there are only 8 houses. Natural spaces are important in this village and help to retain the country feel. This land is currently a paddock and developing these green areas would take away open space completely changing the character of this part of the village. The location could also, in the future, open a much larger area for the development of more dwellings, which is of great concern to the Council and residents.

The openness and spaciousness of the site, together with that of the adjacent fields, combine to provide an open gap linking to the open countryside beyond. The loss of a substantial part of this currently undeveloped gap would erode the individual identity of this part of Greenfield to an unacceptable degree and conflict with the Core Strategy (CS) Policy 16 in failing to conserve the varied countryside and local distinctiveness in accordance with the Landscape Character Area (LCA)

The development would have a sub-urbanising effect on an agriculturally graded site and erode the positive contribution it makes to the locally distinctive character of the existing pattern of development.

Until the Local Plan is adopted, the site is located within the Mid Greensand Ridge Landscape Character Area (LCA) (MH/3). The LCA identifies that the area comprises villages with a consistent traditional intact character, which remain vulnerable to development and settlement expansion and the loss of individual identity. The Greensand landscape is already vulnerable to change and areas of small pasture/irregular field such as this is important to enhance the identity of the green sand area. Losing valuable traditional sites such as this paddock area is a regressive step to maintaining the rich heritage of the area.

CBCs Five-Year Land Supply Statement indicates that in excess of five years supply of deliverable housing sites can be demonstrated including a 5% buffer. Therefore, development on un-designated sites which are not in the emerging Local Plan, should not be permitted. At an Appeal (APP/P0240/W/17/3179844) in the village, which was dismissed, the parties agreed that the Council could demonstrate in excess of a 5-year supply of deliverable housing sites, excluding unmet need for Luton and that the tilted balance did not apply.

At another Appeal (APP/P0240/W/18/3206349), which was also dismissed, the same conclusion was reached. This situation has not changed and a very recent dismissal decision on Appeal at Shillington (June 2019) reaffirms the significance of this position with regard to

rural housing development (APP/P0240/18/3217688).

The Parish Council still maintains that this application would be over development of the site, running in parallel with the existing lower density housing with large gardens along the High Street. Nearby residents could suffer a loss of privacy, light and the quiet enjoyment of their existing gardens and outdoor space.

Habitat and environment

The development would have a negative and irreversible impact upon the existing habitat and biodiversity on the site. The site is currently paddock land and sustains a significant amount of wildlife including birds, reptiles and animals including brown hares. It should therefore be seen as of ecological importance. The Council, as well as Central Beds Council, believes the countryside should be preserved as it is within the Greensand Ridge Nature Improvement Area

There have been flooding and drainage problems in this vicinity as Greenfield is the destination for water runoff from Pulloxhill. The existing gardens and drives of properties in Moat Farm and the High Street have flooded in the past and the paddock land has been a valuable open site for any excess water. If developed, this site is likely to exacerbate the drainage problems in the vicinity. Water runoff is via open ditches and these are poorly maintained at public expense and this situation will not improve.

The Council sees no reason for moving the existing entrance to the site and losing further established hedgerow. It is also unclear as to why the accessway becomes a dead-end on plan and fears that this may be to allow future development to the remaining paddock land to the side.

Infrastructure and sustainability

Due to the small village categorisation, there are very few amenities which can be accessed on foot within the close vicinity, especially for any elderly or disabled person or young child. Shopping, healthcare services and entertainment are all outside the village. There is only a Church, Public Houses and a school in the Parish. This works well for a lowly populated area where residents are already aware of the limitations and have chosen a rural way of life. However, it probably means that some 40+ cars will be introduced into the already busy highway as shopping is at Flitwick or Ampthill some 3km plus distance away as are GP surgeries, Dentists and other services. The Health Centre at Flitwick has closed its registration for any new patients and this presents an immediate problem for any development in the Parish.

Flitwick, the nearest town is expanding rapidly putting stress on the resources there including more traffic in and out of the crowded Town Centre, where there are already traffic issues with the double roundabout/railway bridge and narrow roads used heavily by locals and freight. The

public transport system is poor and most residents have to rely on their own cars to get out of the village. The same situation also applies to the neighbouring village of Silsoe which has expanded exponentially as a result of new housing development.

Also, in terms of sustainability, the Parish Council has already been forced to help match fund speed reduction measures as the main road through the villages is narrow, fast and busy and more traffic is likely to make this worse. This is a route used by pedestrians especially children at school time and only has a narrow foot path on the opposite side of the road. Children would be forced to cross the road twice during the busiest traffic movement time.

It is inevitable that if the dwellings were to be built, there would be new families with children wanting to access the village school. The school is invariably full to capacity with no room for expansion on the site.

Many parents drop their children off by car and this creates a massive problem for all highway users with three recent near-miss accidents. The Council and the Unitary Council would like to be able to solve this problem, but there is no obvious solution, in spite of funding being made available, and to add to this problem would make the situation even worse.

Conclusion and Conditions

The Parish Council believes that this development would cause significant harm to the character and appearance of the area. It would deviate from the Plan-led approaches being taken across the District and in the Parish and the harm found to the character and appearance of the village context adds considerable the weight against the proposal.

Overall, the conflict with the development plan taken as a whole would not be outweighed by any other material considerations and CBC is urged to refuse it.

However, should officers be minded to approve this application the Parish Council would ask that it be called to Committee for approval to enable local views to be heard first hand.

In addition, if the site were to be recommended for approval the Parish Council has a list of conditions and demands which they would expect to be met through S106 funding. These would include: Funding for road calming measures at this point including dedicated Parish speed cameras and financial consideration as to what would help alleviate the school traffic problems,

Providing a safe walking and cycling route with designated crossing points to the school, Flitton and Flitwick, Addressing the problematic pre-existing drainage in the area, Funding to improve childrens play and leisure facilities in the Parish.

Environment Agency	The site is located above Principal Aquifer and within a Source Protection Zone, but the proposal is not considered to be a high risk. The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located or designed infiltration such as SUDS. The drainage scheme must meet the criteria for groundwater protection.
Bedfordshire Fire and Rescue Service	Please draw the developer's attention to the requirements of fire safety at building regulations stage relating to: Access and Facilities for the Fire Service.
Environmental Health Practitioner- Private Sector Housing	Premises must comply with relevant statutory requirements including the Housing Act 2004, or comply with the relevant building regulation.
SuDs Officer	No objection subject to conditions relating to detailed surface water drainage scheme.
Local Plan Team	No objection.
Archaeologist	The archaeological field evaluation did not identify any surviving archaeological remains, therefore development is unlikely to have an impact on archeological remains or the significance of heritage assets with archaeological interest. No archaeological constraints.
Ecologist	The layout includes boundary hedgerows and ditch shown at the rear of proposed gardens rather than in the public realm. Wildflower areas should not be between the fences of existing and new properties and should also be kept in the public realm. By retaining existing features in the public realm and with additional planting the scheme could demonstrate long term, sustainable enhancements.
Tree Officer	A number of category C trees are proposed to be removed plus a stretch of hedgeline to facilitate access. It is not clear from the site layout plan that new planting is retained in the public realm or incorporated within individual plots. Retention in the public realm will ensure that it can be managed under a Landscape Management Plan. Any hedgerow removed for a visibility splay should be replaced behind the splay. Detailed planting proposals including species, sizes and densities of planting will be required.
Landscape Officer	The rural gap between Pulloxhill and Greenfield is especially sensitive to change in terms of character and views. The proposed layout and landscape mitigation will not achieve effective mitigation to ensure development is adequately integrated within the landscape. Proposed layout is not acceptable in Design Guide advice requiring landscape boundaries to be retained within the public realm and not private gardens. The site forms part of the landscape 'gateway' to Greenfield, an appropriate and effective planting buffer

must be provided to maintain the transition from rural setting to village character. Concerns with views from public rights of way network.

Leisure Officer	<p>No contribution is sought for leisure facilities, as there is a multi-facility leisure centre within a 20 minute drive time.</p> <p>The development generates 0.43ha of open space to be provided on site or as a contribution to local needs. No on-site provision of children play facilities is sought as there is good provision at the main recreation ground.</p> <p>As on-site provision for playing pitches is not identified a contribution is sought. The Parish Council have identified a requirement for new changing rooms and toilet facilities with access and security at the Recreation Ground. Therefore, a contribution of £20, 188 is sought towards this project.</p>
MANOP Team	<p>The proposal meets the policy requirement and we are therefore supportive of the application from this perspective.</p>
Highways Officer	<p>The principle of the proposal is acceptable, and the traffic generated from the development will not adversely affect the highway network. Amendments are required to the internal layout. A pedestrian dropped kerb with tactile paving should be provided on the opposite side of the road. A speed reduction table should be provided at the junction of the site with the High Street. A contribution of £7.5k is required for traffic calming to the east of the site on the High Street.</p>
Housing Development Officer	<p>Support this application as it provides for 7 affordable homes which reflects the affordable housing policy requirement for 35%. The application fully complies in terms of the tenure of the units with the provision of 72% affordable rent and 28% shared ownership.</p>
Education Officer	<p>The development site falls within the catchment for Greenfield Lower, Arnold Academy Middle School and Harlington Upper School. The lower school will be unable to accommodate this development (and other developments) without some additional capacity. Forecasts are indicating the need for spaces at Harlington Upper and Arnold Academy. As such financial contributions are required as follows based on the pupil place multiplier:</p> <ul style="list-style-type: none"> • Early years- £20, 221. 11 • Lower- £67, 403. 70 • Middle- £67,824.43 • Upper- £83, 170. 71 • Total - £238, 619.96

Other Representations:

Neighbours

31 representations have been received to the scheme; of these 28 were against and 3 in support.

Issues raised in objections:

- Not in line with the neighbourhood plan
- Village should be kept small
- Despite traffic calming the road is dangerous and increased traffic will exacerbate this
- Village has undergone a number of housing developments that has put pressure on local infrastructure
- Current infrastructure cannot cope
- Increase in traffic
- Drainage system on site would reduce the soft natural drainage system
- Overlooking neighbouring properties
- Proposed access dangerous
- Loss of open space
- Schools and GP surgery over subscribed
- Outside settlement boundary
- Harm to character and appearance of the area
- Fails to reflect existing grain of development
- Extends built development into countryside
- Adverse impact on existing landscape
- Not make a net positive contribution to biodiversity
- Development is not sustainable
- Village has experienced increased growth without any commensurate increase in amenities or improvement in village infrastructure
- High Street used as a rat-run to motorway and railway station
- Increase in flooding in the village
- Too many boring boxes being built quickly and badly
- Expect infills and small developments but this is a major development
- Spoils views of countryside
- No retail, school or post office in village
- Future residents will not walk to school
- Existing footpaths on main road not wide enough
- Pollution from increased traffic
- Loss of sunlight
- Affordable housing will affect value of neighbouring homes
- Not enough police officers already
- Lack of public transport
- Lack of consultation
- Loss of village identity

Issues raised in support:

- Sits alongside main route through village
- Sits behind mature hedgerows so visual impact minimal
- Includes affordable housing
- Introduce ecological diversity to the area
- Provides smaller homes for locals
- Not result in increase in traffic issues in the village

Determining Issues:

The main considerations of the application are;

1. Principle
2. Affect on the Character and Appearance of the Area
3. Neighbouring Amenity
4. Highway Considerations
5. Ecology
6. S106 Obligations
7. Other considerations
8. Conclusions

Considerations

1. Principle

- 1.1 The site lies outside but adjacent to the settlement envelope of Greenfield, which runs around the edge of Moat Farm Close itself. Greenfield is classified as Small Village in the settlement hierarchy by Policy CS1 in the adopted Core Strategy. It is allocated as a Small Village in the settlement hierarchy in the emerging Local Plan.

The relevant policy for assessing the proposal is Policy DM4 of the adopted Core Strategy. Policy DM4 allows for development in small villages, but states it will be limited to infill residential development. Where land is unavailable within the settlement, the policy allows for development adjacent to settlements, and should make the best use of land and lead to more sustainable communities. DM4 therefore seeks to protect the intrinsic character and beauty of the countryside, which is in conformity with the NPPF para 170 (b), but as a generic policy, which does not allow protection and enhancement of landscapes in a manner commensurate with their status, it is not in accordance with NPPF para 170 (a). Given that DM4 is partially in accordance with the NPPF, it is considered to have moderate weight in the decision making process. This has been supported by planning inspectors in recent appeal decisions in Central Bedfordshire.

Since the settlement envelope for Greenfield and Flitton is tight against existing built form, there is little land available within the settlement. In such cases, policy DM4 allows for sites adjacent to settlements to be considered, provided that they make the best use of available land and lead to more sustainable communities.

The site itself lies adjacent to Moat Farm Close, and lies opposite Moor View cul-de-sac. The proposed development does not sit further west than Moors View, and the built form lies in line with the properties in Moat Farm Close apart from plot 10, where the proposed house lies 20m further south than those in Moat Farm Close. In this way, it is considered that the proposal would extend the village only in so far as it has already been extended on the opposite side of the road, and would only extend the built form south of that existing by 20m. Furthermore, the proposed site is considered to be well related to the existing village, within walking distance of the primary school, recreation ground and bus routes. As such, the proposal is considered to be an appropriate extension of the village.

The land itself is not of, or does not contain, assets of particular importance, which are defined by the NPPF as SSSIs, Green Belt, Local Green Space, AONB, designated heritage assets or areas at risk of flooding. The NPPF states in para 11 that proposals that are in accordance with an up to date development plan should be approved without delay. Policy DM4, however, cannot be considered entirely up to date, as it is only partially in accordance with the NPPF. In this case para 170 (a) of the NPPF is relevant, in that it states that decisions should protect valued landscapes, in a manner commensurate with their statutory status. Since the site does not have an asset of particular importance, the Council would need to demonstrate that this site has a valued landscape quality.

The Council has a five year land supply. This has been put forward by objectors as a reason for refusal. However, having a five year land supply is not, in and of itself, a reason for refusal for a housing scheme. It has to have harm identified as well to be unacceptable. The 'tilted balance' of para 11 of the NPPF comes into force when there is no five year land supply, that potentially overrides any harm. This is not the case here.

The Parish Council state that Flitton, Greenfield and Pulloxhill Neighbourhood Plan is nearing completion, and that the draft Neighbourhood Plan does not envisage development of the size proposed in the current application. Local residents have raised the issue of the development not being in accordance with the draft Neighbourhood Plan. However, the draft plan has yet to go through the examination process, and as such, has little weight in the determination process of the current application. Furthermore, the draft Neighbourhood Plan lacks conformity with elements of the NPPF in that it seeks to restrict housing development in the villages to very small schemes, which is contrary to para 170 (a) of the NPPF, in that, as policy DM4, it does not allow protection and enhancement of landscapes in a manner commensurate with their status. As such, it is considered that the draft Neighbourhood Plan has little weight in the determination process for this application.

Given the above, it is considered that the proposal is acceptable in principle.

2. Affect on character and appearance of the area

- 2.1 As stated above, the site lies on the western edge of the village, opposite Moors View cul-de-sac. The development proposed would be 20m deeper than that of Moat Farm Close. Concerns have been raised by local residents and the Landscape Officer regarding the effect of the proposal on the landscape 'gateway' to Greenfield, affecting the transition from rural setting to visual character. However, the landscape 'gateway' to Greenfield from the west has already been affected with the development of Moors View Close. Given that the site does not extend further west than Moors View Close, it is not considered that the proposals would unduly affect the landscape 'gateway'.

Concerns have been raised regarding the loss of the character of the village as a result of the proposal, and the creation of a sub-urbanising effect that erodes the locally distinctive pattern of development. However, the overwhelming character and grain of development of the village of Greenfield is linear, along High Street, Mill Lane and Greenfield Road. Within this context, it is considered that the proposal would not look out of place, and is a visually appropriate extension to the village, that mirrors the opposite side of the road. The relatively small scale of development at 21 units would not result in such an urbanising effect that would result in a change of character to the village.

Concerns have been raised that the proposal would harm the sensitive rural gap between Pulloxhill and Greenfield. However, the site is at the western edge of the village, and given it would only extend southwards from the existing built form by 20m, it is considered that the proposal site does not contribute to the rural gap between Greenfield and Pulloxhill.

The Landscape Officer has raised concerns that the landscape mitigation proposed will not achieve effective mitigation to ensure the development is fully integrated into the landscape. The existing well established hedgerows on the frontage (apart from the access) and the western boundary are proposed to be retained, with further planting to the western and southern edges. This will result in visual self-containment of the proposals. Details of planting and boundary treatments will be required by recommended condition,. Since the site is considered an appropriate extension to the village that will not unduly harm its character, it is considered that the proposed retention of existing hedgerows and some trees, as well as proposed planting, controlled by conditions, is appropriate here.

With regard to the control of the existing and proposed landscape to be in the public realm, rather than by individual plots, as required by the Design Guide, this will be required by a recommended condition. Further details of landscaping will be required by a recommended condition.

The proposal is in accordance with the Design Guide in that it provides a green edge between the road the built from, with retention of the existing hedgerows. The design of the dwellings is a mixture of traditional styles, with the use of pitch roofs and gable ends, with detailing and materials that will look appropriate in the village, which has a mix of styles, but predominately post war to late 20th century.

The Landscape Officer has raised concerns regarding the effect of the development on the amenity of the rights of way network in the area. However, the site is not obviously visible from the footpath running through and beyond Moat Farm Close, due to the existing levels. The land only starts significantly rising over 75m away from the site. At this distance, views to the site, given the existing hedgerows, will be negligible.

For the reasons given above, and with the addition of recommended conditions, it is considered that the proposal will not harm the character or appearance of the village or the wider landscape.

3. Neighbouring Amenity

- 3.1 Two of the proposed dwellings lie adjacent to properties in Moat Farm Close. The end elevation of plot no. 11 lies 21m from the rear elevation of 7 Moat Farm Close, and the rear garden of plot no. 21 lies 17m from the rear elevation of no. 6 Moat Farm Close. Given these distances, and the fact that the site is level here with Moat Farm Close, and the tree screening to remain, there will be a negligible impact on the residential amenities of the occupiers of nos 6 or 7 Moat Farm Close.

There will no impact on residential properties on the opposite side of the High Street, due to the distances involved and the retention of the existing hedge.

Due to the levels and distances proposed there will be no loss of sunlight to neighbouring properties.

As such, there are no harmful impacts on neighbouring amenity as a result of the proposal.

4 Highway Considerations

- 4.1 The traffic generated by the proposal would not result in an adverse impact on the existing highway network. There is traffic calming in the vicinity of the site and bus stops are located to the east at The Paddocks. To allow pedestrian access to the bus stop at The Paddocks, a pedestrian dropped kerb and tactile paving should be provided on the opposite side of the road, as there is not enough room to provide a public highway fronting the site due to the hedge and the ditch. The applicants have agreed to a speed reduction table at the junction of the site and kerb opposite, for pedestrian links, and this will be required by condition. The applicant has also agreed to the contribution towards traffic calming in the vicinity of the site.

The internal layout of the scheme has been amended to reflect the concerns of the Highway Officer.

Given this, the highway impacts of the proposal are considered acceptable.

5 Ecology

- 5.1 The Ecologist has raised concerns regarding retaining existing features in the public realm, and this would allow long term, sustainable enhancements rather than being included in private gardens. However, a condition will be included to this effect to allow existing hedgerows and ditch to be part of a management plan, to ensure that they are managed appropriately.

With the addition of an appropriate condition, it is considered that there are no ecological issues arising from the proposal that would warrant refusal of the scheme on this basis.

6 S106 Obligations

- 6.1 S106 obligations are required to mitigate the development for leisure facilities, school places provision and traffic calming. The applicant has agreed to these and they are required as part of the S106 agreement pursuant to the permission, if approved, as follows.

Early Years and Schools Provision:

- Early years- £20, 221. 11
- Lower- £67, 403. 70
- Middle- £67,824.43
- Upper- £83, 170. 71
- Total - £238, 619.96

Leisure Facilities

- £20, 188 towards improved facilities at the recreation ground

Highways

- £7.5K towards traffic calming in the High Street

Affordable housing

- Affordable housing at 35% (7 units) is proposed to the satisfaction of the Housing Development Officer. This is identified as a district wide need, rather than a parish need, as stated by the Parish Council.

7. Other Considerations

- 7.1 There is no objection to the scheme from the SUD's officer, who has requested an appropriate condition. The site does not lie in an area of flood risk. Given this it is highly unlikely that the proposal would in drainage issues or flooding in the area.

Given the size of the development, there will be no increase in pollution as a result of the proposal. There was no comment from the Pollution Control Team.

Concerns have been raised regarding the lack of consultation for local residents. However, consultation has been undertaken in accordance with the the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the Council's usual consultation process. Concerns have also been raised by the Parish Council regarding the pre-application advice to the applicants. Since the pre-application advice given was referenced on the planning application form, it is considered to be a background paper and is now on the Council's public website.

- 7.2 Concerns have been raised regarding the loss of value of properties in the area and the loss of views. However, these are not planning issues that can be taken into account in the determination of this proposal.

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.

8 Conclusion

- 8.1 Policy DM4 of the adopted Core Strategy allows for the development outside of but adjacent to settlement envelopes. This site lies adjacent to the settlement envelope of Greenfield. The site is not a valued landscape as defined in the NPPF and does not include any asset of particular importance. The site is well related to the existing village and is within walking distance of the school, bus stop and recreation ground. There is no clear reason for refusing the proposal in principle.

Whilst the Council has a 5 year land supply, this is not in itself a reason for refusal; harm has to be identified. The draft Neighbourhood Plan is in an early stage of production and is not in conformity with the NPPF and as has minimal weight in the determination process.

The principle of development is therefore acceptable.

The site is visually self-contained and would not harm the character of the village, nor result in an urbanising effect in this location. The proposal fits with the linear form of the village and would not look out of place. Conditions relating to retention of existing and proposed landscaping are recommended.

There is no harm to neighbouring amenity as a result of the proposal.

The proposal would not result in an adverse effect on the highway network. The applicant has agreed to works to the highway to improve pedestrian access and links to the bus stop, as well as a contribution towards traffic calming.

Subject to the addition of a recommended condition, there are no harmful ecological impacts of the proposal.

The applicant has agreed to S106 obligations relating to recreational facilities, early years and schools provision, traffic calming and policy compliant affordable housing.

In conclusion, no harm has been identified that, in and of itself, would result to refusal of the application. Given this, the application is recommended for approval subject to conditions and a S016 agreement.

Recommendation:

That Planning Permission be **GRANTED** subject to S106 obligations and the following conditions:

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

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

- 3 **No development shall take place until details of the management of the existing retained and proposed landscaping and planting areas shall be submitted to and approved in writing by the local planning authority. The approved management scheme shall be in place before first occupation of the dwellings hereby approved and retained thereafter as such.**

Reason: To ensure that existing and proposed landscaping are appropriately maintained.

- 4 **No development shall take place until details of a scheme of environmental mitigation has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme before first occupation of the development hereby approved.**

Reason: To enable proper consideration of the impact of the development on the contribution of nature conservation.
(Section 15, NPPF)

- 5 Notwithstanding the details on the submitted plans, a scheme shall be submitted for approval in writing by the Local Planning Authority indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with the approved scheme before the use is first occupied and be thereafter retained.

Reason: To safeguard the appearance of the completed development and the visual amenities of the locality.
(Section 12, NPPF)

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

Reason: To ensure that adequate foul and surface water drainage is provided and that existing and future land drainage needs are protected.
(Section 14, NPPF)

- 7 **No development shall take place, notwithstanding the details submitted with the application, until details of the materials to be used for the external walls and roofs of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.**

Reason: To control the appearance of the building in the interests of the visual amenities of the locality.
(Section 12, NPPF)

- 8 **No development shall take place until details of the junction between the proposed estate road and the highway have been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied until that junction has been constructed in accordance with the approved details.**

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the proposed estate road.
(Section 94, NPPF)

- 9 No building shall be occupied until the junction of the proposed vehicular access within 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 94, NPPF)

- 10 The development shall not be occupied or brought into use until the parking scheme for the site has been completed. The scheme shall thereafter be retained for this purpose.

Reason: To ensure provision for car parking clear of the highway.
(Section 94, NPPF)

- 11 **No development shall commence until details of the raised table at the junction of the access and the High Street and the improvements to the pedestrian access have been submitted to and approved in writing by the local planning authority. The raised table and pedestrian access improvements shall be implemented to the satisfaction of the highway authority prior to the first occupation of the dwellings hereby approved.**

Reason: To ensure highway safety.

- 12 The dwellings hereby approved shall not be occupied until details of the bin storage areas have been submitted to and approved in writing by the Local Planning Authority and the bin storage areas have been implemented in accordance with the approved details. The bin storage areas shall be retained thereafter.

Reason: In the interest of amenity.
(Section 12, NPPF)

- 13 Prior to the construction of vehicular parking areas associated with the approved dwellinghouses, a scheme for the charging of electric vehicles shall be submitted to and approved in writing by the Local Planning Authority. Subsequently, the development shall be completed in accordance with these approved details.

Reason: To assist with the transition to low-emission vehicles in line with paragraph 110 of the National Planning Policy Framework (2019)

- 14 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers: 18141_1003, 18141_1000, 1814_107 998 844, 18141_108 657, 18141_110, 18141_109, 18141_106 1033, 18141_105 753, 18141_100 1685, 18141_104 998 844, 18141_102 1033, 18141_103 998, 18141_103 998, 18141_101 1321

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

INFORMATIVE NOTES TO APPLICANT

- The applicant is advised that no works associated with the construction of the vehicular access should be carried out within the confines of the public highway without prior consent, in writing, of the Central Bedfordshire Council. Upon receipt of this Notice of Planning Approval, the applicant is advised to write to Central Bedfordshire Council's Highway Help Desk, Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire, SG17 5TQ quoting the Planning Application number and supplying a copy of the Decision Notice and a copy of the approved plan. This will enable the necessary consent and procedures under Section 184 of the Highways Act to be implemented. 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.

2. The applicant is advised that in order to comply with Condition 11 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. Further details can be obtained from the Development Management Group, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ. (HN viii)
3. The applicant is advised that no highway surface water drainage system designed as part of a new development, will be allowed to enter any existing highway surface water drainage system without the applicant providing evidence that the existing system has sufficient capacity to account for any highway run off generated by that development. Existing highway surface water drainage systems may be improved at the developer's expense to account for extra surface water generated. Any improvements must be approved by the Development Management Group, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ. (HN ix)
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 Council does not accept materials are their offices. Where there is a requirement for materials to be submitted to and approved in writing by the Local Planning Authority, please contact the Case Officer to arrange for them to be viewed, usually this will be on site.
6. You are advised that the grant of permission does not supersede the need to take due care in respect of tree protection and tree surgery works and that all works on or adjoining the site should be undertaken in accordance with recognised Codes of Practice, particularly the standards set out in BS3998 (1989).
7. Any removal of trees, scrub or hedgerow should take place outside the bird breeding season of March to August inclusive. Should any such vegetation have to be removed during, or close to this period it should first be thoroughly assessed by a suitably experienced ecologist as to whether it is in use by nesting birds. Should nests be found, a suitable area of vegetation (no less than a 5m zone around the nest) should be left intact and undisturbed until it is confirmed that any young have fledged before works in that area proceed. This process should be agreed in writing with the Local Planning Authority.
REASON: In order not to cause destruction of, or damage to , the nests of wild birds, their eggs and young. This corresponds to the protection afforded to them under the Wildlife and Countryside Act 1981 (as amended).

8. **Any conditions in bold must be discharged before the development commences. Failure to comply with this requirement could invalidate this permission and/or result in enforcement action.**
- 9 The applicant and the developer are advised that 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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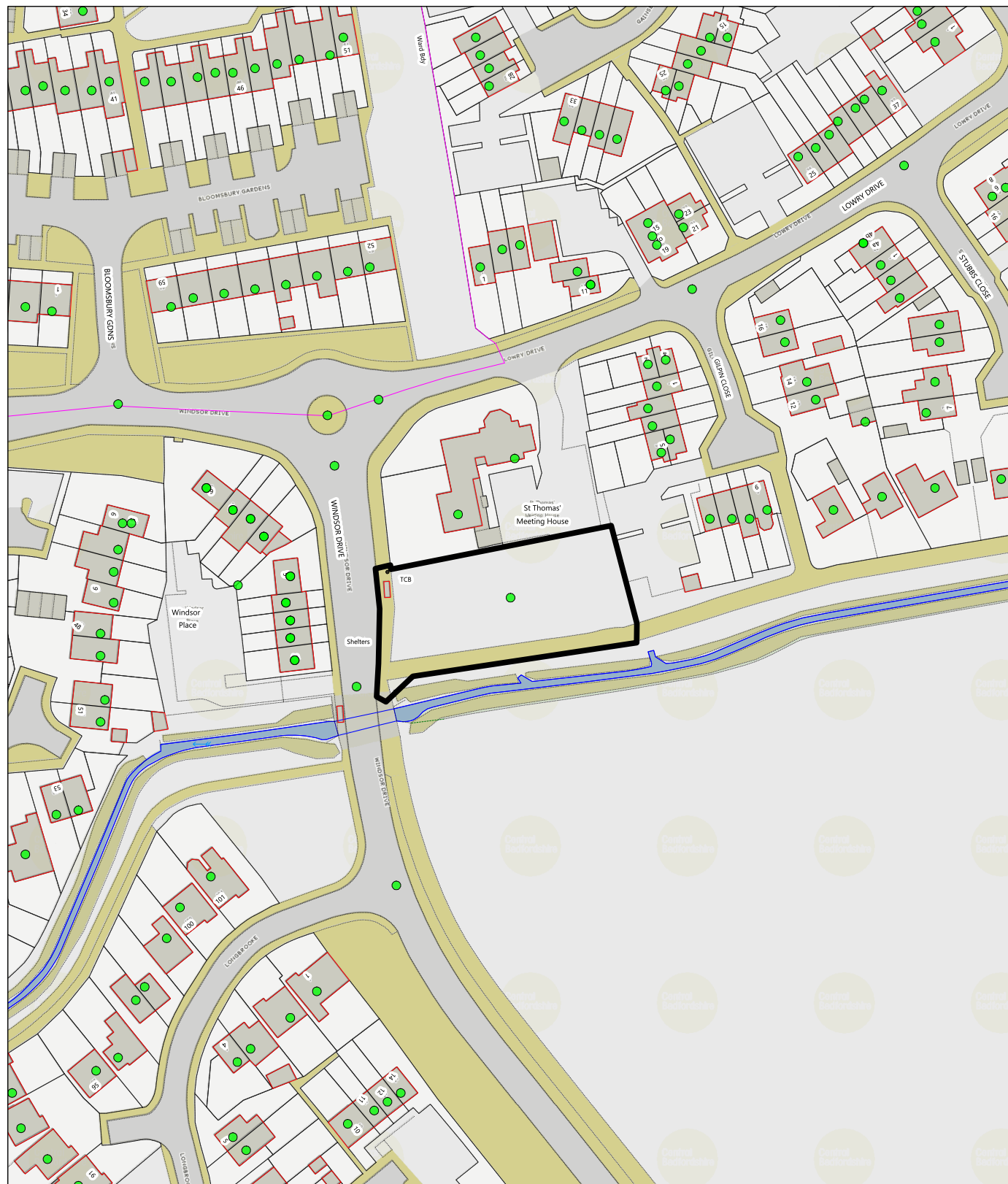
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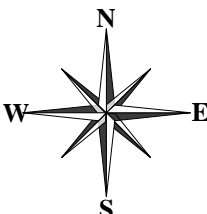
10. Planning Application No:
CB/18/04641/REG3 (Houghton Hall)

Address: Land adjacent to St Thomas
Meeting House, Windsor Drive, Houghton
Regis, (Nearest Postcode LU5 5SJ).

The development of a 20 unit, 3-storey
transitional housing scheme with
associated access, parking and
landscaping.

Applicant: Central Bedfordshire Council



	© Crown Copyright. All rights reserved. Central Bedfordshire Council Licence No. 100049029 (2009)	Application No. CB/18/04641/REG3
	Date: 25:July:2019	
	Map Sheet No	
Scale: 1:1250	Land adjacent to St Thomas Meeting House, Windsor Drive, Houghton Regis	

APPLICATION NUMBER	CB/18/04641/REG3
LOCATION	Land Adjacent To St Thomas Meeting House, Windsor Drive, Houghton Regis
PROPOSAL	The development of a 20 unit, 3-storey transitional housing scheme with associated access, parking and landscaping.
PARISH	Houghton Regis
WARD	Houghton Hall
WARD COUNCILLORS	Cllrs Mrs Goodchild & Farrell
CASE OFFICER	Stuart Kemp
DATE REGISTERED	13 December 2018
EXPIRY DATE	14 March 2019
APPLICANT	Central Bedfordshire Council
AGENT	Ridge and partners
REASON FOR COMMITTEE TO DETERMINE	The applicant is Central Bedfordshire Council
RECOMMENDED DECISION	Regulation 3 - Recommended for Approval

Summary of Recommendation:

The application site is located within the built up area of Houghton Regis on a parcel of land not identified in the Local Plan Review for a particular use. The proposal given its siting within the application site, set back from the frontage of Windsor Drive with adequate separation from neighbours is not considered to result in undue detrimental harm to the character or appearance of the area, neighbouring amenity, highways safety, ecology or flood risk. This is considered to be a sustainable location for this transitional housing scheme. Therefore, when considered in the round the proposal is considered to comply with the principles of the NPPF and relevant policies of the South Bedfordshire Local Plan Review.

Site Location:

The application site is land off Windsor Drive in the town of Houghton Regis. The site is located adjacent to the St Thomas Meeting House and The Clergy House. The site consists of grassland and is open plan to two sides with fencing to the boundary with The Clergy House and Gilpin Close. The site is wholly within the settlement envelope for Houghton Regis and does not form part of any designated land. A cycle route and brook runs along the southern boundary of the site.

The Application:

The application seeks permission for the construction of a residential building to provide 20 no. units for a transitional housing scheme with associated access, parking and landscaping. The accommodation would provide vulnerable single adults with short to medium term accommodation while they search and prepare to transition into longer term housing. The individual units would incorporate a shower room, bedroom and a small kitchenette area for the preparation of food. There are also 3 no. wheelchair accessible units.

The development would comprise of a three storey building fronting Windsor Drive, with a dual pitch roof height of some 12.5m. The rear part of the development would have a slightly lower ridgeline of some 11.6m. The proposed building has a narrow frontage so as to accommodate a minimum 4.0m access drive leading to off road parking.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (February 2019)

- 2: Achieving sustainable development
- 5: Delivering a sufficient supply of homes
- 12: Achieving well-designed places

South Bedfordshire Local Plan Review Policies

BE8 Design Considerations
SD1 Keynote Policy
T10 Parking - New Development

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:

LP HQ1: High Quality Development
LP SP2: NPPF - Sustainable Development
LP T3: Parking

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Relevant Planning History:

Application:	Planning	Number:	CB/17/04549/REG3
Validated:	21/09/2017	Type:	Regulation 3
Status:	Withdrawn	Date:	23/11/2018
Summary:		Decision:	Application Withdrawn
Description:	The development of a 20 unit, 3-storey transitional housing scheme with associated access, parking and landscaping.		

Application:	Planning	Number:	CB/16/05007/PAPC
Validated:	24/10/2016	Type:	Pre-Application - Charging Fee
Status:	Decided	Date:	30/12/2016
Summary:		Decision:	Pre-App Charging Fee Advice Released

Description: Pre-Application Advice Non Householder: Development of 20 units, 3 storey scheme, comprising 18 X 1 room and 2 X 2 room units

Application:	Planning	Number:	CB/10/00381/FULL
Validated:	09/02/2010	Type:	Full Application
Status:	Decided	Date:	31/10/2013
Summary:	Dismissed	Decision:	Application Disposed Of
Description:	Erection of 3 storey residential care home (Revised application SB/TP/08/1107)		

Application:	Planning	Number:	SB/08/01107/FULL
Validated:	10/02/2009	Type:	Full Application
Status:	Withdrawn	Date:	23/04/2009
Summary:		Decision:	Application Withdrawn
Description:	Erection of a three storey residential care home.		

Application:	Planning	Number:	SB/07/00855
Validated:	07/08/2007	Type:	Full Application
Status:	Withdrawn	Date:	31/10/2007
Summary:		Decision:	Application Withdrawn
Description:	ERECTION OF PART SINGLE, TWO AND THREE STOREY 33 BED CARE HOME.		

Consultees:

Houghton Regis Town Council	The Town Council strongly objects to this application for the following reasons:
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The size, scale, massing, orientation and the appearance of the proposed development does not complement or harmonise with the local surroundings, in particular to the adjoining buildings;

The setting of the proposed development would have an unacceptable adverse effect on the general and residential amenity of the area and on the privacy of the adjoining and surrounding properties;

Overdevelopment;

Lack of parking provision

Strategic Housing	Strategic Housing are fully supportive of the application with the provision for 100% affordable housing through the provision of 20 transitional accommodation units, providing transitional accommodation for single adults and couples who are entitled to temporary housing. The new development will be of social value to the local community, providing suitable accommodation for individuals with a local connection to Central Bedfordshire and with an identified housing need.
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Transitional housing schemes provides an individual with short to medium term accommodation while they search for and prepare to transition into longer term housing. The proposed scheme will provide for much needed temporary accommodation in Central Bedfordshire, with the Council continuing to see

increased pressures for the requirement for temporary accommodation. Strategic Housing are fully supportive.

Ecology

The application DAS refers to a phase 1 habitat survey that has been undertaken but this cannot be located amongst the application documents. The site appears to be short mown amenity grassland with some scrub and a line of larger trees bordering the brook off site.

Proposals recognise the need to support biodiversity enhancements and reference is made to the addition of low level planting. Beyond this there are opportunities for gains through the use of integrated bat and bird bricks within the built fabric of the new building.

The line of trees along the brook acts as a wildlife corridor and it's likely that bats and birds will commute and forage along it, as such the introduction of additional nesting / roosting opportunities would be beneficial. Taller buildings such as this lend themselves well to swift bricks in addition to opportunities for sparrows and starlings.

To ensure the scheme can deliver a net gain for biodiversity a condition would be required for the provision of an Ecological Enhancement Strategy

Highways

No Highways Objection subject to recommended conditions.

Pollution

No comment.

Private Sector Housing

No comment.

Flood Risk

We consider that planning permission could be granted to the proposed development and the final design and maintenance arrangements for the surface water system agreed at the detailed design stage, if the suggested recommendations and planning conditions are secured.

Trees and Landscape Officer

I consider that this layout is too close to the southern and eastern boundaries, and that this would create potential conflict with the natural crown spread of adjacent trees, leading to heavy and disfiguring pruning works. This will result in undermining the screening value that the current boundary planting provides, and thereby increasing the visual impact that this 3-storey building imposes on the adjacent area.

Additional Response (Comment) following revised plans (Summary):

Footprint of the new building has now been moved westwards slightly to give more clearance to the canopy spread of trees T12 and T13, but would still result in

some conflict with the canopy.

I consider that there could still be more scope to move the footprint even further westwards, recognising the need to avoid inevitable pruning works.

I also note that tree T15 is still not being shown as retained on the Tree Retention Plan.

Archaeology

No objection.

Andrew Selous MP

I write on behalf of my constituent Mrs Dowers who has objected to the above planning application for a three storey 20 unit complex for homeless and vulnerable people in Houghton Regis. Please could I ask that the relevant planning committee of the Council takes into account my constituents objections to this application before the matter is determined.

Other Representations:

59 Neighbour
Objections

Objections (Summary)

Other more appropriate, brownfield sites in Central Bedfordshire

Overdevelopment of the site and unacceptable density.

Height, scale, design and materials of the building is inappropriate and would be harmful to the character and appearance of the area and out of keeping with the area.

Impact on neighbours by loss of privacy, overlooking, loss of light.

Impact on local amenities, services and infrastructure such as doctors, schools and drainage.

Development would be overbearing to neighbours.

Increase in noise and disturbance.

Insufficient car parking.

Increased traffic.

Loss of views from neighbouring properties.

Why is a car park required given the type of proposed use.

Unsafe access and impact on the adjacent bus stop.

Loss of amenity space.

Insufficient management of the building is proposed.

Will set a precedent for loss of green space.

Previous application was withdrawn.

Development on an undeveloped greenfield site.

Increased flood risk.

Release of Radon gas.

Not enough police.

Reduction in house value.

Lack of information and no proper consultation.

Site and adjacent footpath are poorly maintained.

No need for transitional housing.

Mentally ill men and women should not be housed within close proximity of two schools and close to numerous children.

Residents will feel unsafe.

Area is already plagued with anti social behaviour.

Type of development and clientele is unacceptable in this area.

Increase in crime.

Work on the building has already started.

Petition - 165
Signatures

Objection for the following listed reasons:

Impact on local residents

Increase parking

Lack of space

Radon Gases

Flooding

Too close to the roundabout

Noise

Wildlife.

Considerations

1. Principle of Development

- 1.1 The site lies within the built up area of Houghton Regis and is not designated in the Local Plan Review for a particular use. The development of the site is therefore acceptable in principle, subject to full consideration of other material considerations. These are considered further within the report below.
- 1.2 It should also be noted that an application made for this site in 2010 under planning reference CB/10/00381/FULL proposed the erection of a 3 storey, 23-bedroom residential care home. This application was recommended for approval by planning officers to the development management committee in 26th May 2010. The Development Management supported this recommendation and resolved to approve planning permission subject to the completion of a s106 agreement. The s106 agreement was not completed by both the council and the private land owner and as such planning permission was not formally granted.

2. Affect on the Character and Appearance of the Area

- 2.1 Policy BE8 of the South Bedfordshire Local Plan Review states that. Amongst others, proposals for development should ensure that the size, scale, density, massing, orientation, materials and overall appearance of the development should compliment and harmonise with the local surroundings.
- 2.2 The application site is a grassed area adjacent to the public footpath to the south, highway to the west and is bound by fencing to the north and east. The area is characterised by traditional two storey residential dwellings of varying size, style and design. The proposed building would be approx. 4.4m higher than St Thomas Meeting House and adjacent residential properties and has a larger footprint. It would be located some 6.6m from St Thomas' Meeting House.
- 2.3 The proposed building is three storey in height and would be set back some 29m from Windsor Drive, as such, whilst the front facing gable end would be a prominent feature, it is considered that the development would not be harmfully intrusive within the streetscene. The site is screened along the southern and eastern boundary by large mature trees, whereby the development would only result in a minor section of pruning. Therefore the trees would be maintained, and would screen the site from the south and east.
- 2.4 The Councils Trees and Landscape Officer, whilst not objecting the proposal, has commented on the potential pruning required to existing trees. Whilst it is noted that pruning will be required to some extent to the trees along the northern boundary of the site it is considered that adequate landscape screening will be retained.
- 2.5 The building is set off the southern boundary by 8.9m at the closest point, and is sited 4.4 metres from the northern boundary. Therefore, there is a significant buffer between the boundary of the site and the proposed development, and therefore it is considered that the building would sit comfortably within the context of the site, and would not appear as a cramped development. The proposed development would not be considered to cause harm to the character and appearance of the area.
- 2.6 The design is of a contemporary style and given the variety within the locality this would not be considered out of keeping
- 2.7 Given the above, it is considered that due to the significant setback from the highway, and in relation to the height of the dwellings in the locality, it is considered that the proposed development would accord with Policy BE8 of the South Bedfordshire Local Plan Review and Section 12 of the NPPF.

3. Neighbouring Amenity

- 3.1 The application site is surrounded by a number of two storey residential properties within Windsor Drive, Lowry Road and Gilpin Close that may be affected in varying ranges. The following paragraphs set out each area of residential properties that may be affected at some level.

Gilpin Close

- 3.2 The closest properties within Gilpin Close are separated from the application site by a parking court area. Given the siting of the proposed building and the overall physical separation as well as the natural screening from the trees along the eastern boundary, it is not considered that there would be any

significant adverse impact to the residential amenity to these neighbouring properties in terms of loss of light or privacy given the 22 metre separation to the nearest residential garden. In addition to this, given the physical separation between the development and the closest residential gardens (being Nos. 5 and 6 Gilpin Close), it is considered that the development would also not appear as unduly overbearing to these neighbours.

Windsor Drive

- 3.3 These properties, namely nos 1 to 5, are located on the opposite side of the road to the application site. The proposed building is set back some 29m and therefore there will be some 45m separation distance between the new building and the front elevation of the neighbouring Windsor Drive properties. Also, the proposed development faces the front of Nos 1 to 5 across the public highway. Therefore the development would overlook the public realm, and would not result in any undue loss of light or privacy.
- 3.4 Due to the significant separation distance of 45 metres between the proposed building and Nos. 1 to 5 Windsor Drive, it is considered that the development would not result in any unacceptable overbearing impact upon these neighbouring dwellings.

The Clergy House and St Thomas' Meeting House, Lowry Road

- 3.5 The land to the north of the site houses the St Thomas' Meeting House, which is a single storey building adjacent to Lowry Road and The Clergy House, which is a two storey residential dwelling.
- 3.6 St Thomas' Meeting House is a community building owned by the Parochial Church Council and is used by a wide range of community groups. The building would be separated from the site boundary by their car park at a separation distance between the buildings of some 23.8m.
- 3.7 The Clergy House is located immediately to the north of the site approx. 5.5m from the shared boundary. The side elevation has 2no windows and there is a single storey extension between the host dwelling and the site boundary. The rear garden and private external amenity space are located backing onto Windsor Drive. The new three storey building would be located 6.6m from the shared boundary and the height to the ridge of the gable end which faces the clergy house would be 11.6m.
- 3.8 The layout of the scheme has been set back from Windsor Drive by 29m, and therefore is set behind the rear building line of the Clergy House, and therefore the main bulk of the development is set back from the neighbouring dwelling, and in addition to the 12 metre separation, would not be considered to result in an unacceptable overbearing impact upon the Clergy House, nor would it result in an unacceptable loss of light or outlook.
- 3.9 Due to the siting and positioning of the proposed development, it is considered that the windows in the north facing elevation would not result in an unacceptable direct overlooking impact on any of the south facing windows in the Clergy House. The development would only gain a view of the parking area to the north. Due to the siting of the Clergy house, it is considered that this would act as a screen to the private garden space to the west of the Clergy House. As such, the proposed development would not result in an unacceptable overlooking impact on any of the habitable space occupied by

this neighbouring dwelling.

- 3.10 Therefore, it is considered that the proposed development would not cause harm to the amenity and living conditions of any neighbouring occupier, in accordance with Policy BE8 of the South Bedfordshire Local Plan Review or the need for good quality design within Section 7 of the NPPF.

4. Highway Considerations

- 4.1 The proposed access is across an existing bus stop lay-by. However, a detailed drawing shows approximately half of this lay-by removed with the carriageway width increased to between 9.5m to 10m. This would enable a car to pass the stationary bus while another is travelling in the opposite direction.
- 4.2 The proposal includes a new access road and turning area along with parking for 10 cars, which includes 2 No. disabled spaces and this does not comply with the authority's standard in relation to dwelling size. The applicant has put forward evidence of the requirement of parking in relation to this type of establishment which relates to low car ownership. In addition the site is considered to be in a sustainable location close to the centre of the Houghton Regis with good access to services and local infrastructure both within walking distance and through local public transport. As such, given the type of use proposed and the sustainable location of the site the proposal is considered to be acceptable in this regard.
- 4.3 The Highways officer initially concluded that a Stage 2 Road Safety Audit should be completed and submitted to prove the suitability of the proposed access. This has now been provided and it has been confirmed that the access arrangements are acceptable. The Highways Officer has raised no objection to the proposal subject to the imposition of relevant conditions.

5. Other Considerations

5.1 Ecology

The site itself mainly consists of amenity grassland with some scrub and boundary trees which are to be retained and as such is not considered to be of high ecological value. The Council's Ecologist has been consulted on the proposal and has raised no objection subject to a condition to secure an ecological enhancement strategy which would enable the development to demonstrate a net gain for biodiversity. As such the proposal is considered acceptable in this regard.

5.2 Flood Risk

The application site is within flood zone 1 and is not within an identified area at risk of surface water flooding. The Council's SuDS Officers have been consulted on the proposal and have raised no objection subject to the inclusion of conditions to secure the detailed design of the surface water management scheme. As such the proposal is considered acceptable in this regard.

5.3 Previous Planning History

It is noted that there is extensive planning history for this site, this has led to significant improvements to the proposal through consultation with the Council's Planning Delivery service to ensure that the proposal would not result in any undue harm to the character and appearance of the area, neighbouring amenity, highways safety and the other material planning considerations as outlined within this report.

5.4 Lack of Communication

Concerns have been raised within a number of representations about the lack of consultation/communication from Central Bedfordshire Council regarding this proposal. With regards to the planning process, all statutory and nearby neighbours were consulted, a site notice was posted and the development was advertised in the local newspaper. As such, the Local Planning Authority has fulfilled their statutory requirements in this respect.

In relation to any pre-application communication/consultation this would have been conducted by the applicant/agent and is not considered a material consideration within this determination.

5.5 Omission of Documents

All documentation was available to view via the Councils website shortly after the electronic application was validated. The Design & Access Statement and accompanying supporting information was received shortly after the formal submission and was made available immediately after receipt. These documents had been retained on the website to date and the consultation period of the application was revised following receipt of these additional documents.

5.6 Human Rights issues

It is the officers understanding that the proposal would raise no Human Rights issues and the application has been considered with regards to the impact on neighbouring amenity.

5.7 Equality Act 2010

It is the officers understanding that the proposal would raise no issues under the Equality Act 2010.

Recommendation:

That Planning Permission be **GRANTED** for 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 **No development shall take place, notwithstanding the details submitted with the application, until details of the materials to be used for the external walls and roofs of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.**

**Reason: To control the appearance of the building in the interests of the visual amenities of the locality.
(Section 12, NPPF)**

- 3 Prior to occupation a landscaping scheme to include all hard and soft landscaping (including boundary treatment) and a scheme for landscape maintenance for a period of five years following the implementation of the

landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented by the end of the full planting season immediately following the completion and/or first use of any separate part of the development (a full planting season means the period from October to March). The trees, shrubs and grass shall subsequently be maintained in accordance with the approved landscape maintenance scheme and any which die or are destroyed during this period shall be replaced during the next planting season.

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

- 4 **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 the erection of bird/bat and bee boxes in buildings/structures and tree, 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: To ensure development is ecologically sensitive and secures biodiversity enhancements in accordance with the National Planning Policy Framework.

- 5 The development shall not be brought into use until the junction of the proposed vehicular access 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 premises.

- 6 The development shall not be brought into use until details of a turning space for vehicles within the curtilage of the site have been submitted to and approved in writing by the Local Planning Authority and the approved turning space has been constructed and retained thereafter for that purpose.

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

- 7 **No development shall commence until a detailed surface water drainage scheme for the site, based on the agreed Drainage Strategy (August 2017) 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) will not exceed the run-off from the undeveloped site following the corresponding rainfall event.**

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.

- 8 No building/dwelling shall be occupied until the developer has formally submitted in writing to the Local Planning Authority a finalised 'Maintenance and Management Plan' for the entire surface water drainage system, inclusive of any adoption arrangements and/or private ownership or responsibilities, and that the approved surface water drainage scheme has been correctly and fully installed as per the final approved details.

Reason: To ensure that the implementation and long term operation of a sustainable drainage system (SuDS) is in line with what has been approved, in accordance with Written Statement HCWS161.

- 9 **Prior to development, and subsequent to all recommended tree surgery works, all tree protection fencing and ground protection shall be installed in strict compliance with "Tree Protection Plan" (Drawing No. 7788-A-04), Appendix B "Protective Fencing Specifications" and the Arboricultural Method Statement, as prepared by FPCR Environment and Design Ltd, dated 03.12.2018**

Reason: To ensure the satisfactory protection of retained trees in the interests of safeguarding their health, stability, amenity and screening value.

- 10 Throughout the course of all development works, there shall be strict adherence to the required working methodology, as specified in the Arboricultural Method Statement prepared by FPCR Environment and Design dated December 2018.

Reason: To ensure that the required methods of working practices are employed and adhered to all times, so as to avoid construction damage to retained trees in the interests of safeguarding their health, stability, amenity and screening value.

- 11 Development shall not begin until details as shown on drawing number CBC-195393-1100-001 Rev B in relation to the highway works have been approved by the Highway Authority and no building shall be occupied until those works have 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)

- 12 Before the access is first brought into use a triangular vision splay shall be provided on each side of the new access and shall measure 1.8m along the fence, wall, hedge or other means of definition of the front boundary of the site, and 1.8m 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 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)

- 13 The maximum gradient of the vehicular access shall be 10% (1 in 10).

Reason: In the interests of the safety of persons using the access and users of the highway.

(Section 9, NPPF)

- 14 Any gates provided shall open away from the highway and be set back a distance of at least 5.0m from the nearside edge of the carriageway of the adjoining highway.

Reason: To enable vehicles to draw off the highway before the gates are opened.

(Section 9, NPPF)

- 15 Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises

(Section 9, NPPF)

- 16 Development shall not commence until a scheme detailing provision for on site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

Reason: To ensure adequate off street parking during construction in the interests of road safety

(Section 9, NPPF)

- 17 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 5007595-RDG-XX-ST-XX-A-112E, 5007595-RDG-XX-ST-XX-A-113, 5007595-RDG-XX-ST-XX-A-114, 5007595-RDG-XX-XX-EL-A-115, 5007595-RDG-XX-XX-PL-A-116C, 5007595-RDG-XX-XX-PL-A-117A, 5007595-RDG-XX-XX-SC-A-118, CBC-195393-1100-001 B v4.

Reason: To identify the approved plan/s 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. 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 South Bedfordshire Local Plan Review (SBLPR) and the National Planning Policy Framework (NPPF).

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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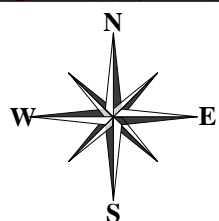
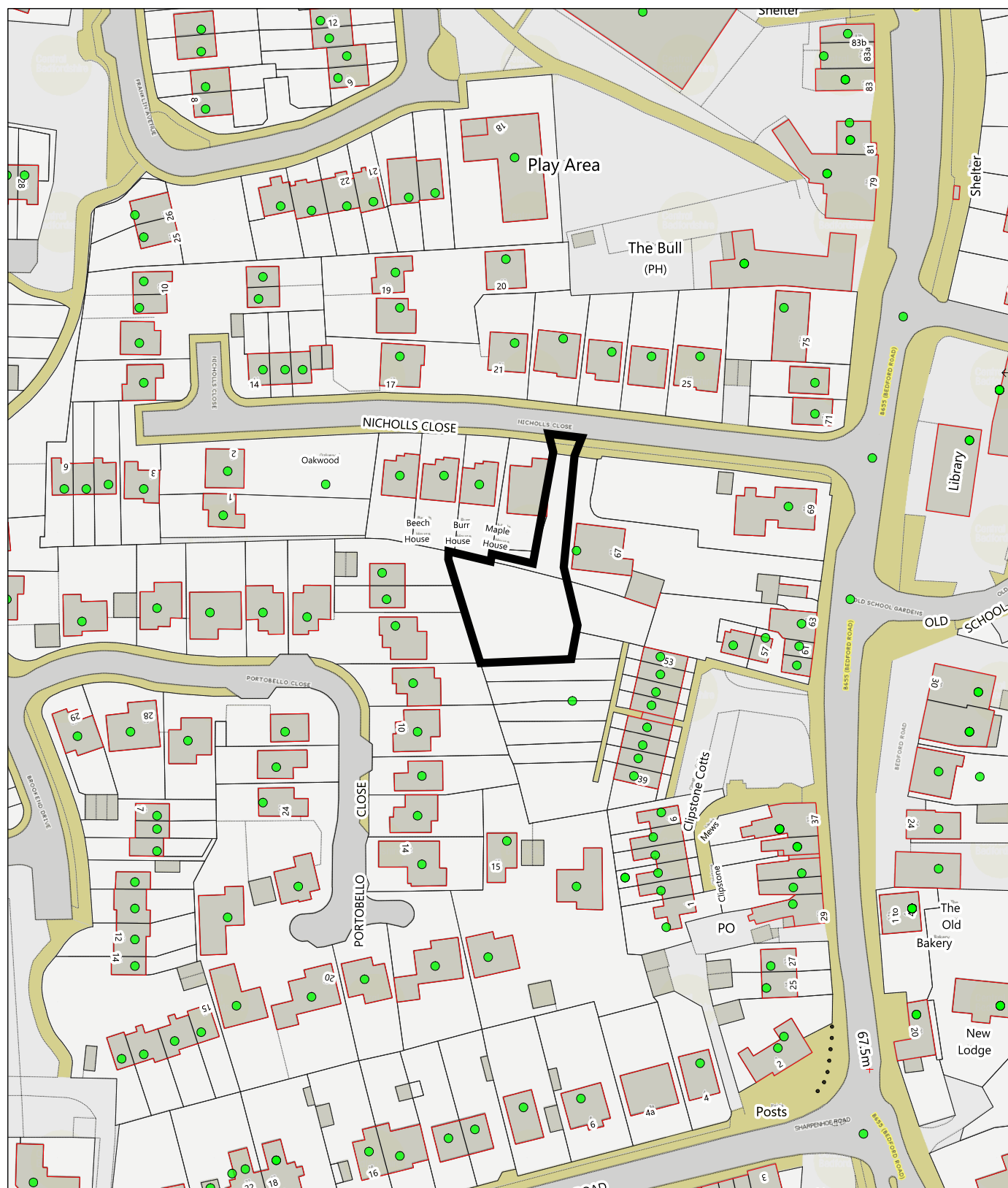
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11. Planning Application No:
CB/19/01598/FULL (Barton-le-Clay)

Address: Maple House, Nicholls Close,
Barton-le-Clay, Bedford, MK45 4JN.

2 new 2 bed semi-detached bungalows
with associated parking.

Applicant: Gill Hudson Homes Ltd



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Date: 22:August:2019

Map Sheet No

Application No.
CB/19/01598/FULL

Scale: 1:1250

Maple House, Nicholls Close, Barton-le-Clay, Bedford, MK45 4JN

APPLICATION NUMBER	CB/19/01598/FULL
LOCATION	Maple House, Nicholls Close, Barton-le-Clay, Bedford, MK45 4JN
PROPOSAL	2 New 2 Bed Semi-Detached Bungalows with associated parking.
PARISH	Barton-Le-Clay
WARD	Barton-le-Clay
WARD COUNCILLORS	Cllr Shingler
CASE OFFICER	Thomas Mead
DATE REGISTERED	05 June 2019
EXPIRY DATE	31 July 2019
APPLICANT	Gill Hudson Homes Ltd
AGENT	Mr L Butler MRICS
REASON FOR COMMITTEE TO DETERMINE	Called in by Cllr Shingler for the following reasons: Detrimental effect on the Conservation Area and the reasons for call in on application CB/18/02026/FULL
RECOMMENDED DECISION	Full Application - Recommended for Approval

Reason for Recommendation:

The proposed development would be sited in the Core of the village of Barton-Le-Clay, in a highly sustainable location with access to services and facilities. The dwellings would be in keeping with the grain and existing built form and pattern of development, and therefore would result in less than substantial harm to the setting of the Conservation Area, which is outweighed by the public benefits. Given the single storey height, the proposed development would not result in harm to the amenity and living conditions of neighbouring occupiers, and would provide future occupiers with an acceptable living standard. The scheme provides a Design Guide compliant provision of parking, and an acceptable turning space and access. Therefore, the proposed development would comply with Policy BE8 of the South Bedfordshire Local Plan Review (2004), and Sections 9, 12 and 16 of the NPPF.

Site Location:

The application site consists of a section of vacant land associated with No. 67 Bedford Road, Barton-le-Clay. The site lies to the west of Bedford Road, and to the south of Nicholls Close, and also lies within the Conservation Area of Barton-le-Clay.

There are a number of residential dwellinghouses to the north, west and south east of the site.

The Application:

The application seeks planning permission for the erection of 2 No. new semi detached bungalows, and associated landscaping, garden space and access.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (February 2019)

12: Achieving well-designed places

16: Conserving and enhancing the historic environment

South Bedfordshire Local Plan Review Policies

BE8 Design Considerations

T10 Parking - New Development

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:

LP HQ1: High Quality Development

LP EE4: Trees, woodlands and hedgerows

LP HE3: Built Heritage

LP HQ8: Back-land Development

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Relevant Planning History:

Case Reference	CB/18/04080/FULL
Location	Maple House, Nicholls Close, Barton-le-Clay, Bedford, MK45 4JN
Proposal	New dwelling with associated access and parking
Decision	Full Application - Refused
Decision Date	21/03/2019 16:46:50
Appeal Decision Date	Not yet determined
Appeal Decision	Not yet determined

Case Reference	CB/18/04368/VOC
Location	Maple House, Nicholls Close, Barton-le-Clay, Bedford, MK45 4LL
Proposal	Variation of Condition 10 of planning permission CB/16/04198/FULL dated 08/11/16 (New two storey 4 bedroom dwelling with double garage to be built in garden of 67 Bedford Road. Access to be via Nicholls Close. Exterior finishes to be similar to neighbouring house in Nicholls Close.) - Garage to be removed and parking layout to be changed.
Decision	Variation of Condition - Granted
Decision Date	13/03/2019 11:33:12

Case Reference	CB/18/02551/FULL
Location	67 Bedford Road, Barton-le-Clay, Bedford, MK45 4LL
Proposal	Conversion of existing dwelling into 2no semi detached units
Decision	Application Withdrawn
Decision Date	14/09/2018 11:51:38

Case Reference	CB/18/02026/FULL
Location	Land to the rear of 67 Bedford Road, Barton-le-Clay, Bedford, MK45 4LL
Proposal	Erection of two new 2 bed bungalows and associated work
Decision	Full Application - Refused
Decision Date	03/09/2018 16:35:42

Case Reference	CB/17/01757/FULL
Location	Burr House, Nicholls Close, Barton-le-Clay, Bedford, MK45 4JN
Proposal	2 New 3 bed dwellings & conversion of existing 4 bed detached dwelling to pair of 3 bed semi detached dwellings
Decision	Full Application - Refused
Decision Date	05/07/2017

Case Reference	CB/16/04365/FULL
Location	67 Bedford Road, Barton-le-Clay, Bedford, MK45 4LL
Proposal	Change of use of outbuilding and new extension to form new dwelling
Decision	Full Application - Granted
Decision Date	15/02/2017

Case Reference	CB/16/04198/FULL
Location	67 Bedford Road, Barton-le-Clay, Bedford, MK45 4LL
Proposal	New two storey 4 bedroom dwelling with double garage to be built in garden of 67 Bedford Road. Access to be via Nicholls Close. Exterior finishes to be similar to neighbouring house in Nicholls Close.
Decision	Full Application - Granted
Decision Date	08/11/2016

Case Reference	SB/02/01138
Location	LAND R/O 67, BEDFORD ROAD, NICHOLLS CLOSE,,BARTON-LE-CLAY. LAND R/O 2 NICHOLLS CLOSE, NICHOLLS CLOSE, BARTON-LE-CLAY
Proposal	ERECTION OF THREE DETACHED DWELLINGS.
Decision	Full Application - Granted
Decision Date	01/05/2003

Case Reference	SB/02/00683
Location	LAND R/O, 67, BEDFORD ROAD, BARTON LE CLAY. LAND R/O 2 NICHOLLS CLOSE, NICHOLLS CLOSE, BARTON-LE-CLAY
Proposal	ERECTION OF ONE DETACHED DWELLING WITH INTEGRAL GARAGE (OUTLINE)
Decision	Full Application - Granted
Decision Date	25/11/2002

Consultees:

Barton-le-Clay Parish
Council

OBJECT: The Parish Council has raised concerns that the materials being used for the proposed development have not been specified. These would need to be in keeping with the existing Conservation area e.g. yellow brick, slate tiles, etc. The Parish Council is supportive of this type of development, where one and two bed properties are needed within the village. However, the ground floor area in this application appears excessive for the size of plot available. This application has already been called in to be considered at the next Development Committee for a decision.

Highways Officer

The proposed access serving the two properties also provides access for the off-street parking provision for the existing property known as Maple House, this has now been included within the red line.

The proposed vehicle access will now serve as primary access for two dwellings and will therefore be a shared driveway. The access is shown to be a minimum of 4.1m wide with a 0.3m margin either side for lateral clearance for a minimum distance of 8m from the nearside channel line of Nichols Close, this complies with the standards.

The red line plan includes land at the entrance which is public highway. For the avoidance of doubt the footway and the grass verge is highway land maintained at public expense. The applicant is also reminded that the construction works for the vehicle crossing, within the public highway, shall be undertaken by the Highway Authority at the applicant's expense via a section 278 small works agreement.

The proposed site plan indicates the extent of the proposed access across the highway verge but has not been extended to include the public footway. I recommend the details of the access are submitted and approved prior to commencement of the development.

There is sufficient space within the site to accommodate a light goods service vehicle, this can be conditioned to be kept clear and retained in perpetuity.

Therefore no objection subject to conditions.

Trees and Landscape Officer

In recognition of its previous site history, it would be important that the indicative tree and shrub planting, as being proposed around the boundary of the site, has sufficient space for natural development of larger specimens, both to allow their maturity, and to also avoid future conflict and nuisance with the new dwelling, once the pressures of home occupancy come to bear.

In its current proposal, the building footprint creates unsatisfactory "pinch-points", where the use of such planting, especially for trees, would be highly restrictive and subsequently ineffective. This suggests that the development being proposed is too large for the existing site constraints, and should be reduced in size accordingly.

This will allow for larger planting areas around the boundary that can be more effective in providing adequate screening and restoring lost visual amenity, which resulted from previous clearance of the site. This could then accommodate new trees that have more appropriate size for the scale of the development, and to allow a wider, visual impact within the surrounding Barton Conservation Area.

Archaeology

The proposed development site lies on the edge of the historic core of the settlement of Barton-le-Clay (HER 17012) and this is a heritage asset with archaeological interest (as defined by the NPPF). However, the archaeological potential of this area is currently considered to be low. Consequently, there would be no archaeological constraint on this development should it receive consent.

Other Representations:

Neighbours

6 Objections have been received towards the application. The points raised by third parties are summarised as follows:

- Loss of Green Space, that is running out in the village and needs to be preserved
- Harm to the Conservation Area
- Cramped Development
- Does not address the previous reasons for refusal
- The scheme does not successfully replace the trees lost.
- The same reasons for refusal should be used as CB/18/04080/FULL.
- Overbearing impact
- Overlooking impact and subsequent loss of privacy

- Loss of Light
- Could result in harm to a silver birch tree in neighbours garden
- Proposal seeks to move parking spaces approved through a VOC application
- Out of Character with surrounding houses
- Out of Character with Clipstone Cottages
- No details of drainage or sewage disposal
- Plans are incorrect and do not show the fence that has been erected
- Cramped development prevents the applicant to replant the tall trees
- Gardens proposed are small and overlooked
- Poor standard of living for the future residents

Considerations

1. Principle of Development

- 1.1 The proposed development includes the erection of 2 No. new bungalows on land to the rear of 67 Bedford Road. The site is vacant and is a reasonable size when considering residential development. The site does not lie within the Green Belt, and lies firmly within the built up area of Barton-le-Clay, with good access to services that are expected of a village of this scale, such as shops, public houses and schools. Therefore, it is considered that the proposed development would be acceptable in principle.

2. Character and Appearance of the Area

- 2.1 The application site lies within the Conservation Area of Barton-Le-Clay, and therefore significant weight is attributed to Section 16 of the NPPF, and also the Barton-Le-Clay Conservation Appraisal.
- 2.2 Paragraph 20 of the National Planning Policy Framework places importance on the conservation of heritage assets.
- 2.3 Paragraphs 193-196 of the National Planning Policy Framework seek to safeguard heritage assets, and specifically deal with the requirements for developments that affect designated heritage assets and their setting. Paragraph 196 states the following:
- 2.4 "When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance". Section 16 of the NPPF requires that Local Authorities take account of how new development in a conservation area protects the character and appearance of the area and makes a positive contribution to local character and distinctiveness.

- 2.5 The site also forms backland development, and therefore limited weight is attributed to Policy HQ8 of the emerging Local Plan. Policy HQ8 requires that proposals for the development of back-land sites will be resisted where they are against the existing pattern and grain of development and the character and appearance of the area would be harmed.
- 2.6 The site, which previously benefited from a number of trees and other planting which, having regard to representations received, have been removed. The scheme proposed includes an indicative landscaping scheme, which is considered to be appropriate to the context of the site and surroundings and sufficient to help mitigation for the loss of trees removed from the site.
- 2.7 The Trees and Landscape Officer has raised concern regarding the proximity between the dwelling and the boundary of the site, in that it would be difficult to plant replacement trees that would be of any significant size. However, it is considered that there is significant room to the southeast and northwest of the site, to allow the planting of large trees given their separation from the built form. Evidence provided from neighbours shows the extent of the loss of trees across the site, with the large trees lying in concentrated areas. Therefore, the replanting of several trees, with reasonable scale trees across the remainder of the site would be considered to be acceptable.
- 2.8 The pattern of development surrounding the site consists of a number of large two storey detached dwellings to the west and southwest of the site, which follow linear form adjacent to the western boundary of the site. To the north is the same linear, two storey detached pattern of development, and to the east of the site is a line of terraced dwellinghouses known as Clipstone cottages. The application site consists of parcel of open garden land bound within these surrounding dwellings.
- 2.9 It is considered that the siting of the proposed bungalows would be parallel to the grain and building lines of the dwellings fronting Nicholls Close to the north, and would be roughly perpendicular to the building line and grain of development of the dwellings to the west, southwest and east of the site. The proposed bungalows would be single storey in scale, and whilst this would not be inkeeping with the prevailing scale and character of the immediate area, it is considered that the siting and orientation would be, and therefore would be inkeeping with the grain and existing built form in this location.
- 2.10 Given the scale and appearance of the bungalows, in addition to the orientation, siting and mitigation for the loss of the trees on the site, it is considered that the proposed development would result in less than substantial harm to the setting of the Conservation Area. Given that the dwellings are proposed as bungalows, and would be therefore accessible for any residents, and would not exclude potential disabled or elderly residents. This is considered to be a significant public benefit, which is considered to outweigh the less than substantial harm caused to the setting of the Conservation Area. As such, the proposed development would accord with paragraphs 193-196 of the NPPF.
- 2.11 Therefore, the proposed development would not be considered to cause harm to the character and appearance of the Conservation Area, and would accord with Policy BE8 of the South Bedfordshire Local Plan Review (2004), and Sections 12 and 16 of the NPPF.

3. Neighbouring Residential Amenity

- 3.1 The application site is surrounded by a number of existing residential units.
- 3.2 The proposed dwelling is surrounded by a number of residential dwellings to the west, southwest and north of the site, with the most impacted dwellings being Nos. 7, 8 and 9 Portobello Road. The proposed development includes 2 No. Bungalows, that are small in scale and height, with a low eaves height and modest roof projection. The windows to habitable rooms proposed are sited in the front and rear elevations of the dwelling, with only bathroom windows in the side elevation, and therefore would not provide any form of overlooking towards these neighbouring dwellings. Given the scale and height of the proposed dwellings, in addition to the minimum separation of 12 metres, it is considered that the development would also not result in any form of unacceptable loss of light, outlook or privacy to these neighbouring dwellings.
- 3.3 The dwellings to the east, known as Nos. 39-53 Bedford Road would be a similar proximity to the proposed developments as the dwellings along Portobello Road. As mentioned in 3.2, the proposed development would be single storey with no side facing windows. Given the scale and height, as well as significant soft landscaping on the eastern and western boundary of the site, it is considered that the development would not result in any adverse loss of light, outlook, privacy or overbearing impact upon this neighbouring dwelling. The development would also not provide a view south towards the rear gardens of the dwellings fronting Bedford Road, given the single storey height of the windows.
- 3.4 Given the single storey nature and significant separation between the proposed development and Maple House to the north, it is considered that the proposed development would not result in any adverse loss of light, outlook, privacy or overbearing impact upon this neighbouring dwelling.
- 3.5 Given the orientation and siting of the proposed development in relation to No. 67 Bedford Road, it is considered that the proposed development would also not result in any adverse loss of light, outlook, privacy or overbearing impact upon this neighbouring dwelling.
- 3.6 The existing dwellinghouse on the site, No. 67 Bedford Road, would still benefit from an allocated and allotted section of garden land to the south of the existing dwelling, which would still meet the Council's space standards within the Design Guide (2014), and would still provide these residents with an acceptable provision of garden space. The access and driveway would not be intense enough served by one dwelling to be considered to cause harm to the amenity of the existing dwelling on site by virtue of an increased noise and disturbance.
- 3.7 Therefore, the proposed development would not result in harm to the amenity and living conditions of neighbouring dwellings, in accordance with to Policy BE8 of the South Bedfordshire Local Plan Review (2004), and Section 12 of the NPPF.

4. Amenity and Living Standards of Future Residents

- 4.1 The proposed development includes the erection of 2 No. 2 bedroom bungalows. Each internal habitable room benefits from one source of light, and would comply with the requirements of the National Space Standards, and therefore the internal space provided as part of the proposed development would be acceptable.

- 4.2 The development offers a section of private garden space each, with one dwelling benefiting from approximately 54 sqm, and one benefiting from 78 sqm. It is considered that although 54 sqm is just short of the Design Guide required 60 sqm, it is considered to be a minor shortfall for one of two dwellings, and would still be a reasonable and acceptable provision of amenity space. It would be unreasonable to refuse planning permission based on the minor shortfall, and therefore it is considered that the external space allocated would be acceptable.
- 4.3 It is also considered that the rear gardens proposed for the proposed development lie within close proximity to the rear of the dwellings fronting Portobello Road, and Bedford Road, and there would be an aspect of overlooking from these neighbouring dwellings. However, a significant consideration of the proposed dwellings is the replacement and mitigation of the loss of trees, as outlined in Section 2 of this report. There will be a significant replacement of tree and vegetation along the western, southern and eastern boundary of the site. Given the extent of the tree and vegetation replacement on these boundaries, it is considered that the tree replacement would act as a natural screen to an extent that would screen any view from the east and west of the site, towards the rear garden. Therefore, subject to a condition which requires extensive landscaping and planting along those boundaries which is submitted and approved prior to occupation, it is considered that the rear amenity space would not be unacceptably overlooked, and would be acceptable.
- 4.4 Therefore, it is considered that the proposed development would provide the future residents of the dwellings with an acceptable standard of living, in accordance with Section 12 of the NPPF.

5. Highways

- 5.1 The proposed development includes the erection of 2 No. 2 bedroom dwellings, which would therefore result in a requirement of 2 No. on site car parking spaces, in accordance with the Councils Car Parking Standards outlined within the Design Guide (2014).
- 5.2 The proposed development has provided 2 No. on site car parking spaces per dwelling, with 2 No. being sited in front of the development and 2 No. tandem spaces to the side. It is considered that this would be acceptable, and would also maintain sufficient turning space to allow successful vehicular maneuvering on site. There is also sufficient space on site to allow an emergency or delivery vehicle to turn. Therefore the on site parking and turning provision is acceptable.
- 5.3 The access is existing, and has been established through a number of previous planning applications for Maple House through reference Nos. CB/16/04198/FULL and CB/18/04368/VOC, which serves a parking area for Maple House. Therefore, the principle of the access is acceptable.
- 5.4 Therefore, it is considered that the proposed development would be acceptable in relation to car parking and highway safety, in accordance with Section 9 of the NPPF.

6. Other Considerations

Third Party Representations:

- 6.1 A number of objections from third parties have been received towards the application. Most of the concerns are addressed within this report. The Council do believe that by reducing the scale and height of the dwellings to single storey, that the development does address the previous reasons for refusal.
- 6.2 Details of drainage and sewage are not considered to be material planning considerations, and are dealt with by building control. Whilst Maply House did receive approval to vary a previous condition to allow the variation of the parking area through CB/18/04368/VOC. The layout of those spaces has been amended in this planning application, to which the Highways Officer still believes would be acceptable. Therefore there would be no issue with allowing the slight amendment.

Human Rights and Equality Act issues:

- 6.3 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 **GRANTED**.

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 No above ground works shall take place, notwithstanding the details submitted with the application, until details of the materials to be used for the external walls and roofs of the development hereby approved have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To control the appearance of the building in the interests of the visual amenities of the locality prior to any form of development on the site.
(Section 12, NPPF)

- 3 A scheme shall be submitted for approval in writing by the Local Planning Authority indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with the approved scheme before the buildings are occupied and be thereafter retained. The scheme should include planting on the boundary to mitigate the loss of the existing trees on the site.

Reason: To safeguard the appearance of the completed development and the visual amenities of the locality.
(Section 12, NPPF)

- 4 No dwelling shall be occupied until an extensive landscaping scheme to include all hard and soft landscaping and a scheme for landscape maintenance for a period of five years following the implementation of the landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a significant provision of tree and hedge planting across the site, as outlined on the indicative scheme. The approved scheme shall be implemented by the end of the full planting season immediately following the completion and/or first use of any separate part of the development (a full planting season means the period from October to March). The trees, shrubs and grass shall subsequently be maintained in accordance with the approved landscape maintenance scheme and any which die or are destroyed during this period shall be replaced during the next planting season.

Reason: To ensure an acceptable standard of landscaping, to successfully mitigate the loss of trees on the site and to maintain the privacy of the occupiers of the dwellings.
(Sections 12 & 15, NPPF)

- 5 Development shall not commence until details of the junction of the proposed vehicular access with the highway have been approved by the Local Planning Authority and no building shall be occupied until the junction 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)

- 6 Before the new access is first brought into use visibility splays shall be provided on each side of the new access at its junction with the public highway. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed access from its junction with the channel of the public highway and 43m measured from the centre line of the proposed access along the line of the channel of the public highway. The vision splays so described shall thereafter be kept free of all obstruction to visibility exceeding a height of 600mm above the adjoining carriageway level.

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

- 7 Before the development is first occupied or brought into use, the parking scheme shown on plan no LB-0037 rev I shall be completed and thereafter retained for this purpose.

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

- 8 The proposed vehicular access shall be surfaced in bituminous or other similar durable material (not loose aggregate) as may be approved in writing by the Local Planning Authority for a distance of 8m into the site, measured from the highway boundary, before the premises are occupied. Arrangements shall be made for surface water drainage from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: To avoid the carriage of mud or other extraneous material or surface water from the site into the highway so as to safeguard the interest of highway safety
(Section 9, NPPF)

- 9 Before the premises are occupied all on site parking areas shall be surfaced in a stable and durable materials in accordance with details to be approved in writing by the Local Planning Authority. Arrangements shall be made for surface water drainage from the site to soak away within the site so that it does not discharge into the highway or into the main drainage system.

Reason: To avoid the carriage of mud or other extraneous material or surface water from the site so as to safeguard the interest of highway safety and reduce the risk of flooding and to minimise inconvenience to users of the premises and ensure satisfactory parking of vehicles outside highway limits
(Section 9, NPPF)

- 10 The turning space for vehicles illustrated on the approved Plan LB-0037 rev I shall be constructed before the development is first brought into use and retained thereafter for that purpose.

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)

- 11 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers LB-0037 Rev I.

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. 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 South Bedfordshire Local Plan Review (SBLPR) and the National Planning Policy Framework (NPPF).
3.
 - i. The applicant is advised that no works associated with the construction of the vehicular access should be carried out within the confines of the public highway without prior consent, in writing, of the Central Bedfordshire Council Highways Department. Upon receipt of this Notice of Planning Approval, the applicant is advised to seek approval from the Local Planning Authority for details of the proposed vehicular access junction in accordance with condition 5. Upon formal approval of details, the applicant is advised that in order to comply with Condition .5 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. 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 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. To fully discharge condition 5 the applicant should provide evidence to the Local Planning Authority that the Highway Authority have permitted the construction in accordance with the approved plan, before the development is brought into use.

- ii. The applicant is advised that no private surface water drainage system designed as part of a new development, will be allowed to enter any existing highway surface water drainage system.
- iii. 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 by contacting the Street Works Co-ordinator, Central Bedfordshire Highways, by contacting the Highways Helpdesk 0300 300 8301.
- iv. The applicant is advised that the storage of materials associated with this development should take place within the site and not extend into within the public highway without authorisation from the highway authority. If necessary the applicant should contact The Street Works Co-ordinator, Central Bedfordshire Highways, by contacting the Highways Helpdesk 0300 300 8301.
- v. The contractor and / or client are to ensure that any mud or building material debris such as sand, cement or concrete that is left on the public highway, or any mud arising from construction/demolition vehicular movement, shall be removed immediately and in the case of concrete, cement, mud or mortar not allowed to dry on the highway

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

.....

.....

12. Date of Next Meeting and Site Inspections

Under the provisions of the Members' Planning Code of Good Practice, Members are requested to note that the next Development Management Committee will be held on 9 October 2019 and the Site Inspections will be undertaken on 7 October 2019.

13. Late Sheet

To receive and note, prior to considering the planning applications contained in the schedules above, any additional information detailed in the Late Sheet to be circulated on 10 September 2019.

LATE SHEET

DEVELOPMENT MANAGEMENT COMMITTEE 11/09/2019

Item 5 - CB/19/00887/FULL - M1 junction 11a to A6 Barton Road Sundon Chalton Streatley

Additional Consultation / Publicity Responses

Luton Borough Council

Luton Borough Council (LBC) have provided the second part to their objection. This additional response states that LBC have considered the transport modelling evidence provided and raise the following points. These points have been summarised below.

- Concern regarding the appropriateness of the model used, as it has not been calibrated to account for the prescene of new infrastructure in the area.
- The scenarios do not present a dependence of the North of Luton allocation on the A6-M1 link road. It does not demonstrate that the design is appropriate for the needs of the allocation.
- The current magnitude of change identified does not seem to indicate that the A6-M1 link road is a critical piece of infrastructure necessary to mitigate impacts that cannot otherwise be mitigated within North Luton.

Sundon Parish Council

Sundon Parish Council have provided an additional response confirming that their objection (as submitted on 31st May 2019) still stands. This is summarised within the Committee report.

Environment Agency

The Environment Agency have provided an additional response, stating:

“We are able to remove our objection in principle based on the revised drainage strategy which now does not include the use of direct discharges to groundwater via borehole soakaways.”

The Environment Agency have suggested several planning conditions if the Committee determine to approve the application.

Natural England

An additional objection has been received from Natural England. This response reiterates the previous objections and highlights concerns regarding potential hydrological impacts to Sundon Chalk Quarry SSSI.

Keech Cottage Hospice

Whilst the Hospice did not respond directly to the application, they have recently raised concerns regarding the noise level increase during night-time in the short term is +3.7dB from 38.5dB to 42.2dB, and in the long term is +4.2dB from 38.8dB to 42.7dB.

Neighbours

8 additional responses have been received. These have been summarised below:

7 Objections

- Increased traffic congestion
- The road should be further north.
- Object to the closure of Sundon Park Road
- Concerns regarding the closeness of the road to ancient woodland
- Concerns regarding noise
- Concerns regarding the impact to wildlife
- The scheme (including the allocations) should be considered in their entirety
- Loss of Green Belt land.
- Longer distances to services due to the closure of Sundon Park Road

1 Supporting

- Needed to relieve traffic congestion
- Sundon Park Road is an accident black spot

Additional CommentsReferral

If the Committee resolve to approve the application, then the application would then be referred to the Secretary of State. If this happens and the Secretary of State decides not to call-in the application, then it can be approved. If the Secretary of State decides to call-in the application, then the Secretary of State will then determine the application.

Additional / Amended Conditions

- 18 Prior to the commencement of the development, hereby approved, details of any highways junction mitigation not directly associated with Junction 11a of the M1, shall be submitted for approval in writing. The approved mitigation, and associated development, shall be provided in accordance with the approved details.

Reason: In order to provide suitable level of access, with acceptable level of highways safety, in accordance with the NPPF, Policy BE8 within the adopted Local Plan and Policy HQ1 within the emerging Local Plan.

- 19 No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:
1. A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the site indicating potential sources, pathways and receptors, including those off site.
 2. The results of a site investigation based on (1) and a detailed risk assessment, including a revised CSM.
 3. Based on the risk assessment in (2) an options appraisal and remediation

strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary.

4. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (3). The long term monitoring and maintenance plan in (3) shall be updated and be implemented as approved.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position Statements which can be found here:

<https://www.gov.uk/government/publications/groundwater-protection-position-statements>

20. The development hereby permitted may not commence until a monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the Local Planning Authority, has been submitted to, and approved in writing by, the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position Statements which can be found here:

<https://www.gov.uk/government/publications/groundwater-protection-position-statements>

21. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position Statements which can be found here:

<https://www.gov.uk/government/publications/groundwater-protection-position-statements>

22. Development shall not begin until a scheme for surface water disposal has been submitted to and approved in writing by the Local Planning Authority. Infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to groundwater quality. The development shall be carried out in accordance with the approval details.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position Statements which can be found here:

<https://www.gov.uk/government/publications/groundwater-protection-position-statements>

23. Piling or any other foundation designs and investigation boreholes using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position Statements which can be found here:

<https://www.gov.uk/government/publications/groundwater-protection-position-statements>

24. Development shall not begin until a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the Local Planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position Statements which can be found here:

<https://www.gov.uk/government/publications/groundwater-protection-position-statements>.

25. Prior to the commencement of the road, details of the ecological mitigation shall be submitted to the Local Planning Authority for approval in writing. The ecological mitigation shall include, and shall not be limited to, the following:

- Hedgerow improvements and planting
- Badger fencing

- GCN Exclusion fencing (both temporary and permanent)
- Mammal underpasses
- Details regarding artificial flight lines for bats

The proposed ecological mitigation shall be provided prior to the completion of the development, in accordance with the approved details.

Reason: In order to provide adequate mitigation to the proposed development, in accordance with the NPPF, Policy BE8 of the adopted Local Plan and Policy HQ1 of the emerging Local Plan.

Item 6 - CB/19/00336/OUT - Land off Cambridge Close, Langford, Biggleswade, SG18 9SH

Additional Consultation / Publicity Responses

The Community Halls Officer has provided a updated request for Section 106 Contributions in consultation with Langford Parish Council. £164,340 is requested towards the cost of upgrading and extending Langford Village Hall. It is recommended that this be included within the heads of terms of the proposed Section 106 Agreement; subject to the application being approved.

The following updated response has been provided from the Affordable Housing Officer:

"Further to the consultee response provided by Strategic Housing on the 12th March 2019, which objected to the application due to noncompliance of affordable housing provision, it has now been confirmed the application complies with affordable housing policy requirements. The application now proposes for 35% affordable housing provision with the provision of 53 affordable units. The application will be providing for 72% affordable rent equating to 38 affordable rented units and 28% shared ownership equating to 15 shared ownership units. Strategic Housing support the application based on the revised proposal. The application now provides for;

- 35% affordable housing (53 units)
- 72% affordable rent (38 units)
- 28% shared ownership (15 units)

Outlined below is a suggested mix for the affordable housing. Whilst a suggested mix has been provided by Strategic Housing, 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.

Affordable Rent; 38 units (72%)

<i>Property Type</i>	<i>Affordable Rent</i>
1 Bed Flat	10%
2 Bed Flat	10%
2 Bed House (can include element of bungalow provision)	45%
3 Bed House	30%
4 Bed House	5%

The Council has pressures to deliver 4 bed houses for affordable rent throughout Central Bedfordshire. With the pressures to deliver 4 bed houses for affordable rent, we would like to see incorporated into the mix provision for a minimum of 2 x 4 bed houses for affordable rent.

Shared Ownership; 15 units (28%)

<i>Property Type</i>	<i>Shared Ownership</i>
1 Bed Flat	10%
2 Bed Flat	25%
2 Bed House	35%
3 Bed House	30%
4 Bed House	0%

We would like to see the affordable units dispersed throughout the site and integrated with the market housing to promote community cohesion & tenure blindness. We would also expect the units to meet all nationally described space standards. We expect the affordable housing to be let in accordance with the Council's allocation scheme and enforced through an agreed nominations agreement with the Council. Strategic Housing are supportive of the application with compliance in affordable housing provision."

Additional Comments

An amended access plan, drawing no. 18-292/009 Rev B has been submitted. This differs from the previous plan only in that a pavement would be provided on the east side of the proposed access road all the way to Cambridge Road instead of part way to Cambridge Road. This in response to recommended condition 6. Conditions 6 and 30 are now recommended to be amended accordingly.

Bullet-point 10 on page 115 of the report (neighbour objections) contains an error. This bullet-point should read:

"The land being proposed to be built upon has been used for waste and therefore the ground its being built upon is unsafe for human inhabitants."

Amended Conditions

Following discussions with the applicant and technical officers, the following amended conditions are proposed:

6. No dwelling shall be occupied until both the access (including carriageway and footway) has been constructed in accordance with drawing 18-292/009 Rev B, and; the footway improvements have been constructed in accordance with drawing 18-292/007 Rev A. Any Statutory Undertakers equipment or street furniture shall be re-sited to provide an unobstructed footway.

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

7. No development shall take place until an estate street phasing plan has been submitted to and approved in writing by the Local Planning Authority. The estate street phasing plan shall set out the development phases and the standards to which estate streets serving each phase of the development will be completed. The development shall be carried out in accordance with the approved estate street phasing plan.

Reason: - 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.
(Sections 9 and 12, NPPF)

16. No development shall commence until a scheme for protecting the proposed dwellings from noise from the railway line adjacent to the proposed development and traffic noise from Cambridge Road 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 affected dwelling is occupied, unless an alternative period is approved in writing by the Authority. The scheme shall include details of the noise barrier along the boundary with the railway, building insulation and alternative ventilation strategy (where necessary) for the proposed dwellings in accordance with the Wardell Armstrong Noise & Vibration Assessment report (Ref: GM10282). All approved works in respect of each dwelling shall be completed before that dwelling is first occupied. Before occupation of any dwellings identified within the scheme as likely to require mitigation measures, a validation report containing the results of post completion testing of a dwelling to be identified within the scheme as being closest to the railway line and requiring acoustic mitigation measures has been submitted and approved in writing by the Local Planning Authority. The elements of the approved scheme shall be retained in accordance with the approved details thereafter.

Reason: To protect the amenity of future occupiers of the development, and ensure that they are able to enjoy reasonable internal and external acoustic, thermal and general living environments.
(Section 15, NPPF)

17. Prior to the approval of Reserved Matters, an odour mitigation scheme including boundary treatment and vegetative barrier planting across the southern boundary of the site for protecting the proposed dwellings from odours arising from the adjacent Poppy Hill Livestock Farm, shall be submitted to the local planning authority for approval. None of the dwellings shall be occupied until the approved scheme has been implemented in accordance with the approved details, and it shall be retained in accordance with the approved details.

Reason: To protect the amenity of future occupiers of the development, and to avoid placing undue burdens on the existing livestock business operating at Poppy Hill Farm.

(Section 15, NPPF)

22. No development shall take place 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) 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. The scheme shall be based on the agreed drainage Strategy (Ref: 6332/R2 January 2019) and DEFRA's Non-statutory technical standards for sustainable drainage systems (March, 2018). 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 scheme shall also include the phasing for the implementation of the surface water drainage scheme and shall be constructed in full accordance with the approved details.

The scheme shall also include details of the maintenance and management of the surface water drainage scheme. The scheme shall be managed and maintained in accordance with the approved maintenance and management details for the lifetime of the development.

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; and to ensure that the safe operation of the railway is not prejudiced by the proposed drainage system.

(Section 14, NPPF)

23. None of the dwellings hereby permitted shall be first occupied until written confirmation that the necessary phase(s) (excluding plot drainage) of the approved surface water drainage scheme to serve that dwelling have been completed in accordance with the approved details has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the implementation of a sustainable drainage system (SuDS) is in line with what has been approved, in accordance with Written

Statement HCWS161 18th December 2014.
(Section 14, NPPF)

30. The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 8720-L-01 Rev B, 18-292/007 Rev A, and 18-292/009 Rev B.

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

Item 7 - CB/18/00943/FULL - Land to the rear of no's. 11B - 29 Wing Road, Linslade

Additional Consultation / Publicity Responses

None

Additional Comments

None

Additional / Amended Conditions / Reasons

None

Item 8 - CB/18/01424/OUT - Land to the west of Everton Road, Everton Road, Potton SG19 2PD

Additional Comments

Potton Neighbourhood Plan

Potton Neighbourhood Plan has passed through the independent examination subject to amendments. The referendum for the Neighbourhood Plan is on Thursday 3rd October 2019. The post examination version of the Neighbourhood Plan is available on the Council's website.

Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a post-examination draft neighbourhood development plan, so far as material to the application.

Policy CI-2 seeks for new residential development to incorporate measures for local residents to have easy and safe non-vehicular means of travel between the site and Potton Town Centre. It is considered that the proposed development would be in accordance with Policy CI-2, with footpath connections between the site and the town centre.

Policy CI-3 seeks for residential developments to incorporate measures for their connection to existing green infrastructure , public footpaths and bridle ways. It is considered that the development would accord with Policy CI-3 whereby the proposed development would provide a footpath connection through the site to connect to the recreational area to the west.

The Neighbourhood Plan seeks for development to mitigate infrastructure impacts, through contributions towards recreation and community projects. It is considered that the proposed development through S106 obligations would mitigate impacts upon infrastructure.

Policy HO-1 and HO-5 of the Neighbourhood Plan seek for new residential developments to comply with the requirements contained within the Potton Neighbourhood Plan Design Guide and be suitably designed within their context. It is considered that this Policy is relevant for reserved matters stage.

Policy HO-2, HO-3 and HO-4 seeks to support developments that would directly address local housing requirements as identified in the Potton Housing Needs Survey 2014 and in the Neighbourhood Plan survey 2017 as well as applications for dwellings suitable to meet the needs of older people and people with disabilities.

Policy T-1 seeks for new developments to connect to the existing cycleways and footpaths were appropriate and practical. It is considered that the proposed developments connection to the existing footpath network is acceptable.

Policy T-2 seeks to support alternative modes of transport to private vehicles. The proposed development is located in close proximity to a bus stop, which is considered to encourage the use of public transport.

Policy EV-1 and EV-5 support development that delivers elements of the green infrastructure plan or a net biodiversity gain. It is considered that subject to conditions, the proposed development would deliver a net gain in biodiversity.

Policy EV-2 seeks for development to incorporate measures for mitigation, adaption and resilience to the impacts of climate change. Development which incorporate energy efficient solutions beyond building regulation standards are supported. Subject to conditions it is considered that the proposed development would accord with Policy EV-2

It is noted that the site adjoins a small site to the south east which was considered as a suitable site for development through the Neighbourhood Plan Site Assessments. It should also be noted that the main parcel of the site through the latter assessment process was considered to be unsuitable for development, however, the reason given solely relates to the absence of a vehicular access.

It is considered that the proposal would form sustainable development, subject to conditions and S106 agreement.

Amended Recommendation/ additional Conditions

When considering the key projects and facilities that the community would like to see funded through S106 and following discussion with the Ward Member and Leisure Spending Officers, it is considered that the Sports Project description be amended to:

"a financial contribution of £10,385.00 towards either the provision of new facilities and/or improvement works to the playing pitches and their ancillary facilities at Potton Federation School; or the provision of new facilities and/or improvement works at the Hollow Football/Cricket ground".

The application is recommended for approval as outlined in the Officers Report, subject to the above amended planning obligation and subject to the following additional condition:

The details required by Condition 2 of this permission shall include a scheme of measures to mitigate the impacts of climate change and deliver sustainable and resource efficient development including opportunities to meet higher water efficiency standards and building design, layout and orientation, natural features and landscaping to maximise natural ventilation, cooling and solar gain. The scheme shall include:

- details to demonstrate how 10% energy demand of the development to be delivered from renewable low carbon sources, or how the development's energy demand will be reduced by at least 10% through fabric measures, will be achieved; and
- details to demonstrate that Water efficiency to achieve water standard of 110 litres per person per day will be achieved.

Thereafter the development shall be carried out in full in accordance with the approved scheme.

Reason: To ensure the development is resilient and adaptable to the impacts arising from climate change in accordance with Policy EV-2 of the Potton Neighbourhood Plan, Policies CS13 and DM2 of the Core Strategy and Development Management Policies and the NPPF.

Item 9 - CB/19/01728/FULL - Land to the rear of 7-8 Moat Farm Close, Greenfield

Additional Consultation / Publicity Responses

One further representation of objection has been received, raising issues already covered in the report.

Additional Comments

With regards to questions raised by Members at the site visit - the properties that have created accesses to the site from the rear of Moat Farm Close are actually the owners/applicants of the proposal.

Additional / Amended Conditions / Reasons

Additional informative added relating to the requirement for compliance with building regulations.

Item 10 - CB/18/04641/REG3 - Land Adjacent To St Thomas Meeting House, Windsor Drive, Houghton Regis

Additional Consultation / Publicity Responses

2 additional neighbour objections have been received, these raise issues which are already addressed within the officers report. The objections are included in full below.

Neighbour Objection

I live opposite St.Thomas meeting place on Lowry drive and am concerned that the 1st I have heard of this development has been via a dropped leaflet in my door end of last week, and no formal communication has been sent out to the residents of the area this is affecting and the meetings that are being held for this site I have only found out about on a Facebook chat page and not via any formal means of communication?

I would like to know what “vulnerable” people you are planning on housing in this 3 story building, I am trying to raise a family in this house on Lowry drive and not keen at all on the fact there could be drug addicts / alcoholics or ex.convicts housed in this building possibly bringing trouble to my home and property and family, with potential of increasing my house insurance, car insurance?

I am also raising the issue that I feel a 3 story house is going to block my views I have over the meeting hall at present onto the field and any light I receive into my home.

I am also raising issue of how this is going to affect house prices in the area

I am also raising issue that the pathway that currently runs along-side the proposed building site is a public pathway that I use to walk my dog, I do not want to feel intimidated to walk past this building if there are intimidating people occupying the premises

I am also raising issue of the volume of further traffic being added to the new site and the potential for accidents to occur whilst trying to cross from Lowry drive to the walkway / field on Windsor drive

What is the proposed plans for the bus stop currently at this location? If it is to move it further up or down on this corner of Windsor drive / Lowry drive, then there is cause for accident here as trying to push an extra junction for the new build in on a small space

Why has the smallest piece of land you could find in Houghton Regis being proposed to house 20 units and a car park, surely there are other alternative sites available for this build? The old Netto site/ the dunstable library site that has just been demolished, to build new living space on

This land is greenbelt, why are we discussing building on a greenbelt site?

What is CBCs protocol on wildlife habituating this land?

If the unit is to house anti-social people, how will this be policed as there are already low number police officers available

Concerns regarding the already existing junctions on this corner, Lowry drive/Windsor drive, the entrance to Lowry drive from the roundabout, the entrance to the block of flats occupying the corner of Windsor drive / Parkside dive on the roundabout, St Thomas meeting hall entrance on Lowry drive, then you are proposing a 4th junction into this congested area for the new build. The pathway that crosses Windsor drive, the bus junction.

Neighbour Objection

With regards to a letter I received on 31/8/2019. I would like to say why is it help at Chicksands when it's being built at Houghton Regis, also with work commitments I cannot get there.

I would like also to say that I think it's wrong having this building built where it is. You have a new infrastructure being built to the north and east of Houghton Regis surely it would be better if it was built within that. In my mind you are putting families and the elderly at risk, there is a park near by which is used and I wouldn't like it if I suddenly found syringes lying around. The next thing would be that it's not big enough and you will expand onto the park area. This piece of land should be left to grow wild. As well I believe the property prices will drop and will be difficult to sell because of this building. I have lived in the area for more than 25 years and have see different changes and this one will effect a large community. I would like this recorded and read out at the meeting.

Additional Comments

None.

Additional / Amended Conditions / Reasons

Revised Arboricultural Method Statement and Tree Protection Plan received, as such conditions 9 and 10 are updated to make reference to these revised documents and now read as follows:

Condition 9

Prior to development, and subsequent to all recommended tree surgery works, all tree protection fencing and ground protection shall be installed in strict compliance with "Tree Protection Plan" (Drawing No. 7788-A-04 Revision C), Appendix B "Protective Fencing Specifications" and the Arboricultural Method Statement, as prepared by FPCR Environment and Design Ltd, dated August 2019

Reason:

To ensure the satisfactory protection of retained trees in the interests of safeguarding their health, stability, amenity and screening value.

Condition 10

Throughout the course of all development works, there shall be strict adherence to the required working methodology, as specified in the Arboricultural Method Statement prepared by FPCR Environment and Design dated August 2019.

Reason: To ensure that the required methods of working practices are employed and adhered to all times, so as to avoid construction damage to retained trees in the interests of safeguarding their health, stability, amenity and screening value.

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Additional Consultation / Publicity Responses

2 No. additional third party representations have been received. However the points raised simply reiterate the points previously raised within the consultation period, and therefore there are no additional comments for members to consider.

One of the comments did however question why the applicant was not made to comply with the condition on the application for Maple House which requires the applicant to construct the development in accordance with the approved plans, and would subsequently require the applicant to construct the detached garage. The amendment to the parking layout for Maple House was addressed through a VOC which committee approved earlier this year under reference CB/18/04368/VOC. Therefore the non-compliance with the construction of the garage has been regularised.

Additional Comments

None.

Additional / Amended Conditions / Reasons

None.
