

Item No. 10

APPLICATION NUMBER	CB/15/02916/REG3
LOCATION	Land at Chase Farm, East of High Street, Arlesey
PROPOSAL	Construction of section of relief road between A507 and High Street, formation of a new roundabout junction on the A507 and mini roundabout on the High Street
PARISH	Arlesey
WARD	Arlesey
WARD COUNCILLORS	Cllrs Dalgarno, Shelvey & Wenham
CASE OFFICER	Louise Newcombe
DATE REGISTERED	30 July 2015
EXPIRY DATE	19 November 2015
APPLICANT	Central Bedfordshire Assets Team
AGENT	Woods Hardwick Planning Ltd
REASON FOR COMMITTEE TO DETERMINE	This is a CBC application, advertised as a departure and is also a major application with a Town Council objection
RECOMMENDED DECISION	Application recommended for approval subject to recommended conditions

Summary of recommendation:

The development of this road would represent a contribution to bringing forward the delivery of the planned allocation, consistent with policy MA8 of the Site Allocations DPD (2011) and the Adopted Arlesey Cross Masterplan.

- The principle of development is acceptable in this location and in compliance with the Development Plan and the NPPF
- All material considerations have been taken into account
- The proposed road will enable residential, employment, extra care, retail, community and education development to come forward contributing to the creation of homes, jobs, services and facilities
- It will minimise pollution
- It will have minimal adverse noise and vibration impacts
- It will manage flood risk and drainage effectively
- It will have cause harm to archaeological assets that can be overcome by recording and reporting of these
- It will have no significant adverse impacts on features of landscape or ecological value
- It will generate an acceptable level of waste and promote recycling
- It will provide appropriate infrastructure to meet the needs generated by the development.

Subject to suitable mitigation, no significant environmental impacts would result from the proposed development or due to the impact on local services and facilities. In all other respects the proposal is considered to be in conformity with the adopted Development Plan policies and national policy contained within the National Planning Policy Framework.

Site Location:

The site comprises a corridor of agricultural land between the A507 and High Street Arlesey approximately 4.79 hectares in area. To the north and south of the site is agricultural land forming part of the Chase Farm landholding. There is little enclosure of the land. The Chase is an existing private track that currently runs between the High Street and the A507 however this is not a Public Right of Way. The central line of The Chase aligns with the proposed route of the road.

The site and adjoining land is mostly allocated under Policy MA8 of the Site Allocations DPD and detailed within the Arlesey Cross Masterplan Adopted Technical Guidance.

The Application:

This application is for the construction of a section of road, connecting Arlesey High Street to the A507 and the associated junctions on either end. The road is designed with a 7.3m carriageway with 3m footpaths / cycleways on both sides with a 1m verge separating the carriageway from the footpaths / cycleways. The application proposes a mini roundabout for the road to connect it to the High Street and a new roundabout junction on the A507.

The proposed road is intended to provide access to future development on the wider land east of High Street as identified within the Arlesey Cross Masterplan. This will comprise approximately 900 dwellings, an extra care facility, 8 ha of employment land, a supermarket, retail units, community facilities, a GP surgery and a new lower school.

Along with the plans, the application is supported by the following documents:

- Planning Supporting Statement July 2015
- Environmental Statement July 2015 addressing the chapters set out in Determining Issues below
- Arboricultural Baseline Assessment July 2014

The planning application was revised following original consultation with the following amended details submitted:

- Revised Transport Assessment (Rev A) dated 29/10/2015

RELEVANT POLICIES:**National Planning Policy Framework (NPPF) March 2012****Central Bedfordshire Core Strategy and Development Management Policies – North 2009**

CS1	Development Strategy – Part 3.16 Arlesey
CS3	Healthy and Sustainable Communities
CS4	Linking Communities – Accessibility and transport
CS13	Climate Change
CS15	Heritage
CS16	Landscape and Woodland
CS17	Green Infrastructure
CS18	Biodiversity and Geological Conservation
DM3	High Quality Development
DM4	Development Within and Beyond Settlement Envelopes

DM9	Providing a range of transport
DM13	Heritage in Development
DM14	Landscape and Woodland
DM15	Biodiversity
DM16	Green Infrastructure
DM17	Accessible Greenspaces

Central Bedfordshire (North): Site Allocations DPD – Adopted April 2011

MA8 Land at Chase Farm and Land West and North-East of High Street, Arlesey

Minerals and Waste Local Plan (2005)

W4	Waste minimisation and management of waste at source
W5	Management of wastes at source: Waste Audits

Bedford Borough, Central Bedfordshire and Luton Borough Council's Minerals and Waste Local Plan: Strategic Sites and Policies (2014)

WSP5 Including waste management in new built development

Development Strategy

At the meeting of Full Council on 19 November 2015 it was resolved to withdraw the Development Strategy. Preparation of the Central Bedfordshire Local Plan has begun. A substantial volume of evidence gathered over a number of years will help support this document. These technical papers are consistent with the spirit of the NPPF and therefore will remain on our website as material considerations which may inform further development management decisions.

Supplementary Planning Guidance / Other Documents:

- Town and Country Planning Act 1990
- Planning and Compulsory Purchase Act 2004
- Planning (Listed Buildings and Conservation Areas) Act 1990
- Town and Country Planning (Environmental Impact Assessment) Regulations 2011
- Central Bedfordshire and Luton Local Transport Plan 2011-2016 (LTP3)
- Arlesey Cross Masterplan Document (2014)
- Revised Central Bedfordshire Design Guide (2014)
- Central Bedfordshire Sustainable Drainage Guidance SPD (2014)
- Bedfordshire Biodiversity Action Plan – Hedgerows (2008), Water Vole (2009) and Ponds (2008)
- Managing Waste in New Developments SPD (2005)
- Mid Bedfordshire District Landscape Character Assessment (2007)

Relevant Planning History:

No relevant planning history for this application site.

The following application relates to the western section of the relief road:

Application Number	CB/14/00934/FUL
Description	Proposed erection of the western section of the Arlesey relief road (from north of St Johns Road & Cricketers Road to High Street north of Lewis Lane)
Decision	Currently suspended as the application requires an Environmental Statement to accompany it
Decision Date	N/A

Representations:

Neighbours / Others:

Representations from 23 Arlesey properties (addresses on Stoffold Road, Hitchin Road, Howberry Green, Carters Way, Chapel Drive, High Street, Chase Hill Road, The Hermitage, House Lane, Primrose Close, Lewis Lane and Lymans Road) have been received and the comments have been summarised below with the number of times each comment has been mentioned indicated in brackets: -

- Creation of more traffic on the High Street (10)
- Does not provide an entire relief road / only a section of road – contrary to Masterplan (9)
- Not compliant with Policy MA08 (5)
- Will not alleviate the existing traffic problems (5)
- Support - will help a little with current traffic problems / provision of additional access / noise and vibration through House Lane (5)
- No up to date traffic surveys (4)
- Transport Assessment does not properly assess impacts on High Street (3)
- Wildlife concerns / age of environmental surveys (3)
- Masterplan was to avoid piecemeal road and development (2)
- Not to join the High Street until the western section of the road has been agreed (2)
- Residents of Arlesey should have the opportunity to have a Neighbourhood Plan in place before planning applications are submitted (2)
- More traffic in southern part of the village (2)
- Noise from vehicles approaching and exiting the roundabout (2)
- Piecemeal construction will cause major traffic disruption
- Concerned over starting from the west (High Street)
- Query over previous meeting and traffic figures
- Proper bypass needed
- High Street and southern end of the village unable to offer safe manoeuvrability and needs looking into
- Reduction in value of house not considered a planning issue
- Eastern drainage pool has no safety barriers – safety of children
- Timing and managing impact of construction traffic – should use A507 for safety of Arlesey residents using High Street
- Will lay the foundation for improved facilities and much needed housing
- Western side of the road should follow in due course
- Road should be free flowing in both directions along its entire length
- In favour of roundabout and relief road

- Good plan that will reduce traffic on House Lane that can at times be very congested, dangerous and very frustrating
- Existing speeding cars
- No mention of traffic calming measures along the High Street
- Environmental Impact
- Impact on and provision of Infrastructure
- Impact on Quality of life
- Loss of community feel to the town
- Proximity of new roundabout on High Street to the existing War Memorial junction
- Only two roads that will benefit – House Lane and Stotfold Road
- Don't require 1,000 houses in Arlesey

Four representations were received on behalf of two landowners on the west side of the High Street:

1) Phillips Planning Services (PPS) Ltd on behalf of Samuel Beadie (Arlesey) Limited (SBAL)

16/09/2015 – Detailed Planning Comments paper and Highways Technical Note provided (available in full on the application file). Summary below:

- Comments based on the desire to ensure that development progresses in the manner promised to and anticipated by local people and in accordance with the adopted planning policy.
- Detailed comments on the context and background to MA8
- Application is for a Spine Road which may (or may not) be converted to a section of the relief road, no other development is included
- The alignment of the road sits outside of the allocated site area on the local plan proposals map and the application does not explain this. This represents a departure and should be advertised.
- Real costs of infrastructure cannot be known at this stage
- Agrees that it is necessary to include safeguards to ensure that the road is delivered as a whole and that significant development does not take place without completion of the whole of the road on the west.
- If the Council agrees that this application can be considered in isolation then the TA needs to consider these impacts.
- Provision of this road could result in a significant redistribution of traffic on a local level, taking traffic from House Lane and Stotfold Road and thereby causing further congestion in the High Street.
- All scenarios should be considered (eastern section and eastern and western sections).
- TA does not consider all scenarios
- TA assumes HGV ban is in place and this is not being taken forward
- No tracking diagrams are provided for the mini roundabout
- Safety Audit concerns regarding the future double mini roundabout and this could prejudice the delivery of the western relief road
- MA8 makes clear that what is sought as part of the development is a relief road “for the High Street”. Proposed road does not deliver this.
- At best would have little impact on the High Street and at worst could add to the level of traffic using the High Street
- Unless any permission granted were to be conditioned or subject of a legal

agreement to prevent its construction until the wider, western relief road is provided it is considered that there would be harm that is not outweighed as there is no benefit. The proposed road provides no benefits in the context of policy MA8 and has no specific purpose in the context of MA8. Whilst the use of some open countryside and Grade 2 agricultural land, some adverse ecological, landscape and archaeological impacts may be justifiable in the context of delivering the MA8 allocation it is submitted that these harmful impacts are not justified simply to provide a road which is not required and has no purpose in isolation.

- Two courses of action open – refuse the application or approve subject to Grampian style condition or legal agreement clause preventing construction of the road until such time as the western relief road, providing a bypass for the High Street is available. Any condition / legal agreement clause should also ensure that all land necessary to facilitate the provision of the link to the western side of the High Street is secured / dedicated at this time so that there could be no prejudice to future delivery.

03/12/2015

- Do not accept the assertion that the application for the eastern road is comparable with that submitted by SBAL for the western relief road as the western section of the MA8 allocation was originally promoted in isolation as part of the preparation of the 2005 adopted local plan.
- Historically the development of land to the west of the High Street depended on a relief road for the High Street. MA8 does not specifically require a relief road for House Lane or School Lane.
- Some development of the west side could take place whilst utilising House Lane and School Lane however it is not the case that development could take place whilst utilising the High Street. Until the High Street relief road is provided (the west side) development associated with the MA8 allocation could not be considered to conform with policy MA8.
- Safety audit concerns with the proposed future double mini roundabout and possible prejudice for the future delivery of the High Street relief road. Anything approved now must enable connection to the west side. Suggest either undertake Stage 2 audit and/or for the Council to deliver the western mini roundabout now.
- The TA ignores the existing planning permission until 2040 to enable clay extraction from the site west of Arlesey railway line which could be resumed at any time and should therefore form part of the base data for the TA.
- Once the road is opened, crossing over the A507 would become a desired route for people particularly children accessing Etonbury School. A safe crossing point for pedestrians and cyclists should be provided.
- Safety measures associated with the road drainage should be considered at this stage as once open the road will be a desire line for children and it will be unsafe not to protect drainage features / attenuation ponds.
- Part of the road lies outside of the MA8 allocation.
- The TA is flawed.
- The EIA acknowledges harm in respect of loss of agricultural land, loss of some ecological features, impact on the landscape and on archaeological remains and whilst the harm may be considered low i.e. not sufficient to outweigh the benefits of MA8, this specific part road proposal has no purpose in isolation and there are no benefits which can be set against this harm in the planning balance.
- Two courses of action open – refuse the application or approve subject to Grampian style condition or legal agreement clause preventing construction of the road until

such time as the western relief road, providing a bypass for the High Street is available. Any condition / legal agreement clause should also ensure that all land necessary to facilitate the provision of the link to the western side of the High Street is secured / dedicated at this time so that there could be no prejudice to future delivery.

- Further comments from Phil Jones Associates on the Transport Assessment
 - o Unlikely that the full MA8 development would be built by 2020
 - o No justification for the 60% diversion rate from the High Street. No redistribution of traffic elsewhere on the network is considered
 - o The increased vehicular flow on the High Street without the western MA8 development is not considered
 - o The clay extract licence is not considered as committed development
 - o The double mini roundabout may not be the best access solution for both parcels of development. 10% of traffic is shown to be HGV movements, which is a relatively high proportion and a double mini roundabout may not be the best way to accommodate these movements even if they can be achieved.
 - o The scenario whereby land west of High Street is not built has not been properly considered.
 - o The scenario whereby the road is only built out from the western end is not properly considered.
 - o Traffic flows on the High Street would increase significantly if the western relief road is not built simultaneously. This has not been considered.
 - o The Environmental Statement has not been updated and does not properly consider the critical scenario whereby the Western relief road is not built.

09/02/2016

- The additional information relates largely to the testing of one possible scenario whereby the proposed eastern link road is constructed and opened prior to any new dwellings being constructed on the site and prior to the western relief road being delivered.
- Whilst this testing was necessary, the level of design detail provided in support of the application appears far less involved than the Council required when the southern 'Five Ways' junction application was considered.
- The recent submission does not address previous concerns and specifically the MA8 allocation was adopted on the premise that it would deliver a relief road for the High Street. The policy does not support the delivery of development to the east of the High Street in isolation of this.
- Previous concerns and therefore objection to this application remain.

2) Jones Lang La Salle Ltd on behalf of Mr and Mrs Furr

17/09/2015

- Clients wish to see the development progress as do the other landowners in a manner anticipated by local people and in accordance with the adopted planning policy.
- Fully endorse the comments that PPS raise in their representation and the accompanying Highways Technical Note.
- The TA fails to consider the re-distribution of local traffic following completion of the road, fails to consider a scenario whereby the western relief road is not completed and the eastern road is constructed in isolation, assumes the previously promoted

plan to ban HGV traffic is in place, fails to provide tracking diagrams for the mini roundabout and fails to provide traffic data for the additional traffic movements on the High Street.

- Concern regarding the safety of the double mini roundabout on the High Street to link east and west sides of the road and prejudicing delivery of the western side
- Can the road in isolation be justified in planning terms when considering the planning balance? Harm vs benefits of the proposal in light of it only being part of the relief road.
- Recommend the application is refused or approved subject to condition or legal agreement preventing the construction of the road until such time as the western relief road providing a bypass for the High street is available.

Consultees:

Town Council:

Arlesey Town Council – Recommend to refuse the proposal and have made the following comments:

16/09/2015

Following input from Councillors and local residents, Arlesey Town Council would like to raise some serious concerns with regard to the application for the new “relief road” in its current form. First of all, the application seems to contradict CBC’s own policy in the LDF with regard to the Arlesey Cross development, and there are serious concerns relating to the Transport Assessment which is both based on very old surveys and does not properly assess the potential impact of the new road on traffic on the High Street, and to the fact that the environmental surveys are aged and do not report protected species that are known to be in the area. Arlesey Town Council believes that the application needs some considerable work to be done to ensure the concerns of Arlesey and its residents are addressed.

Local Development Framework

In the Site Allocations document dated April 2011, which forms part of CBC’s Local Development Framework, policy MA08 states that the development should include the “provision of a relief road running north along the west of the High Street to the north-east of Arlesey and joining the A507”. This application does not comply with this policy in that it does not run north along the west of the High Street and it is the strongly held view of Arlesey Town Council that the provision of only half of the road would be detrimental to Arlesey and contrary to the stated aims of the adopted Arlesey Cross Masterplan.

Transport

The Transport Assessment appears to be based on traffic surveys some of which date back to 2008 and would not, therefore, reflect the current volume of traffic in the affected area particularly given the major new housing developments in Stotfold and Fairfield in recent years that will have significantly increased traffic on the A507.

Moreover, it is our understanding that the analysis was carried out on the basis that a proposal to ban HGV’s on the High Street had been implemented. As such a proposal has not been implemented, the entire Transport Assessment would be invalidated if our understanding is correct.

Furthermore, no consideration seems to have been given to the strong likelihood that the new road would increase traffic on the High Street between the Five Ways junction and the new mini-roundabout, which is one of the major traffic bottlenecks in the village. The new road would offer a shorter route from the Five Ways area to Fairfield / Letchworth than the southern route via the Arlesey New Road, which would be the preferred route today. This is a direct consequence of the proposal to build the road in stages as it will only be a "Relief Road" once the western section is complete – building the eastern section alone will more than likely increase traffic on the High Street rather than offer any relief.

Finally, not only does the traffic analysis not deal with any impact on the High Street, it also does not consider the potential impact on routes to the railway station, which could increase volumes on Church Lane.

Environment and Ecology

A number of environmental surveys have been used to support the application but none of these has been conducted in the last two years and, based on evidence from local conservation groups, the known presence of some protected species, such as buzzards and fieldfares which had also been sighted, in the development areas has not been recorded.

Furthermore, it appears that there has been no proper assessment of the ecological impact of building the drainage channel to the Pix Brook. The environmental and ecological impacts should be re-assessed based on new surveys that cover the whole area and take account of the nesting season of protected bird species.

The Planning Statement includes aims to minimise the extent of the development that is overlooked by surrounding dwellings both existing and to be built, to minimise noise, vibration, air and water pollution, and light spillage. The proposal has only limited readings in relation to the possible effects of the development and readings for all these aims should be taken before the proposal is approved in order to provide a base line for measuring the effects of the relief road and the development generally. This monitoring should include up to date (at the time construction is to commence) survey of flora and fauna.

Drainage

No safety measures seem to have been considered with regard to the eastern drainage pool, which is currently in a popular walking area and would be on a new route for schoolchildren between Arlesey and Etonbury Academy.

With regard to the western drainage pool, it is our understanding that this will be covered to allow for the development of the "town centre" as stated in the Arlesey Cross Masterplan.

There is a concern that the water main on the High Street already overflows at times of heavy rain causing local flooding and no consideration appears to have been given to any impact the new road may have on the capacity of the water main.

Gas main

The gas main that runs south from Bleak House is marked on the plans but no mention seems to have been made of the special measures required when building a road over major gas mains.

17/12/2015 – comments following re-consultation

Wishes to object in the strongest possible terms on the following grounds:

Having met with CBC planning and policy officers and discussed the application in detail, it is the understanding of Arlesey Town Council that Policy MA08 and the corresponding Masterplan (as adopted by CBC Executive on 18 March 2014) together “set the requirements for the development and a framework within which planning decisions in respect of this site will be made”.

The term ‘site’ is pivotal and is defined in policy MA08 as “land at Chase Farm and land west and north east of the High Street Arlesey as identified on the Proposals Map”.

Policy MA08 stipulates that “*development on this site will be subject to provision of a relief road (singular) running north along the west of the High Street to the north east of Arlesey joining the A507*”. This planning application relates to only the North Eastern portion with no reference to the south western portion of the relief road. Furthermore no undertakings are provided that the complete ‘relief road’ will be delivered in its entirety in compliance with Policy MA08.

Point 29 in the report presented to CBC’s Executive Committee 18th March 2014 states that “*..the new relief road is intended to take traffic off the High Street and traffic calming will deter traffic from using the High Street at the five ways junction.*” Were this application to go forward it would inevitably lead to increased traffic flows along the High Street thereby exacerbating the problems the Masterplan was originally intended to solve. The Town Council strongly believes that the current situation of traffic being dispersed between Hitchin Road leading to the A507 from the south of Arlesey, and Stotfold Road leading to the A507 from the north of Arlesey will be adversely affected as a result of a likely change in preferences of traffic originating from the current central area and result in a direct worsening of the current situation.

Point 24 in the report adopted by CBC Executive 18th March 2014 refers to a “*detailed Transport Assessments setting out the extent of physical mitigation works required to bring about nil impact*” being required to be submitted with any future planning application. The transport assessments referenced in this application are unable to robustly demonstrate ‘nil impact’. The Town Council has noted that the previously proposed HGV Arlesey High Street ban has now been lifted, and that Woods Hardwick has amended its Transport Assessment figures accordingly. The Town Council vehemently disagrees with Woods Hardwick assessment that the impact of the amendment would be “*negligible*”. HGV’s travelling both north and south through High Street are already deemed to be a nuisance to the residents of Arlesey, particularly at peak periods. Concerns for the safety of pedestrians have already been voiced in this respect.

The Town Council questions why the Revised Transport Assessment (October 2015) Traffic Flow maps for 2013 and 2020 omit any survey data for House Lane (leading from Stotfold Road)? House Lane a major route used by traffic to access the High Street area from the north of Arlesey and as such should be included within the Traffic Assessment for this application and any application coming forward in relation to the Masterplan.

With reference to Woods Hardwick’s response regarding the refining of the TRICS figures in which they say “*...trip rates now being based upon surveys undertaken a fewer developments that include flats as well as houses. This is considered to be a robust*

approach given that the proposed development is likely to include a significant proportion of flats” the Town Council disputes this understanding of Section 4 of the Masterplan, which actually states on page 34 para. 4.10 “...a mix of dwelling types, tenures and sizes. The housing mix will reflect the requirements in Arlesey and would include 2,3,4 and 5 bed homes.” Para 4.13 states “New development at Arlesey Cross will comprise predominantly of 2 storey terraced, semi-detached and detached housing with a maximum height of 3 storeys where appropriate. Apartments in smaller groups would include accommodation above local centre land uses...”. The Town Council draws the LPA’s attention to the use of the word “predominantly” in reference to 2 storey terraced, semi-detached and detached housing as opposed to ‘flats’ and would suggest that the use of the word “apartments” is more akin to ‘flats’, which the Masterplan states, will be provided in “smaller groups”. There is also discord between the Town Council’s and Wood Hardwick’s perception of the effect of a different housing mix, in so much as the number of cars per dwelling can be directly linked to the number of bedrooms (i.e. 2 to 5 per house), whereas individual flats are more likely to be in the region of nil to one car per dwelling dependant on their tenure.

Point 9.1 in the ‘Delivery’ section of the Masterplan states that “*Given the scale of the proposed development it will inevitably be built out in phases, which will require a co-ordinated build programme....in order to achieve a comprehensive and coordinated development*” and that “*CBC as local planning authority, will require the provision of the various elements identified in the Masterplan as part of the outline planning application process*” ATC is not aware of any such outline application, details of a co-ordinated build programme or details of how deliverability of land and land ownership issues will be addressed. Instead, application CB/15/02916/REG3 is being proposed as a standalone application with no reference to any comprehensive or coordinated outline planning application. The objectives of the Masterplan will require a planned delivery, however it appears that “phasing” as referred to by Woods Hardwick is increasingly likely to result in a fragmenting of the overall plan. Piecemeal amendments to difference components of the plan, on each successive application will result in a loss of cohesion.

Point 9.2 requires that “*..developer(s) of this site will be required to formulate an infrastructure phasing programme*” We are not aware of any such infrastructure phasing programme at this time and as the application relates to crucial infrastructure of the Masterplan the Town Council argues that it should be subject to such a ‘phasing programme’ as any future development application.

Point 9.3 states that “*The main critical infrastructure item that must be provided is the relief road and in conjunction with it traffic calming measures on the High Street*”. This application, which relates to a portion of the relief road, makes no reference to traffic calming on the High Street, and therefore fails to meet this directive.

Point 9.4 states that “*If the site were to come forward in more than one planning application, the LPA (Central Bedfordshire Council) will need to be satisfied that the impact on the road network can be mitigated by appropriate phasing and / or other highway measures that will prevent unacceptable levels of traffic entering the existing road network until the relief road can be provided in full. Any future planning application submitted in respect of this site will require a comprehensive Transport Assessment to assess the highway infrastructure required at each stage of the development. Relevant planning conditions and / or obligations will be imposed to mitigate the potential highway impacts.*” The Town Council does not believe this application supports these requirements, and would assert that bringing this application forward in isolation, and without being subject to an appropriate ‘phasing programme’, will result in a detrimental effect on the High Street,

which has the potential to cause severe harm to the ‘village centre environment’. The Town Council bases this opinion on its local knowledge of the area, and affirms that the High Street will undoubtedly be adversely affected by an increase in through traffic. The Masterplan clearly identifies the issues of excessive traffic in the High Street, and these will be exacerbated by bringing forward the Eastern portion of the relief road in isolation.

Furthermore the Town Council hereby restates its previous objection to the lack of safety measures proposed for the eastern drainage pool. The area is already frequented by walkers and cyclists and it is strongly believed that the area will become a point of interest for local schoolchildren. The temporary situation, as described by Woods Hardwick’s letter, is deemed by the Council to represent a sufficient degree of danger and therefore appropriate controls should be introduced.

The Town Council trusts that Central Bedfordshire Council will act in the interests of Arlesey residents in this matter, to ensure they receive the improvements promised by the Masterplan as opposed to the detrimental impacts that will result from the approval of the current application in isolation.

25/01/2016 – Re-consultation comments

Arlesey Town Council hereby re-states its objections to this application as contained within the Town Council’s letter to Central Bedfordshire Council dated 17th December 2015. The Town Council is not satisfied that the latest amendments, to the application’s supporting documents, have any significant lessening affect on the objections already stated.

Other consultees:

The following table summarises the responses received which can be viewed in full on the planning application file.

Anglian Water	No comments received.
Arlesey Residents Association	No objections. Have concerns that no actions or discussions have been made by CBC with regards to the road west of the High Street. Feel that CBC should give priority to discuss the matter of compulsory purchase orders with stakeholders on the west side. Believe that the road should be started with no further delay.
Bedfordshire and River Ivel Internal Drainage Board	Prior consent of the Board is required for any storm water discharge into a watercourse under the Board’s control. Recommend a condition for storm water details to be agreed prior to commencement of development.
CBC Archaeology	No objection subject to a condition for investigation and recording of any

	archaeological deposits that may be affected by the development
CBC Rights of Way	Acknowledge the indication in this application of future plans for the A507 junction that will include a crossing of the A507. Would wish to see a pedestrian, cycle and bridle crossing of the A507 that is entirely separated from the road itself. It must be suitable for mobility vehicles, pedestrians, cyclists and horse riders.
CBC Ecologist	No objection subject to precautionary otter and water vole surveys, a Construction Environmental Management Plan (CEMP) to include species mitigation and landscaping conditions
CBC Green Infrastructure	<p>17/08/2015</p> <p>Proposals to cross the A507 are absent and should be incorporated. Greenway crossings of the relief road should be demonstrated in this application. The attenuation pond should be fenced for safety reasons. CBC's SuDS guidance requires surface conveyance over piped systems so the link between the pond to Pix Brook should be at the surface through a swale rather than a drainage sewer.</p> <p>30/11/2015</p> <p>Changes to the drainage system is welcome. The attenuation ponds should be designed to maximise ecological benefits and with safe access features in mind.</p> <p>Previous concerns about the lack of a crossing point over the A507 and need for further information about how the greenway and secondary routes will cross the relief road have not been responded to.</p>
CBC Highways	<p>21/10/2015</p> <p>Further information sought in addition to the submitted Transport Assessment to</p>

	<p>allow completion of the review of the application</p> <p>15/01/2016 No objection subject to recommended conditions on provision of crossing, CEMP and junction details</p>
CBC Landscape	<p>17/09/2015</p> <p>No objection comments made relating to detailed landscaping and suggesting reducing lighting to the eastern end of the road</p> <p>01/12/2015</p> <p>Would have expected an indicative landscaping scheme. A Landscape Design Code is required.</p> <p>Concern raised regarding the lighting for the eastern section of the road in terms of ecology and local landscape character.</p>
CBC Minerals and Waste	<p>12/08/2015</p> <p>ES should contain information relating to the amount of waste at the construction and operational phase and details of the use of natural resources for construction. No measures have been identified to offset any significant effects on the environment. No mention is made of a Waste Audit (policy W5 and SPD).</p> <p>15/02/2016</p> <p>Further information provided in the Waste Management Statement dated 12 February 2016 and the Agent's email of 15 February 2016 – it does not appear that the development will give rise to any significant volumes of waste. Detailed consideration can be left to be conditioned through a CEMP.</p>
CBC Public Protection Pollution Team	<p>No objection subject to conditions to secure the noise barrier, submission of a CEMP and ground investigation.</p>

<p>CBC SuDS Engineer / Flood Management</p>	<p>27/08/2015</p> <p>Reference should be had to the adopted drainage principles for new developments within the CBC Sustainable Drainage Guidance</p> <p>20/11/2015</p> <p>Concern raised regarding the discharge rate for the pond near to the High Street. The pond discharges into an existing system which has caused problems in the past, particularly around the White Horse PH. The existing system should be assessed to make sure it has the capacity to deal with the predicted flows.</p> <p>18/01/2016</p> <p>Revised submitted drainage plan with revised discharge rate acceptable with</p>
<p>CBC Sustainable Transport Officer</p>	<p>Framework travel plan acceptable however a full Travel Plan would be required to accompany any application for future residential development</p>
<p>CBC Trees and Landscape</p>	<p>No objection subject to full replanting and landscaping scheme and protection of all trees to be retained on site</p>
<p>Environment Agency</p>	<p>No objection - please consult the Local Lead Flood Authority on this. An informative is suggested regarding risks to controlled waters from contamination as the site is located above a Principal Aquifer.</p>
<p>Highways England</p>	<p>No objection as no new access is being proposed along the common boundary between the planning site and the Strategic Road Network.</p>
<p>Natural England</p>	<p>Refers to their Standing Advice on protected species</p>
<p>Health and Safety Executive</p>	<p>PADHI + Planning Advice for Developments near Hazardous Installations – does not advise against the proposed development</p>

Determining Issues:

The main considerations of the application are;

1. Principle of Development
2. Environmental Statement
3. Design
4. Impact on the Character and Appearance of the Area
5. The Historic Environment
6. Neighbouring Amenity
7. Access and Highway Safety
8. Flooding and drainage
9. Ecology and biodiversity
10. Ground Conditions and Contamination
11. Air quality
12. Noise and Pollution
13. Waste
14. Cumulative Impacts
15. Other Considerations
16. Planning Balance

Considerations:

1. Principle of Development

Background to site and Planning Policy position

- 1.1 The application site forms part of the allocation site MA8, allocated through the Central Bedfordshire North Site Allocations DPD (April 2011). This allocation requires the provision of a relief road running north along the west of the High Street to the north east of Arlesey and joining the A507. The application forms part of the relief road identified in policy and is not submitted together with any other applications for development.
- 1.2 The Planning Statement accompanying the application states that the reason for the road application is that the road will provide access to the wider development and enable a better understanding of the cost of this infrastructure item, which will inform future work on viability on the wider development on the land east of the High Street. It also states that it will provide a greater degree of certainty around delivery of one of the critical items of infrastructure required by Policy MA9 and the Arlesey Cross Masterplan.

MA8 & Masterplan

- 1.3 Policy MA8 makes reference to the provision of a relief road running north along the west of the High Street to the north east of Arlesey joining the A507. The current proposed application is for the section of the relief road from the A507 to the High Street. This section of the relief road is identified in the Masterplan and the proposed road follows the alignment within the Masterplan shown below:



Extract from Concept Masterplan – Arlesey Cross Masterplan (2014)

- 1.4 The proposed alignment of the road provides the required access from the A507 to the High Street through the eastern side of the allocated site in accordance with the written policy of MA8.
- 1.5 It is considered that although only part of the relief road is proposed through this application, the principle of it is in accordance with MA8 and the Masterplan. The application has been submitted within the context of these and to allow future development to be brought forward to help meet Central Bedfordshire’s housing and employment needs through the development of the Arlesey Cross allocation. The application must be determined on its own merits and with full consideration of the environmental issues and assessed for its planning balance.

Compliance with the Development Plan

- 1.6 As set out within the Planning and Compulsory Purchase Act 2004 (section 38(6)) and the Town and Country Planning Act 1990 (section 70(2)) in dealing with planning applications the Local Planning Authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations. This is reiterated within paragraphs 2, 11, 196 and 210 of the NPPF. The development plan is defined in section 38(3)(b) of the 2004 Act as “the development plan documents (taken as a whole) that have been adopted or approved in that area”.
- 1.7 The proposed development and alignment of the eastern road is in accordance with the concept plan which is part of the Arlesey Cross Masterplan. However the route of the proposed road does not completely align with the Proposals Map for the policy MA8 area within Arlesey (Inset 2) of the Local Development Framework

(North) Proposal Maps 2011:



Extract Plan from Site Allocations DPD Proposals Maps (2011)

- 1.8 The map shows a connection with the A507 further south than the proposed road subject to this application. The Inset map does not show any other alignment or route for the road as it is contained within the hatched development areas on the west and east of the High Street and the exact route would be determined through the Masterplan. The wording of Policy MA8 of the Site Allocations DPD (2011) states within the second bullet point that development will be subject to:
- *Provision of a relief road running north along the west of the High Street to the north east of Arlesey and joining the A507....*
- 1.9 This application is compliant with this bullet point in that it provides a relief road from the north east of Arlesey joining the A507. The changes between the proposed alignment contained within the Masterplan and that shown on the MA8 Proposals map are considered to be non material. The route of the connection to the north east of Arlesey joining the A507 was not defined within policy MA8 and the indicative route for the relief road was latterly included on the Concept Plan within the Adopted Arlesey Cross Masterplan. The Masterplan provided the detail required by Development Plan policy MA8.
- 1.10 Departures are planning applications that are not in line with one or more provisions of the development plan for the area where the application is being made. Following the initial consultation undertaken for this planning application, a representation was received that this application was a departure due to the small area of road being outside the MA8 hatched area on the Proposals Map. In order to allay the concerns raised, the application was advertised as a departure.

- 1.11 The application will not require notification to the Secretary of State for call in under the Town and Country Planning (Consultation) (England) Direction 2009.
- 1.12 The application is not considered to constitute an actual departure within the meaning in Town and Country planning law and policy as it does not 'depart from' the development plan. Notwithstanding the difference between the route of the road from the Site Allocations DPD (2011) Proposals Map and the Adopted Masterplan the application is considered to be compliant with policy MA8 of the Site Allocations DPD (2011).

Loss of agricultural land

- 1.13 The site is currently a corridor of arable field and the majority of the land is identified as grade 2 (very good) agricultural land. There is an area of Grade 3a (good) land and a small proportion of non-agricultural land. The total area of the land is approximately 4.79 hectares affecting two fields on the Chase Farm holding. The Agricultural Land Classification system classifies land into five grades. The best and most versatile land is defined as Grades 1, 2 and 3a. The NPPF within paragraph 112 states that where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land in preference to that of a higher quality should be sought. It is considered that the loss of this area of agricultural land would constitute only minor harm. The proposal to safeguard and reuse soil on site could be secured through imposition of an appropriately worded condition.

2. Environmental Statement

- 2.1 This planning application has been accompanied by an Environmental Statement (ES). The ES was scoped formally by the Council issuing an opinion dated 13/05/2015.
- 2.2 The ES is considered to assess each issue satisfactorily for the purposes of the 2011 Regulations. It is for the Council to consider whether it agrees or disagrees with the conclusions reached in each part of the ES and then to assess the impacts arising against planning policies and material considerations. This is undertaken under each specific issue considered in this report.

3. Design

- 3.1 The road has been designed with a 7.3m carriageway with 3m footpaths/cycleways on both sides. A 1m verge will separate the carriageway from the footpaths / cycleways.
- 3.2 At the western end of the road a mini roundabout will connect the road to the High Street. This will form the eastern part of a future double mini roundabout that will connect that will connect the route to the land west of High Street. The junction will be set in a shared surface context which is likely to include the raising of the junction. Formal pedestrian crossing facilities are proposed to accommodate more vulnerable road users.
- 3.3 At the eastern end of the relief road a new roundabout on to the A507 is proposed. The speed limit on the approaches to the roundabout will be reduced to 40mph via a Traffic Regulation Order.

- 3.4 The road and junctions have been designed in accordance with the details set out within Adopted Masterplan.
- 3.5 The design of the drainage ponds has been considered. As the proposed road (once a connection is made between the High Street and the A507) will be a desire line for both leisure users and school children, safety measures around the eastern pond are considered necessary to secure. Safe access features can be designed as part of the ponds which can preclude the need for fencing. The Agent comments that the proposed drainage strategy is a temporary solution designed to accommodate the surface water runoff from the proposed relief road in advance of the development of the wider site and that when the wider development proposals are worked up, the necessary safety measures will be put in place where appropriate. It is considered that a scheme for safe access features for the ponds is necessary for this application and a condition is therefore recommended. .
- 3.6 Detailed considerations of the highway safety of the accesses is considered below within Section 7.

4. Affect on Character and Appearance of Area

- 4.1 The ES contains a Landscape and Visual Impact Assessment. This shows that the existing landscape is not highly sensitive and is capable of accommodating change. The proposed relief road would be locally visible with the main views of the road available from properties on Lewis Lane, High Street and Lymans Road, from the Chase House Care Home and from the footpath to the south of the site.
- 4.2 The loss of agricultural land and change to the more urbanised road will be a notable permanent change in the character of the area with a limited loss of key features.
- 4.3 One mature tree is proposed to be removed (Ash tree) and a notable extent of hedgerow as part of the development. New landscape features and planting will be introduced to help compensate for this loss.
- 4.4 In isolation the road would be viewed against the existing edge of Arlesey and against the backdrop of the vegetation to the east of the A507. In the longer term the road will become incorporated into the wider planned development with associated planting.
- 4.5 The relief road will be lit and this is considered to have a local impact considered in association with the existing lights within Arlesey and around the A507 roundabout with Stoffold Road. Whilst comments have been made regarding exploring the potential to limit the lighting of the road this is required to meet Highway standards and is therefore considered acceptable.
- 4.6 It is noted that the landscape impacts of the proposed road and wider development were considered during the associated work and adoption of the Arlesey Cross Masterplan. The areas to the east of the High street between that and the A507 and to the west of the High Street up to the railway line were identified and considered to be most appropriate for development.

- 4.7 Conditions are recommended for a landscaping scheme, tree protection and landscape management strategy,
- 4.8 The proposed development is considered therefore to be in compliance with Policy DM14 of the Core Strategy and Development Management Policies DPD.

5. Historic Environment

- 5.1 The development has been considered within the ES in light of its effects on heritage assets. There are no designated assets within the development area however undesignated assets comprise of subsurface archaeological remains. There are no scheduled monuments within 1km of the development, one Grade I listed building (St Peter's Church) and a small number of Grade II listed buildings and several unlisted historic buildings of local interest. Arlesey War Memorial is considered to be of local significance. The construction and operation of the relief road has potential to adversely affect the setting of heritage assets in the vicinity through temporary signage, traffic, noise and dust. Adverse effects can be mitigated by managing construction operations and by appropriate design measures.
- 5.2 The proposed development has considerable archaeological potential. It contains a cropmark of a linear feature (HER 1767) of unknown date although it has been suggested that it may be contemporary with an area of medieval ridge and furrow field system also visible on aerial photographs. In the surrounding area there is extensive evidence for a rich archaeological landscape containing evidence of occupation from the Bronze Age onwards. This evidence includes prehistoric occupation in the surrounding area including a Late Bronze Age – Middle Iron Age settlement to the east of Etonbury (HER 17900) and Iron Age and Roman settlements west of Stotfold (HERs 20145 and 19751). There have also been a number of finds of prehistoric flint artefacts and pottery around the Pix Brook (HERs 16083 and 16095). Bronze Age and Iron Age settlement was also found in investigations at Fairfield Park (HER 16801). A number of undated cropmark sites have been identified in the area (HERs 641, 772, 15078 and 16811). On evidence from elsewhere in the county these are likely to represent later prehistoric and Roman settlement sites and other activity. HER 17900 also produced evidence of Roman occupation as did the investigations at Fairfield Park (HER 16801). There are also surface finds of Roman material from around the Pix Brook (HER 16083). To the south of Arlesey there are reports of a find of a Roman coin hoard (HER 390) and substantial quantities of early Roman pottery (HER 389).
- 5.3 Archaeological evaluation on the line of the A507 produced evidence of Saxon features along the Pix Brook (HER 16803). Arlesey is recorded in the Domesday Survey of 1086 so has its origins in the late Saxon period. Development of the settlement appears to have been complex and it may have been polyfocal in form. The original core appears to have been around Church End (HER 17108) and the manorial site at Etonbury (HER 395). Settlement appears to have expanded southwards from this core along what is now the High Street to the present centre of the settlement at the southern end of High Street (HER 17109). Immediately to the west of the railway line are the remains of a medieval moated site (HER 3382). These are heritage assets with archaeological interest as defined by the National Planning Policy Framework (NPPF).

- 5.4 The proposed development site has the potential to contain further archaeological remains relating to this archaeological landscape. The application is accompanied by an Environmental Statement which deals with Heritage Assets including Archaeology in Chapter 12 supported by Appendix 12 which includes the results of an archaeological field evaluation of the application site comprising a geophysical survey and a programme of trial trenching. This provides sufficient information to assess the impact of the proposal on archaeological remains in conformity with the requirements of paragraph 128 of the NPPF.
- 5.5 The field evaluation identified a number of archaeological features in the proposed development area including an Iron Age pit whose contents suggested the presence of a contemporary settlement in the vicinity, undated linear features and a pit which could relate to the Iron Age pit, a linear feature probably dated to the medieval period and forming part of a trackway which formed a major element in the pre-enclosure agricultural landscape, evidence of medieval ridge and furrow and a post-medieval field boundary. The Iron Age features and pre-enclosure trackway are described as being of local to regional significance.
- 5.6 Groundworks required by the construction of the Relief Road are identified as having a significant effect on the heritage assets with archaeological interest which will result in direct and adverse and permanent change to the assets (12.6.1). The ES (12.8.1) suggests that the impact of the proposed development can be mitigated through a programme of archaeological investigation and recording before the development commences or during its early stages.
- 5.7 The proposed development site has been shown to contain archaeological remains from Iron Age, Medieval and later date it also has the potential to contain as yet unidentified archaeological features and deposits. Any archaeological sites and features the site contains will relate to a wider identified archaeological landscape known to exist in the area.
- 5.8 Paragraph 141 of the NPPF states that Local Planning Authorities should require developers to record and advance the understanding of the significance of heritage assets before they are lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publically accessible (CLG 2012).
- 5.9 The proposed development will have a negative and irreversible impact on any surviving archaeological deposits present on the site, and therefore upon the significance of the heritage assets with archaeological interest. This does not present an over-riding constraint on the development providing the applicant takes appropriate measures to record and advance understanding of the these assets. This will be achieved by the investigation and recording of any archaeological deposits that may be affected by the development; the post excavation analysis of any archived material generated and the publication of a report on the works. A condition is therefore suggested.
- 5.10 The proposed development is therefore considered to be compliant with the NPPF and policies CS15 and DM13 of the Core Strategy and Development Management Policies (2009) and MA8 of the Site Allocations DPD (2011).

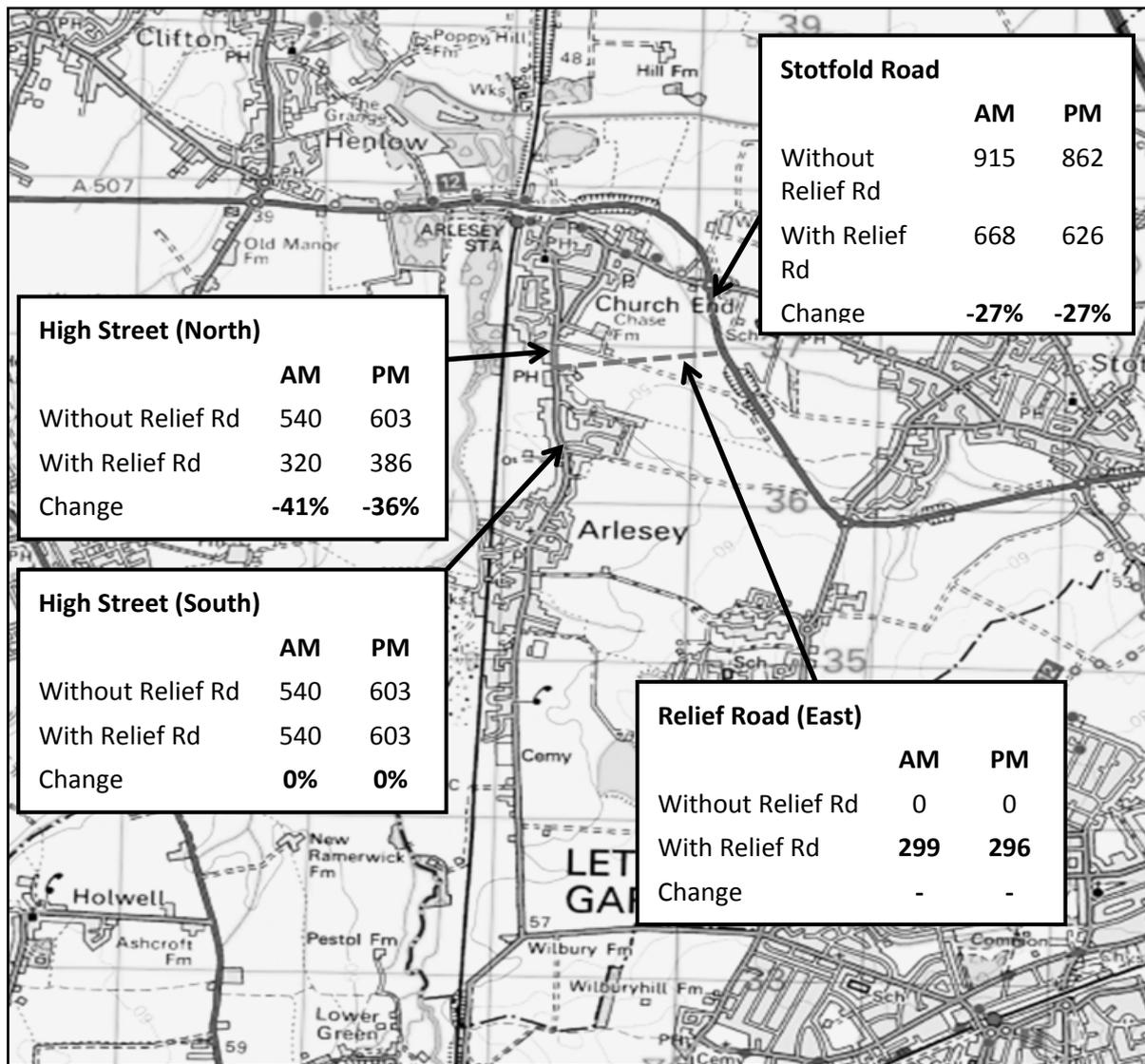
6. Neighbouring Amenity

- 6.1 The proposed road will be in proximity to properties on the High Street and Lewis Lane and will be visible from other properties which currently have a view across the land to the east of the existing built up area of Arlesey.
- 6.2 The proposed 2m noise barrier to the north of Lewis Lane is at its nearest point approximately 23m from the rear most part of the properties. This is considered an acceptable separation distance to not cause a significant detrimental impact in terms of overbearing impact.
- 6.3 There is considered to be no overlooking and loss of privacy issues caused by the proposed development. The proposed road will not create an overbearing impact on the neighbouring dwellings. There will be no loss of sunlight or daylight caused through the proposal.
- 6.4 Noise and pollution related issues are dealt with separately in this report as specific environmental impacts.
- 6.5 The proposed application is acceptable in terms of the impact on neighbouring amenity and is considered to be compliant with the NPPF and policy DM3 of the Core Strategy and Development Management Policies (2009).

7. Access and Highway Safety

- 7.1 National and local planning policy relating to transport and access promotes sustainable development which should give priority to pedestrian and cycle movements, have access to high quality public transport initiatives, create safe and secure layouts and minimising journey times.
- 7.2 Paragraph 32 of the NPPF states that where developments generate significant amounts of movement, decisions should take account of whether opportunities for sustainable transport modes have been taken up, safe and suitable access to the site can be achieved for all people and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. It goes on to state that: *“development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.”*
- 7.3 The original submitted application was accompanied by a Transport Assessment which forms part of the Environmental Statement.
- 7.4 The proposed road has been designed with a 7.3m wide carriageway, 3m wide footpath / cycleways on each side and a 1m verge separating the carriageway from the footpath / cycleway. This is consistent with the Arlesey Cross Masterplan Document and considered an appropriate standard for a road of this type.
- 7.5 Two scenarios have been considered in the Transport Assessment. The 2020 Do Nothing scenario models traffic generated by consented and allocated developments in Stotfold (Policies HA12, HA13, HA14 and MA7) and the western parcel of MA8 land in Arlesey. For the assessment of impacts on the A1(M) / A507 traffic related to the consented ‘Saunders Collection’ development off the A507 was also included.

- 7.6 The Do Something scenario includes all traffic from the Do Nothing scenario plus the traffic related to the eastern parcel of land in Arlesey. Although the application relates only to the eastern section of the Relief Road, and does not seek permission for any other development, an assessment of traffic conditions when the full Relief Road is complete is required in order to ensure the proposed junctions are adequate to serve the full Arlesey Masterplan development.
- 7.7 Policy MA8 sets the requirements for land uses to be provided as part of the development at Arlesey. The land uses indicated on the Arlesey Cross Masterplan include around 1,000 residential dwellings, extra care / assisted living accommodation (1.09 ha and 0.48 ha); 10 ha of employment; 1.67 ha local centre, including small supermarket, small-scale retail units and a community building; a new first school; open space and green infrastructure.
- 7.8 To estimate trip generation for the development at Arlesey, the following quantum of development has been assumed: 1,400 residential dwellings; 50 bed sheltered accommodation and 100 bed elderly care home; employment development comprising 1,700 sq.m office (B1), 24,000 sq.m industrial (B2) and 10,000 sq.m commercial warehousing (B8); a local centre comprising a supermarket (1,600 sq.m), retail units (500 sq.m), restaurant (350 sq.m), GP surgery (300 sq.m) and a community centre (300 sq.m). It has been assumed that the new first school will primarily serve residents of Arlesey and therefore will not have a significant impact on the wider network.
- 7.9 The Transport Assessment states (para 4.57) that the quantum of residential development assumed for the eastern parcel of land is likely to exceed the number of dwellings that will eventually come forward. The development assumptions are considered to provide a robust assessment of impacts on the highway network.
- 7.10 Trip generation has been based on rates obtained from the TRICS database, and trip distribution has been estimated using a gravity model, based on data obtained from the 2011 Census. This methodology is considered appropriate. Some of the sites used for calculating residential trip rates comprised mostly flats, and were not considered representative of the likely development in Arlesey. The applicant provided a revised version of the Transport Assessment with these inappropriate sites removed from the calculation. The proportion of flats in the remaining sites is approximately 30%, which is considered to provide a reasonable basis for the assessment.
- 7.11 It has been assumed that 60% of existing traffic on the High Street will divert onto the Relief Road when it is complete. Although no basis for this proportion is provided it is considered to be a reasonable assumption. Whether traffic continues to use the High Street or diverts onto the Relief Road, it will still pass through the junction at Five Ways and the Central Junction, and therefore junction capacity assessments would not be significantly affected.
- 7.12 The following diagram shows the changes in traffic flows with and without the Relief Road (East):



2020 Two-way Traffic Flows

- 7.13 The Transport Assessment identified potential capacity issues at the A507 Arlesey Road / Hitchin Road and A507 Arlesey Road / Stotfold Road junctions that would occur when the full Arlesey Masterplan development is complete. Mitigation to bring about a nil detriment solution is proposed, with the precise nature of the works and the trigger for their implementation to be determined as part of the Transport Assessments submitted in support of the future development. It is considered that the works would be achievable and the current application would not preclude this from being formally assessed under future applications and their accompanying assessments.
- 7.14 The Transport Assessment includes a Stage 1 Road Safety Audit (RSA) of the proposed section of road and the associated junctions, and also a copy of the Designer's Response. As a result of the issues highlighted in the RSA the design of the mini roundabout was amended such that the mini roundabout junction will be set on a raised table to increase driver awareness of the junction and to improve safety. Other comments will be addressed at the detailed design stage. The Designer's Response was reviewed by the Safety Auditor who confirmed that appropriate consideration had been given to the issues raised and that the Stage 1 RSA was closed out.

- 7.15 A Framework Green Travel Plan was submitted as part of the application however amendments will be required when Travel Plans are submitted to accompany future development parcels. This application for a proposed road in isolation does not trigger the requirement for a Travel Plan.
- 7.16 The proposed parking restrictions in the northern part of Arlesey would not have a significant effect on the assessment of the impact of the eastern section of the Relief Road. The implementation of the parking restrictions may reduce the number of commuters driving to Arlesey and this may result in a small reduction in traffic flows in the northern part of the town. However, the re-distribution of existing traffic onto the Relief Road would be unchanged, and parking on the Relief Road will not be permitted, thereby avoiding the potential for displaced parking from the station.
- 7.17 A high number of comments received for this application relate to access and highway safety matters. The following section of the report specifically addresses the concerns raised:

Age of traffic survey information

- 7.18 The junction capacity assessments within the Transport Assessment are based upon traffic counts undertaken on 20th June 2013 which was the date agreed with the Highways Authority outside of the local school holidays. Background traffic growth has been applied to these flows to produce baseline traffic flows for 2020, five years from the date of the application. These traffic flows are considered to provide a reasonable basis for the assessment.

Presumption of HGV ban on High Street

- 7.19 At the time the original Transport Assessment was being prepared, Arlesey Town Council had submitted a request to implement a ban on HGV's on the High Street and House Lane. The trip distribution therefore assumes that all development related HGV traffic will use the eastern access on the A507. The Town Council has subsequently withdrawn the application for the HGV ban. The majority of HGV traffic for the Arlesey Cross development will be generated by the employment uses, located adjacent to the new junction on the A507. The local centre will also generate some HGV movements. The most convenient route to these locations will be via the A507 and the Relief Road, and therefore the withdrawal of the proposed HGV ban is not considered to have a significant impact on the assessment. The withdrawal of the HGV ban initiative means that the existing conditions will be unchanged. If the eastern section of the Relief Road was to be constructed in isolation, there would be negligible impact on the High Street, and a reduction in HGV movements on House Land and Stotfold Road.

Tracking diagrams for HGV use of mini roundabout

- 7.20 The applicant provided the appropriate tracking diagrams which demonstrate that all turning movements can be undertaken safely.

Existing clay extraction consent traffic consideration

- 7.21 Baseline traffic data was used from the surveys undertaken in 2013 which considered the traffic levels at this time. The Council is aware that the previous clay

extractions on the Arlesey Landfill site have been filled and restored and that landfilling ceased in December 2007. The importation of inert materials for restoration ceased in August 2013. Regular HGV movements have therefore ceased, with only occasional isolated vehicles visiting the site in relation to the long term management of the site.

- 7.22 There are permitted unworked clay reserves to the south of the landfill site covered by a mineral planning permission. The brick / pipe works closed down and since this time there has been no demand to extract the clay. However clay could be extracted in the future and removed from the site if alternative uses were identified however the use would have to be in relatively close proximity to the site to be viable. The Council is not aware of any plans for clay extraction to recommence from the site.
- 7.23 If operations did re-start at the site, the related HGV's would be able to use the eastern section of the Relief Road therefore benefitting the northern part of Arlesey. Any future planning application would need to assess the current baseline situation with regards to traffic flows at that time which would reflect the current operations from this site.
- 7.24 Therefore the revised Transport Assessment is considered acceptable as submitted in this regard.

Impact of the proposal on existing local roads

- 7.25 After submission of the original Transport Assessment the applicant was requested to provide traffic flows for the local network to allow this to be considered.
- 7.26 An assessment has been undertaken to compare the distances from the Five Ways junction to the A507 / Hitchin Road, Fairfield (Dickens Boulevard) and Arlesey New Road / Wilbury Road junctions, with and without the eastern section of the Relief Road. The shortest route to the A507 / Hitchin Road junction would continue to be via the High Street, and the shortest route to the Arlesey New Road / Wilbury Road junction would continue to be via Hitchin Road. The shortest route to Fairfield would change from Hitchin Road to the High Street. However, the impact of this on the High Street is not considered to be significant. A similar exercise was undertaken using the High Street / Lynton Avenue junction as a starting point, and in this case the shortest route to each of the three destinations would not change with the construction of the eastern section of the relief road.
- 7.27 The suggested increases in traffic on the High Street would only occur if the eastern section of the Relief Road was constructed and the eastern parcel of land was fully development. This application relates only to the eastern section of the Relief Road. Any proposed development on the eastern parcel of land would have to be supported by a separate Transport Assessment, at which time the access strategy, phasing of the works and the impacts on Church Lane and the High Street will be considered and addressed.

ES does not quantify the impact of the development in accordance with the guidance

- 7.28 The institute of Environmental Management and Assessment (IEMA) guidelines state that any increases in traffic flows of less than 10% are generally accepted as

having no discernible environmental impact. The Transport Assessment demonstrates that construction of the eastern section of the Relief Road would not result in any increases in traffic on the High Street, and would reduce traffic flows in the northern part of Arlesey, and therefore no detailed environmental assessment is required. .

Future double mini roundabout linking with the west

- 7.29 The design of the mini roundabout was amended as a result of the issues highlighted in the Stage 1 Road Safety Audit. The amendments were to set the mini roundabout junction on a raised table to increase driver awareness of the junction and to improve safety. The amendments were reviewed by the Safety Auditor who confirmed that appropriate consideration had been given to the issues and that the Stage 1 RSA was closed out.
- 7.30 The junction design providing for the mini roundabout connection to the High Street has been designed such that it allows for the upgrading to a double mini roundabout by others. The junction design accords with the principles shown on the indicative junction plan within the Masterplan.

Nil' detriment impact

- 7.31 The development proposed through this application, the eastern relief road, once constructed would not generate any traffic on the local network and therefore does not create an adverse impact. The Transport Assessment demonstrates that re-routing of existing traffic onto the Relief Road will significantly reduce traffic on the northern section of the High Street, House Lane and Stofold Road. Construction traffic will be considered through the CEMP. Future development proposals that are traffic generating will need to be accompanied by full Transport Assessments in accordance with the Masterplan.

Trip rates and mix of flats / houses

- 7.32 As noted above the proportion of flats in the sites used in the Transport Assessment is considered to be reasonable.

Phasing / construction and build programme

- 7.33 A condition is recommended for submission and approval of a Construction Environmental Management Plan prior to the start of any work which will address the issues of construction traffic relating to the road.
- 7.34 The recommendation for this application can only be related to the development proposed which is construction of section of relief road. Any planning application for further proposed development relating to Arlesey Cross will need to be accompanied and supported by a separate Transport Assessment.

No relevant development is coming forward that necessitates the road

- 7.35 The application for only the eastern relief road has been submitted for the purpose of providing access to the wider development, to enable further development of residential, employment, extra care, retail, community and education uses on the

east side of the High Street as outlined within the Masterplan. Whilst there are no accompanying applications for further development at this time, it is recognised that the eastern relief road would provide some certainty over a key piece of infrastructure required for further development to come forward.

Crossing of A507

- 7.36 As stipulated within the Masterplan (para 5.16) a pedestrian and cycle crossing over or under the A507 is to be provided to ensure a safe and convenient crossing to Etonbury School and Etonbury Wood.
- 7.37 It is considered that the proposed development must be assessed as a standalone development comprising provision of a road. As such, it is considered that depending on construction phasing and timing, if the road were completed prior to any other development of the Arlesey Cross site this would create a desire line for pedestrians and cyclists to get out to the A507, and cross to the other side to allow access for recreation and school children accessing Etonbury School. Without a crossing in place before this completion it is considered that there could be significant safety issues associated with pedestrians and cyclists attempting to cross the road either at the new roundabout on the A507 or further north on this road to gain access across to the other side.
- 7.38 The existing crossing under the A507 at the Stotfold Road / A507 / Arlesey Road junction provides access to walk or cycle between Arlesey and Stotfold. This existing route is an unmade track and the provision of paved route along the proposed section of Relief Road would make this route more attractive for users. Whilst the school may not want to encourage pupils to use a route that crosses the A507 and leads to Etonbury Woods, it is inevitable that some will.
- 7.39 The applicants' position is that the justification for a crossing as set out within the Masterplan is created by additional traffic from the wider development. It is considered that securing the delivery of the crossing with the relief road may be premature however the recommended condition requiring the provision of the crossing is accepted. It is recognised that there needs to be a carefully considered option appraisal incorporating a risk assessment to determine the form of such a crossing involving engagement with the key stakeholders which is supported by the LPA.
- 7.40 It is accepted that there would be no increase per se in the number of people seeking to travel between Arlesey and Stotfold by foot and cycle however the proposed road will provide a shorter and more direct route to Etonbury Woods and the wider rights of way network between Arlesey, Stotfold and Fairfield. It is considered that the proposal will provide a desire line and encourage existing residents to use the route of the new road and therefore there is need for a crossing. Future development will add to this demand. The lack of footpath and cycleways right up to the A507 will not necessarily deter people from using this route.
- 7.41 A planning condition is therefore recommended to secure the submission and approval of details for such a crossing and its provision prior to completion of the road (e.g. the full connection of the road from the High Street to A507) or occupation of any development that has access to the A507 via the Relief Road,

whichever comes first. If the road is to be delivered and completed in its entirety before any development parcels come forward a crossing will be required.

Suggestion of preventing construction of the road until the western road is available

- 7.42 There are multiple owners on the western side of the High Street that would need to be party to any application for a western road and its delivery. The current application for the western road is 'suspended' awaiting completion and submission of the required Environmental Statement.
- 7.43 All conditions should meet the six 'tests' set out in para 206 of the NPPF and should only be imposed where they are necessary; relevant to planning and; to the development to be permitted; enforceable; precise and; reasonable in all other respects.
- 7.44 Such a condition as suggested (to prevent the construction of the eastern road until the western road is available) is not considered to be needed to make the development acceptable in planning terms and is therefore unnecessary. This is because the current application for part of the road itself does not generate any additional traffic on the local network and therefore does not create an adverse impact that requires the western road to be delivered. The proposed development is acceptable in highway terms without the need for any such condition.
- 7.45 The enforceability of such a condition would also be problematic as it would be concerned with matters over which the applicant has no control (e.g. land and other planning permissions that is owned by several different parties).
- 7.46 National Planning Guidance advises that conditions requiring works on land that is not controlled by the applicant often fails the tests of reasonableness and enforceability. The Guidance states that such conditions should not be used where there are no prospects at all of the action in question being performed within the time-limit of the permission.
- 7.47 The Local Planning Authority is aware that there have been many discussions over a period of years regarding bringing forward development on the west side of the High Street. There has been no consensus or agreement reached to date and given the history of discussions, there is considered to be no prospect that the west road will be delivered within the 3 year planning permission time-limit.
- 7.48 For these reasons a condition or legal agreement as suggested would not meet the 'tests' and is therefore not recommended.
- 7.49 The Transport Assessment submitted in support of the application demonstrates that the proposed section of the Relief Road between the High Street and the A507 and the associated junctions are acceptable and would be capable of supporting the amount of traffic generated from the full Arlesey Cross Masterplan development as set out in the Adopted Masterplan. The alignment and design of the eastern section of the Relief Road are consistent with the written policy of MA9 and the Arlesey Cross Masterplan Document. The proposed mini roundabout on the High Street has been designed such that it can be incorporated into a double mini roundabout arrangement, in accordance with the concept for the Central Junction identified in

the Masterplan. It should be noted that that any future proposed development on the eastern parcel of land will need to be supported by a separate Transport Assessment, which will address the phasing of the development and the associated impacts on the highway network as required within the Adopted Masterplan.

- 7.50 The proposed development is considered to comply with the NPPF and policies CS4, CS17 and DM9 of the Core Strategy and Development Management Policies (2009) and policy MA9 of the Site Allocations DPD (2011).

8. Flooding and Drainage

- 8.1 The application was submitted with a supporting Flood Risk Assessment (FRA) and Surface Water Drainage Strategy. The FRA demonstrates that the site lies within the Environment Agency Flood Zone 1 (low probability) and so not at risk of flooding from any known sources, including rivers, the sea, surrounding land, groundwater or sewers. National Guidance states that all uses of land are appropriate in this zone. As such the principle of the proposed development within this area is acceptable in flood terms.
- 8.2 The FRA demonstrates that the proposed surface water drainage strategy has been developed in accordance with the hierarchy for sustainable surface water disposal, as such the development proposals will not exacerbate the risk of flooding to third parties either upstream or downstream from the site. The FRA also establishes that the proposals will not exacerbate the risk of contaminants entering the water network either during or post construction.
- 8.3 A Geo-environmental Site Assessment was undertaken by BRD which included soakage tests and the findings were that the permeability of the site was found to be unsuitable for infiltration as the trial pits showed very little soakage. The next option pursued in accordance with the hierarchy was to discharge surface water to a ditch or watercourse.
- 8.4 The topography of the site is such that it lies within two main drainage catchments, the eastern part of the site naturally drains towards Pix Brook to the north east, while the western part of the site falls towards the High Street to the west.
- 8.5 Two onsite attenuation ponds are proposed, one at each end of the road. Water from the eastern pond will be conveyed to Pix Brook at a rate of no greater than 4 l/s/ha as prescribed by the Bedford Group of Internal Drainage Boards. This is a lower rate than the calculated greenfield run off rate and therefore is better than the existing natural drainage flows from the site.
- 8.6 At the western end of the road, the pond will be discharged into the existing sewer in High Street at 5 l/s which is again lower than the greenfield rate.
- 8.7 The ponds are of an appropriate size to accommodate the volume of water predicted during a 1 in 100 year storm event including an additional 20% allowance for climate change which is in accordance with the Environment Agency's current guidance.

- 8.8 A CEMP is recommended to be secured by condition to ensure that surface runoff from the site will not exceed the existing greenfield runoff rate and to control and prevent potential contamination to surface and/or groundwater receptors.
- 8.9 A condition to secure the surface water drainage details based on the principles set out within the Surface Water Drainage Strategy and subsequent negotiations is suggested to ensure that the control measures to manage the surface water runoff from the site are managed appropriately.
- 8.10 As such the proposed development of the road will not exacerbate the risk of flooding to third parties nor increase the risk of contaminants entering the water network. The development is therefore compliant with the NPPF, policies CM13 and DM3 of the Core Strategy and Development Management Policies (2009), MA8 of the Site Allocations DPD (2011) and the Central Bedfordshire Sustainable Drainage Guidance SPD (2014).

9. Ecology and Biodiversity

- 9.1 The ES assesses the impacts of the proposed road and associated junctions on flora and fauna. The majority of the habitats are typical of intensively managed farmland and considered to be of low ecological interest.
- 9.2 There are some proposed losses of parts of the hedgerow to permit construction of the relief road which will result in some short term impacts. To mitigate this new planting and best practice working methods through the protection of retained features is recommended to ensure that all habitats are protected.
- 9.3 Impacts to breeding birds (in particular corn buntings) have been considered which are likely to occur as a result of noise disturbance and collisions. This could have an adverse impact of local significance however it is recognised that the existing corn bunting populations already frequents either side of the A507 corridor and therefore the proposed road would not cause a significant detrimental impact on this breeding bird.
- 9.4 Overall the proposed road retains the majority of features of ecological value within the site.
- 9.5 The Council's Ecologist agrees with the ES and approves of the mitigation suggested. The Otter and Water Vole surveys were undertaken in July 2013 and evidence of otters was found on the Pix Brook in 2014. A precautionary watervole check and otter survey is recommended prior to works commencing.
- 9.6 A CEMP is recommended to ensure best work practice and include the species mitigation as detailed in the ES.
- 9.7 Landscaping should be secured by condition to ensure that the proposed ecological enhancements are undertaken. This will introduce new areas of habitat creation (along with the attenuation ponds) which will benefit biodiversity. Landscaping will be managed to ensure the value of these areas is maintained and enhanced through its retention.
- 9.8 The development is considered to be compliant with policy CS18 of the Core

Strategy and Development Management Policies (2009) and MA8 of the Site Allocations DPD (2011).

10. Ground Conditions and Contamination

- 10.1 A Phase 1 Desktop Study and Phase 2 Ground Investigation have been undertaken in relation to the site. The assessment concludes that the site, as a whole, does not pose a significant risk of significant harm to potential end users of the site or the controlled waters environment. Further ground investigation will be required in order to confirm this and allow geotechnical data be gathered for the development.
- 10.2 The Council's Public Protection team comment that the geotechnical section of the ES states that there is no likely significant risk of significant harm to site workers, groundwater or end users from the site of the relief road or the surrounding broader development but goes on to say that "ground investigation will be required in order to confirm this and allow geotechnical data to be gathered for the development". It is expected that such works adhere to the Model Procedures for the Management of Land Contamination and form part of planning conditions.
- 10.3 The Utilities Assessment included within the ES assesses the existing utility apparatus on and in the vicinity of the road. The existing utility apparatus to cross the proposed route of the road are: two gas mains running in a north to south alignment; a further gas main running east to west through the site.
- 10.4 One of the gas mains running north to south is high pressure and the other intermediate pressure. The gas mains do not preclude the construction of the proposed road subject to appropriate cover and protection being provided. As section of the east west gas main will need to be diverted due to its depth. It is concluded within the report that there is no utility apparatus on or in the vicinity of the proposed relief road which precludes its construction.
- 10.5 A planning condition is recommended for further site investigation, remediation and validation.
- 10.6 The proposed development is considered to be in accordance with the NPPF and policy DM3 of the Core Strategy and Development Management Policies (2009) in this regard.

11. Air Quality

- 11.1 The existing conditions within Arlesey show good air quality. The operational impacts of increased traffic emissions from the additional traffic on local roads, due to the development of the proposed road, have been assessed. Concentrations have been modelled relating to existing properties where impacts are expected to be greatest. The modelling shows that the new road will cause minimal affects on air quality and impacts are concluded to be insignificant.
- 11.2 Dust has been considered and the recommended condition for a CEMP will include dust management.
- 11.3 The overall air quality impacts of the development are judged to be insignificant and therefore no mitigation is recommended and this conclusion is agreed by the

Council's Public Protection team.

- 11.4 The proposed development is considered to be in accordance with the NPPF and Planning Practice Guidance and policy DM3 of the Core Strategy and Development Management Policies (2009).

12. Noise and Vibration

- 12.1 The potential noise and vibration impacts from the proposed development have been assessed as follows:
- Noise and vibration from construction work
 - Noise from the new relief road and associated changes in traffic on existing roads
 - Noise from the new relief road
 - Vibration from road traffic
- 12.2 The modelling and assessment predict short term increases in road traffic noise levels will be 'negligible' at the vast majority of existing nearby noise sensitive receptors. 'Minor' short-term adverse impacts are predicted to occur at 1-6 Lewis Lane. In the long term, impacts would be 'negligible' at the vast majority of existing nearby receptors. 'Minor' short term adverse impacts are predicted to occur at 1a, 1-3 and 7 Lewis Lane and 'moderate' short term adverse impacts are predicted to occur at 4-6 Lewis Lane.
- 12.3 'Moderate' impacts are considered to be more significant and may be perceived as a loss of amenity in the rear gardens of 4-6 Lewis Lane. Noise mitigation is proposed in the form of a 2m noise barrier along part of the southern edge of the relief road to reduce the predicted increases in road traffic noise levels affecting the rear of properties on Lewis Lane to reduce the impacts to 'minor'.
- 12.4 A noise nuisance assessment has been undertaken which identifies that for 10 dwellings the increase in noise nuisance from road traffic noise warrants further consideration. The noise barrier will reduce the nuisance at 1a and 1-7 Lewis Lane however there are no practicable noise mitigation measures available to reduce the predicted increase in noise nuisance at 15-16 House Lane.
- 12.5 Vibration assessment has been undertaken and demonstrates that the affects will be at an acceptable level.
- 12.6 Construction effects will be managed through the imposition of a CEMP recommended by condition to minimise the noise and vibration impacts on neighbouring properties.
- 12.7 The Council's Public Protection team suggested consideration of a S106 planning obligation for the developers to provide financial assistance to the occupiers of existing dwellings who cannot be adequately protected from increases in road traffic noise as a result of the relief road development (14 – 16 House Lane). Statutory tests set out in the Community Infrastructure Regulations 2010 Regulation 122) require that S106 planning obligations must be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonable related in scale and kind to the development. S106 obligations are intended to make development acceptable which would otherwise be unacceptable

in planning terms. In this case it is considered that the impact on these dwellings is not significantly adverse to result in the development being unacceptable and therefore on balance, the request does not meet the CIL regulation tests and is not sought. It is also noted that the Council cannot enter into a S106 Agreement with itself (as applicant).

- 12.8 Any assessment of the impact of noise and vibration from the Eastern section of the relief road will need to be undertaken for any subsequent development parcels once these are submitted.
- 12.9 Whilst there will be some increases in road traffic noise levels in the area and short term impacts from construction activities these impacts are not considered on balance to warrant refusal of the planning application on these grounds.
- 12.10 The application is therefore considered to be compliant with the NPPF, policy DM3 of the Core Strategy and Development Management Policies (2009).

13. Waste

- 13.1 The Environmental Statement and further clarification information outlines the aspiration that waste is reduced as much as possible in terms of this development.
- 13.2 Further information was provided by the Agents relating to amounts of waste and the re-use of surplus within the development site and the wider Arlesey Cross development. It does not appear that the development will give rise to any significant volumes of waste.
- 13.3 A condition requiring the submission and approval of a CEMP including a Site Waste Management Plan is recommended to promote the reuse and recycling of waste and reduce unnecessary landfilling.
- 13.4 The proposed development with the imposition of the conditions recommended is considered to be in accordance with the Minerals and Waste Local plan (2005) policy W4, policy WSP5 of the Bedford Borough, Central Bedfordshire and Luton Borough Council's Minerals and Waste Local Plan: Strategic Sites and Policies (2014) and the Council's SPD on Managing Waste in New Developments (2005).

14. Cumulative Impacts

- 14.1 Cumulative effects are those effects which would be likely to arise from the combination of likely significant effects from the proposed development with likely significant effects from other committed developments in the vicinity.
- 14.2 The Environmental Statement refers to the EIA Scoping Opinion issued by the Local Planning Authority that stated that there are considered to be no impacts from other planned developments that together with the proposed development that could amount to a significant cumulative impact which should be assessed. Therefore the Statement focusses on the development as set out under policy MA8.
- 14.3 Transport and traffic impacts are considered to be one of the greatest impacts of local concern. Any concurrent construction of other parcels within the Masterplan area could have a cumulative impact. Construction and Environmental Management

Plans for each permission will consider and control the vehicular movements on the network.

14.4 The Transport Assessment has considered the capacity of the wider Masterplan development and mitigation works are considered appropriate to bring about a nil detriment solution for each junction. The details of these works will accompany future applications for development on the parcels in due course.

14.5 The cumulative impacts on landscape and visual, land contamination, heritage and archaeology, drainage and flood risk, air quality, waste, noise and vibration and loss of agricultural land and soils have all been considered within the ES. There are no significant cumulative impacts identified which cannot be mitigated against.

15. Other Considerations

Response to representations –

15.1 The following matters were raised within the representations received and have not been addressed elsewhere in the report: -

- *Neighbourhood plan*

15.2 Government Planning Practice Guidance states that local planning authorities should make decisions on planning applications as quickly as possible. There is no formal mechanism to allow for deferral of a planning application by the Local Planning Authority. It is considered that this recommendation and subsequent determination of the current application would not undermine the neighbourhood plan-making process as it relates to development for Arlesey that was established by MA8 and the Adopted Masterplan. It is considered that proceeding with taking this application forward would not prejudice the views of Arlesey residents and the completion of the Neighbourhood Plan.

15.3 Any future planning applications for development within the Arlesey Cross area which are submitted to the Local Planning Authority will be subject to full consultation and consideration in light of the Development Plan and all other material considerations. An emerging neighbourhood plan can be given some weight as a material consideration depending on its stage of preparation.

- *Loss of community feel to town*

15.4 The Adopted Masterplan guides the development of Arlesey Cross and seeks to demonstrate how the allocated land can be comprehensively masterplanned to deliver coordinated development. The Masterplan was Adopted in compliance with policy MA8 of the Site Allocations DPD (2011) which established the principle of growth to Arlesey.

- *Discussions on west side*

15.5 Discussions regarding development of the land to the west side of the High Street have been ongoing for a considerable time. There are a high number of different owners of the land to the west of the High Street and the Council has endeavoured to facilitate discussions and work comprehensively to reach consensus and bring

forward development on this side. The current application must be regarded and considered on its own merits.

- *Do not require 1000 houses in Arlesey*

15.6 As stated above the allocation of the Arlesey Cross development area was established by the adopted of the Site Allocations DPD (2011) and underwent thorough consultation and examination by an Inspector. Central Bedfordshire Council has a duty to provide new houses and employment land and must seek to maintain a 5-year supply of housing land. The wider Arlesey Cross site is needed to meet these requirements and the Local Planning Authority seeks this to be brought forward at the earliest opportunity.

- *Reduction in property value*

15.7 The reduction in property value is not a material consideration that can be taken into account in assessing this application. Impacts on residential amenity have been considered above in the report.

Human Rights Issues –

15.8 In assessing and determining this planning application, the Council must consider the issue of Human Rights. Article 8, right to respect for private and family life, and Article 1 of Protocol 1, right to property, are engaged. However, in balancing human rights issues against residential amenity impacts, further action is not required. This planning application is not considered to present any human rights issues.

Equality Act 2010 –

15.9 In assessing and determining this planning application, the Council should have regard to the need to eliminate unlawful discrimination. This application does not present any issues of inequality or discrimination.

Crime and Disorder Act 1998 –

15.10 Section 17 of this Act places a duty on local authorities and the police to cooperate in the development and implementation of a strategy for tackling crime and disorder. Officers are satisfied that the proposed development is of a design that can assist in preventing crime and disorder in the area.

Site Selection and Consideration of Alternatives: -

15.11 Schedule 4 Part 1 (2) of the EIA Regulations requires that the ES provides an outline of the main alternatives studied by the applicant and an indication of the main reasons for the environmental effects. The application site is allocated for development under Policy MA8 of the Site Allocations DPD and is the subject of an adopted Masterplan which proposes the route of the relief road. Through this process the site was considered a suitable location for mixed use development and therefore no alternative sites have been considered by the applicants.

15.12 The consideration of environmental constraints and opportunities was undertaken in the preparation of the Site Allocations DPD.

15.13 This is considered to fulfil the requirement of Schedule 4 Part 1(2) of the Regulations.

16. Planning Balance

16.1 With regard to the Planning and Compulsory Purchase Act 2004 (Section 38(6)) and the Town and Country Planning Act 1990 (Section 70(2)), the proposed development is in accordance with the provisions of the development plan.

16.2 With regards to the other material considerations, the following impacts of the proposed development are considered to be adverse. The degree of impact is stated in brackets following the impact:

- Landscape and Visual (local negligible)
- Noise (local minor adverse)
- Archaeology (local slight adverse)
- Loss of agricultural land (local minor adverse)
- Ecology (local minor adverse)

16.3 These impacts have been considered within each detailed section of the report above and with the proposed mitigation and recommended conditions none of these constitute matters that would cause significant harm to warrant a refusal of the application on these grounds.

16.4 The following are considered to constitute the beneficial impacts of the proposed development:

- Provides some certainty for one of the critical pieces of infrastructure required for bringing forward wider allocation site
- Creates sustainable development
- Allows a step towards the delivery of development on this site to lead to the provision of homes and jobs for Arlesey and CBC supporting the 5 year housing supply

16.4 The Officer's conclusion is that the development is in compliance with the development plan and that no material considerations indicate that the scheme should be refused. Subject to the recognised adverse impacts of the development undergoing the recommended mitigation and the imposition of the recommended planning conditions, it is recommended that the proposed development should be supported.

17. CONCLUSIONS

17.1 In summary:

- The principle of development is acceptable in this location and in compliance with the Development Plan and the NPPF
- All material considerations have been taken into account
- The proposed road will enable residential, employment, extra care, retail, community and education development to come forward contributing to the creation of homes, jobs, services and facilities

- It will minimise pollution
- It will have minimal adverse noise and vibration impacts
- It will manage flood risk and drainage effectively
- It will have cause harm to archaeological assets that can be overcome by recording and reporting of these
- It will have no significant adverse impacts on features of landscape or ecological value
- It will generate an acceptable level of waste and promote recycling
- It will provide appropriate infrastructure to meet the needs generated by the development.

17.2 As a material consideration, the NPPF has at its heart the presumption in favour of sustainable development. To be sustainable, development must, as noted in paragraph 6 of the NPPF, strike a satisfactory balance between the applicable economic, environmental and the social considerations. Whilst it is acknowledged that there is a notable level of opposition to this development, having fully assessed all three dimensions of sustainable development; economic, social and environmental within this report it is concluded that the proposed development of the east relief road will contribute to meeting a strong and competitive economy, lead to providing a supply of housing, accessible services and local infrastructure to meet current and future generations in compliance with Policy MA8 of the Site Allocations DPD (2011) and the Adopted Masterplan.

17.3 For these reasons the proposed development is considered to constitute sustainable development and is in compliance with the Development Plan. There are no other material considerations that indicate that permission should not be granted. As stated in paragraph 14 of the NPPF, the application should therefore be approved without delay subject to the recommended conditions.

17.4 Subject to suitable mitigation, no significant environmental impacts would result from the proposed development or due to the impact on local services and facilities. In all other respects the proposal is considered to be in conformity with the adopted Development Plan policies and national policy contained within the National Planning Policy Framework.

Recommendation

That the Development Infrastructure Group Manager be authorised to GRANT planning permission subject to conditions.

RECOMMENDED CONDITIONS / REASONS

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

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

- 2) **No development shall take place until a detailed surface water drainage scheme for the site based on the principles set out within the FRA and submitted Surface Water Drainage Strategy has been submitted to and**

approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before any part of the development is brought into use.

Reason: The condition must be pre-commencement to prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity in accordance with policies CM13 and DM3 of the Core Strategy and Development Management Policies (2009) and policy MA8 of the Site Allocations DPD (2011).

- 3) **Part A:** No development shall take place until a written scheme of archaeological investigation has been submitted to and approved in writing by the Local Planning Authority.

The written scheme of investigation shall include the following components:

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

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

- The completion of all elements of the archaeological fieldwork, which shall be monitored by the Archaeological Advisors to the Local Planning Authority;
- The submission within nine months of the completion of the archaeological fieldwork (unless otherwise agreed in advance in writing by the Local Planning Authority) of a Post Excavation Assessment and an Updated Project Design, which shall be approved in writing by the Local Planning Authority;
- The completion within two years of the conclusion of the archaeological fieldwork (unless otherwise agreed in writing by the Local Planning Authority) of the post-excavation analysis as specified in the approved Updated Project Design; preparation of site archive ready for deposition at a store approved by the Local Planning Authority, completion of an archive report, and submission of a publication report.

Reason: In accordance with paragraph 141 of the NPPF; to record and advance the understanding of the significance of the heritage assets with archaeological interest which will be unavoidable affected as a consequence of the development and to make the record of this work publicly available. This is also compliant with policy CS15 of the Core Strategy and Development Management Policies (2009) and policy MA8 of the Site Allocations DPD (2011).

- 4) No development shall take place until updated otter and water vole surveys shall be undertaken by a suitably qualified ecologist. A report confirming the results and implications of the assessment, including any revised mitigation measures, shall be submitted to and approved by the Local Planning Authority before construction works commence on site. The mitigation

measures shall be implemented in full accordance with the approved details.

Reason: To ensure the development causes no harm to protected species in accordance with policy CS18 of the Core Strategy and Development Management Policies (2009) and MA8 of the Site Allocations DPD (2011).

- 5) Prior to the completion of the construction of the road hereby approved, a landscaping scheme to include all hard and soft landscaping shall be 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 completion and/or first use of any separate part of the development (a full planting season means the period from October to March).

Reason: To ensure an acceptable standard of landscaping in the interests of visual amenity and biodiversity in accordance with Policy BE8 of the South Bedfordshire Local Plan and policies 43 and 57 of the Development Strategy for Central Bedfordshire Revised Pre-Submission Version June 2014.

- 6) **No development shall take place until full details of existing trees and hedgerows on the site indicating those to be retained and the method of their protection during development works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved.**

Reason: To ensure that existing landscape features are protected and retained in the interests of visual amenity and biodiversity in accordance with Policy DM14 of the Core Strategy and Development Management Policies DPD (2009).

- 7) Prior to the completion of the development hereby approved a landscape management plan including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the Local Planning Authority. The landscape management plan shall be carried out in accordance with the approved details.

Reason: To ensure appropriate landscape management in the interests of visual amenity in accordance with policy DM14 of the Core Strategy and Development Management Policies DPD (2009).

- 8) A scheme detailing safe access relating to the ponds hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details prior to completion of construction of the ponds.

Reason: In the interest of public safety in accordance with policy DM3 of the Core Strategy and Development Management Policies DPD (2009).

- 9) No construction groundworks shall take place until the following has been submitted to and approved in writing by the Local Planning Authority: -

1. As shown to be necessary by the previously submitted Environmental Statement, a Phase 2 intrusive sampling investigation adhering to BS 10175

and CLR 11, incorporating all appropriate sampling, and prepared by a suitably qualified person.

2. Where shown to be necessary by the Phase 2 intrusive sampling investigation a detailed Phase 3 Remediation Scheme (RS) prepared by a suitably qualified person, with measures to be taken to mitigate any risks to human health, groundwater and the wider environment, along with a Phase 4 validation report prepared by a suitably qualified person to confirm the effectiveness of the RS.

Any such remediation / validation should include responses to any unexpected contamination discovered during works.

Reason: To protect human health and the environment in accordance with Policy DM3 of the Core Strategy and Development Management Policies Document (2009).

- 10) Details of a pedestrian and cycle crossing of the A507 shall be submitted to and approved in writing by the Local Planning Authority. The approved crossing shall be provided in full prior to either:
 - a) the full connection of the road hereby approved between the High Street and the A507; or
 - b) the occupation of any development that would be directly served from any part of the road hereby approved that is accessed from the A507, whichever is the sooner.

Reason: To ensure a crossing for pedestrians and cyclists in the interests of highway safety in accordance with policies CS4 and DM9 of the Core Strategy and Development Management Policies (2009) and policy MA8 of the Site Allocations DPD (2011).

- 11) **No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include details of:**
 - a) **Construction Activities and Timing;**
 - b) **Plant and Equipment, including loading and unloading;**
 - c) **Soil Management Strategy including a method statement for the stripping of top soil for re-use; the raising of land levels (if required); and arrangements (including height and location of stockpiles) for temporary topsoil and subsoil storage to BS3883:2007**
 - d) **Site Waste Management Plan**
 - e) **Appropriate measures for the safeguarding of protected species and their habitats and breeding birds**
 - f) **Construction traffic routes, points of access/egress to be used by construction vehicles signage within the highway inclusive of temporary warning signs, the management of junctions to, and crossing of the public highway and other public rights of way**
 - g) **Details of site compounds, offices and areas to be used for parking for construction workers and for deliveries and storage of materials;**
 - h) **Contact details for site managers and details of management lines of reporting to be updated as different phases come forward;**

i) Details for the monitoring and review of the construction process including traffic management (to include a review process of the CEMP during development).

The development hereby permitted shall be carried out only in accordance with the approved CEMP.

Reason: To ensure that the development is constructed using methods to mitigate nuisance or potential damage associated with the construction period, to protect the amenity of neighbouring properties, in the interests of maximising waste re-use and recycling opportunities and in order to minimise danger, obstruction and inconvenience to users of the highway and within the site in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009). Details must be approved prior to the commencement of development to mitigate nuisance and potential damage which could occur in connection with the development.

- 12) Full details of the 2m noise barrier for protecting existing dwellings adjacent to the proposed development from increases in road traffic noise shall be submitted and approved in writing by the Local Planning Authority. The barrier shall be implemented in accordance with the approved details, and shown to be effective, prior to the relief road being brought into use, and it shall be retained in accordance with those details thereafter.

Reason: To protect the residential amenity of existing residential occupiers in accordance with policy DM3 of the Core Strategy and Development Management Policies (2009).

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

100 G, 101 E, 102 F, 103 B, 104 B, 105 E, 110 A, 111 A, 112 B, 116 E, 117 D, 118 E, 119 B

Reason: For the avoidance of doubt.

Statement of reasoning for pre-commencement conditions:

In accordance with Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, only conditions which are formally required to be discharged prior to works commencing on site have been suggested as pre-commencement conditions (marked in bold). These are imposed as they involve details to be approved for the arrangements of the work on site - Construction Environmental Management Plan (11), landscape protection (6), groundworks and infrastructure approval - contamination (9), archaeology (3) and drainage (2). These details are required to be submitted and approved by the Local Planning Authority prior to commencement of development.

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 Core Strategy and Development Management Policies (2009), the Site Allocations DPD (2011) and the National Planning Policy Framework.
2. This permission relates only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.
3. The British Standard for Topsoil, BS 3882:2007, specifies requirements for topsoils that are moved or traded and should be adhered to. The British Standard for Subsoil, BS 8601 Specification for subsoil and requirements for use, should also be adhered to.
4. Notwithstanding the details shown on the plans hereby approved for planning purposes the proposed works shall be carried out in full compliance with standards contained in Design Manual for Roads and Bridges and or Manual for Streets as appropriate.
5. There is a duty to assess for Asbestos Containing Materials (ACM) during development and measures undertaken during removal and disposal should protect site workers and future users, while meeting the requirements of the HSE.
6. Applicants are reminded that, should groundwater or surface water courses be at risk of contamination before, during or after development, the Environment Agency should be approached for approval of measures to protect water resources separately, unless an Agency condition already forms part of this permission.
7. The applicants attention is drawn to their responsibility under The Equality Act 2010 and with particular regard to access arrangements for the disabled.

The Equality Act 2010 requires that service providers must think ahead and make reasonable adjustments to address barriers that impede disabled people.

These requirements are as follows:

- Where a provision, criterion or practice puts disabled people at a substantial disadvantage to take reasonable steps to avoid that disadvantage;
- Where a physical feature puts disabled people at a substantial disadvantage to avoid that disadvantage or adopt a reasonable alternative method of providing the service or exercising the function;
- Where not providing an auxiliary aid puts disabled people at a substantial disadvantage to provide that auxiliary aid.

In doing this, it is a good idea to consider the range of disabilities that your actual or potential service users might have. You should not wait until a disabled person experiences difficulties using a service, as this may make it too late to make the necessary adjustment.

For further information on disability access contact:

The Centre for Accessible Environments (www.cae.org.uk)
Central Bedfordshire Access Group (www.centralbedsaccessgroup.co.uk)

8. 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.

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).

9. All environmental information has been taken into full consideration by the Local Planning Authority in reaching this decision.
10. In accordance with Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, only conditions which are formally required to be discharged prior to works commencing on site have been suggested as pre-commencement conditions (marked in bold). These are imposed as they involve details to be approved for the arrangements of the work on site - Construction Environmental Management Plan (11), landscape protection (6), groundworks and infrastructure approval - contamination (9), archaeology (3) and drainage (2). These details are required to be submitted and approved by the Local Planning Authority prior to commencement of development.

Statement required by the Town and Country Planning (Development Management Procedure) (England) Order 2015 - Part 5, Article 35

The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process regarding transport and environmental concerns resulting in the submission of amended details. The Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

DECISION

.....
.....