

Item No. 11

APPLICATION NUMBER	CB/17/02681/FULL
LOCATION	Land at Chase Farm, East of High Street and Land to the East of the A507, Arlesey
PROPOSAL	Erection of new pedestrian and cycle bridge over the A507
PARISH	Arlesey
WARD	Arlesey
WARD COUNCILLORS	Cllrs Dalgarno, Shelvey & Wenham
CASE OFFICER	Michael Huntington
DATE REGISTERED	30 May 2017
EXPIRY DATE	29 August 2017
APPLICANT	Telereal Ventures Ltd
AGENT	Woods Hardwick Planning Ltd
REASON FOR COMMITTEE TO DETERMINE	Town Council objection to a major application recommendation for approval
RECOMMENDED DECISION	Approval

Site Location:

The application site comprises land located on either side of the A507 to the east of the Arlesey Cross development allocation.

Arlesey Cross is the collective name for two separate large development sites that are situated to the East and West of the High Street in Arlesey, allocated as Policy MA8 in the 2011 Site Allocations Development Plan document.

Policy MA8 requires the allocation to deliver a minimum of 1000 new homes, together with new employment space, a new school, health facilities and other amenities as well as environmental improvements including the provision of a relief road running south-north to the west of the High Street, and then to the north-east of Arlesey and then joining the A507.

The Application:

The applicant seeks full planning permission for the erection of a new pedestrian and cycle bridge over the A507.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (March 2012)

Core Strategy and Development Management Policies - North 2009

Policy CS1 – Development Strategy
Policy CS3 – Healthy and Sustainable Communities
Policy CS4 – Linking Communities – accessibility and transport
Policy CS14 – High Quality Development
Policy CS16 - Landscape and Woodland
Policy DM3 – High Quality Development
Policy DM14 - Landscape and Woodland
Policy DM16 - Green Infrastructure
Policy DM17 - Accessible Greenspace

Central Bedfordshire (North): Site allocations Development Plan Document 2011

Policy MA8 – Arlesey Cross

Development Strategy

The Council is currently consulting on its Draft Local Plan (Regulation 18). The Plan outlines the overarching strategy for growth and also sets out more detailed policies which will be used to determine planning applications. A substantial volume of evidence gathered over a number of years supports this document. These technical papers are consistent with the aspirations of the National Planning Policy Framework and therefore will remain on the Council's website as material considerations, which will, along with the direction of travel of the Local Plan, inform development management decisions.

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Central Bedfordshire Sustainable Drainage Guidance (May 2015)

Arlesey Cross Masterplan (adopted as technical guidance March 2014)

Arlesey Neighbourhood Plan – report received from independent examiner, awaiting referendum date

Etonbury Green Wheel Greenspace Masterplan (draft) 2017 – public consultation draft

Planning History

Several planning applications have been made in relation to the MA8 Allocation Arlesey Cross development that are relevant to the determination of this planning application. They are:-

Application number	CB/14/00934/FULL
Description	Construction of the western section of Arlesey Relief Road
Decision	Not yet determined, due to inability to access part of the land to undertake survey work

Application number	CB/14/03191/FULL
Description	Construction of section of relief road from the 5 ways junction
Decision	Approved

Decision Date	5 th Dec 2014
Application number	CB/15/02916/FULL
Description	Construction of the section of relief road between A507 and the High Street. Formation of new roundabout on A507 and mini-roundabout on High Street
Decision	Approved
Decision date	7 th March 2016
Application number	CB/16/01211/FULL
Description	Hybrid application seeking full planning permission for 146 dwellings, new vehicular access off High Street, public open space and ancillary infrastructure, and outline planning permission for an up to 85 unit extra care facility and ancillary infrastructure with all matters reserved except for scale
Decision	Not yet determined
Application number	CB/01420/FULL
Description	Erection of 40 dwellings with associated access, surface water attenuation basin and ancillary works.
Decision	Approved
Decision date	18 th July 2017
Application number	CB/01608/OUT
Description	Residential development of up to 56 new homes including play and open space and provision of section of Arlesey Relief Road (all matters reserved except access)
Decision	Approved
Decision date	6 th July 2017
Application number	CB/17/00492/FULL
Description	Construction of 2 roundabouts, 3 signalised pedestrian crossings and 2 bus laybys on relief road
Decision	Approved
Decision date	24 th May 2017
Application number	CB/17/01158/OUT
Description	Development of up to 950 dwellings and 80 bedroom extra care unit, a two form entry lower school, up to 7,000 sq. metres of employment floor space, up to 6,500 sq. metres of retail (A1-A5), a hotel. Healthcare including the provision of new doctors' surgery and dentists and leisure/community use of which up to 500 sq. metres to comprise of community use floor space, provision of new cycling & walking routes, open

space including sports pitches, associated changing parking and other ancillary facilities and formal play areas together with associated works and operations including engineering operations & earthworks.

Decision

Not yet determined.

Consultees:

Arlesey Town Council
(comments repeated
verbatim)

Object

Arlesey Town Council has reviewed the above application and hereby objects to the application on the following grounds of:-

Non-compliance with the emerging Arlesey Neighbourhood Plan and its vision for the proposed crossing, as detailed in paragraph 6.12 and Figure 6.2 – examples of good practice bridges which reads as follows:

6.12 The construction of the relief road will incorporate a new crossing point at the A507 to enable safe access to Etonbury Wood and the school. The community are very supportive of installing a crossing and the engagement process revealed strong support for it to be designed in a way that is accessible, sustainable and reflective of the rural nature of the parish. Examples of such bridges include the wooden bridge over the A507 at Ridgmont and the proposed green bridge as part of the A556 road construction project. This latter bridge incorporates a fairly modest strip of grass and wildflowers alongside (in their case) a farm track (see figure 6.2).

The design of the proposed bridge would have an unnecessarily adverse effect on the visual amenity of the rural surroundings. The design should be more sympathetic to its location, examples of which are given in the section of the Neighbourhood Plan referred to above.

The Town Council hereby seeks the Planning Officer's and CBC's Development Management Committee members' full consideration of these representations and awaits notification of the relevant DMC meeting date when the application will be considered.

Highways England

No objection

CBC Countryside
Services

Object

Previous meetings discussed that the bridge should be a Bridleway – not just a cycle/pedestrian bridge, linking to the existing new bridleway route extension on the Etonbury side.

CBC Ecology

No objection

Works can take place without resulting in a detrimental impact to biodiversity. The bridge will form part of the Etonbury Green Wheel and as such it would be beneficial to have the provision of some form of interpretation, ideally on the bridge itself, to inform users as they cross they are entering Etonbury Wood. This could be incorporated into the design elements of the bridge allowing it to act as a viewing platform over the wider woodland in addition to its main access purpose.

A Construction Environment Management Plan will be required.

As the bridge will have an impact on the habitats associated with Etonbury Wood which are of interest for a variety of species, a number of mitigation measures to minimise impacts and support net gains for biodiversity will be required. A condition should be applied to ensure these measures are followed during construction.

CBC Green
infrastructure

Object

The Etonbury Green Wheel masterplan (which has been produced BRCC, supported by Central Bedfordshire Council and Arlesey, Astwick, Stotfold and Fairfield Parish Councils) identifies a bridleway crossing of the A507, linking Arlesey to Etonbury Wood as a key component.

This proposal includes a crossing for walkers and cyclists. A provision of a crossing is essential, and very welcomed, but should be designed to accommodate a bridleway, as identified in the Green Wheel Masterplan,

and to complement the significant and growing network of
bridleways in the area.

CBC Highways

No objection

The proposed location of the bridge complies with the
indicative location shown in the Arlesey Cross Masterplan
Document (adopted as Technical Guidance in March
2014) and is consistent with the consented scheme for
the eastern section of the Relief Road.

Subject to a technical review of the design details, to be
undertaken by Ringway-Jacobs, the highway authority
has no objection to the proposals.

CBC Landscape

No objection

There will be a visual impact arising from the construction
of the new bridge, as this will urbanise a road corridor
which is recognised as having an attractive rural quality.
However, this is an essential connection which will
provide access for both communities.

CBC Public Art

Object

The proposed design fails to enhance a sense of place or
celebrate local distinctiveness.

The significance of this location and functions demands a
bespoke design which celebrates and enhances local
distinctiveness and which is integrated within the setting.
The current proposals fail dismally in all aspects of
imagination and creativity.

CBC Rights of Way

Object

At previous meetings with the developer it was made
clear that the bridge should carry a Public Bridleway and
be seen as such rather than a pedestrian cycleway.

As such the bridge structure must be made to
accommodate equine traffic - being led if applicable - as
the bridleway will indeed pass over this structure.

Consideration of the equine nature of the required
crossing must be brought forward at this point as this will

be the only safe bridleway crossing of the A507 at any point. The development of the Etonbury Green Wheel has this crossing central to its development of the Rights of Way network to both sides of the A507.

It was also felt that the bridge could easily be greened by the construction of planters on the Etonbury Wood (east) side of the bridge. Local volunteers would then be able to green the structure as it is absorbed by the growing wood on the east side of the A1. The east side would be also be a good vantage point for bird watchers to watch the woodland birds from. Vantage view-points stepped out from the bridge parapet would be easy to include in such a steel structure.

Other Representations:

Neighbours:

43 Bedford Road
1A The Hermitage

Comments:

- The landscape and visual appraisal suggests that there is low visual sensitivity. The A507 is a busy road so the number of people viewing the bridge will be high.
- Expectation that the bridge would be a significant and unique feature – does not appear that the developers have properly considered options.
- Has the developer considered the implications of the bridge supports should the A507 be duelled?
- The proposed design does not incorporate raised balustrades to prevent debris being thrown onto the carriageway below.

Determining Issues:

The main considerations of the application are;

1. Principle of development
2. Whether the proposed development is in accordance with the Arlesey Cross masterplan and the Etonbury Green Wheel plan
3. Other Considerations

Considerations

1. Principle of Development

- 1.1 Arlesey Cross is the collective name for two separate sites that are situated to the East and West of the High Street in Arlesey. The site was originally allocated

in the Site Allocations Development Plan Document (as Policy MA8) for the North of Central Bedfordshire which was adopted by the Council in 2011. Policy MA8 requires a minimum of 1000 new homes, new employment space, health facilities, a new school and other amenities as well as environmental improvements to the High Street, and the provision of a relief road running south-north to the west of the High Street and then onto the north-east of Arlesey before joining the A507 via a new roundabout.

- 1.2 Policy MA8 required a masterplan to be produced to demonstrate how the development could be delivered in a sustainable and coordinated manner. The Masterplan included (in paragraph 5.2) a requirement for 'an interconnecting network of primary and secondary streets and pedestrian and cycle routes which would promote direct and efficient access to all parts of Arlesey as well as encouraging connections **to safe crossings of the A507** and railway, existing rights of way and permissive routes beyond the settlement boundary'.

In paragraph 5.3 it states that the development will enhance the movement network by the delivery of a further crossing 'over or under the A507 in the location of the proposed new roundabout'.

The masterplan below shows with a yellow dashed arrow the potential location for the crossing. The proposed crossing is located in that approximate location.



Extract from Arlesey Cross Masterplan

- 1.3 The delivery of the crossing will be achieved by the use of a planning condition

that was attached to the link road planning permission ref. CB/02916/reg3, which required the following:-

- 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:
 - the full connection of the road hereby approved between the High Street and the A507; or
 - 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).

- 1.4 The developer decided that the most appropriate way of crossing the A507 would be via a bridge, with initial designs indicating a ramp on the Arlesey side and a zig-zag ramp on the Stotfold side. During the planning application process, amended plans were provided by the developer addressing some of the concerns raised by consultees in relation to how the bridge linked with the existing pedestrian and bridleway routes in Etonbury Wood. The originally proposed zig-zag ramp on the eastern side of the bridge has been replaced by a longer straight ramp that will connect the bridge directly to the bridleway network within Etonbury Wood and the wider right of way network established by the Etonbury Green Wheel. This design is potentially less significant than the zig-zag design in its visual impact when viewed from the A507, and will be better screened by Etonbury Wood. The new ramp design will also allow people to stop and view the wood at various locations along its length.
 - 1.5 Concern has been expressed that the bridge has not been designed for use as a bridleway and cannot therefore be used for horses. It should be noted that the reason for the crossing was explicitly for the provision of a safe crossing for pedestrians and cyclists, and it has been brought forward on that basis.
- 2. Whether development is in accordance with the Arlesey Cross masterplan and the Etonbury Green Wheel**
- 2.1 Policy MA8 and the accompanying masterplan lists some planning principles for the effective development of this area, and this planning application should be assessed against these masterplan principles.
 - 2.2 The main principle set out in Policy MA8 relevant to this particular part of Arlesey

Cross is for the provision of new cycle and walking routes within Arlesey. This scheme enables those proposed new cycle and walking routes within the Arlesey Cross development to be connected to the wider network, connecting with Stotfold and the Etonbury School and leisure centre.

- 2.3 The Etonbury Green Wheel is a long term vision for the linking of publicly accessible routes and green spaces around Arlesey, Stotfold and Fairfield to create a 'rim' which is supported by 'spokes' of linear paths and corridors leading from these towns and villages out to the 'rim' and the wider surrounding countryside. The proposed link between Arlesey Cross and Etonbury Wood is shown as providing one of the spokes.
- 2.4 Concern has been expressed that the design of the bridge will have an unnecessarily harmful effect upon the visual amenity of the rural surroundings. The design of the bridge is considered to be appropriate. It is a simple design and it is considered that the design does not detract from its location on the A507.
- 2.5 Concern has also been expressed that the design of the bridge will prevent the delivery of a dual carriageway, should the A507 be duelled in the future. There are no plans to dual the A507, but the bridge is a simple structure, and should the road be duelled in the future, there is nothing to suggest that the bridge could not easily be adapted to allow this to happen.

3 Other Considerations

3.1 Neighbourhood Plan

Arlesey Town Council has produced a draft Neighbourhood Plan which has been subject to an independent examination and is now proceeding to a referendum.

The Neighbourhood Plan reiterates the Parish Council's wishes to ensure that the proposals contained within the Arlesley Cross Masterplan are implemented comprehensively, in the most sympathetic way possible to blend in with the current settlement, and deliver the infrastructure – social, green, transport and associated facilities – necessary to support it. It also wishes to ensure that individual development proposals are co-ordinated and in accordance with the design and other guidance set out in the Masterplan.

3.2 Human Rights issues:

Based on the information submitted, there are no known issues raised in the context of the Human Rights / Equality Act 2010, and as such there would be no relevant implications with in this proposal.

Recommendation:

That Planning Permission be APPROVED subject to the following:

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

112P2 - Isometric view sheet 1
113P2 - Isometric view sheet 2
114P2 - Isometric view sheet 3
115P2 - Ramp elevation
116 - Bridge elevations
117 - Isometric view sheet 3
149RevC - Bridge red line plan
150RevA - Context plan
151RevA - Block plan
153RevA - Highway signage plan

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

- 3 **No development shall commence 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 traffic routes and points of access/egress to be used by construction vehicles;**
- b) **Details of site compounds, offices and areas to be used for the storage of materials;**
- c) **Contact details for site managers and details of management lines of reporting to be updated as different phases come forward;**

Construction working hours shall be 8am to 6pm Monday to Friday and 8am to 1pm on Saturdays, with no working on Sundays or Bank

Holidays. There shall be no burning on site.

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

Reason: To safeguard the amenity of existing and future residents and users of the A507.

(Section 7, NPPF) This is a pre-commencement condition as it is important to ensure that how the development is built is agreed before construction begins.

- 4 No development above foundation level shall commence until details of the materials to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To control the appearance of the bridge in the interests of the visual amenities of the locality in accordance with Policy DM3 of the Core Strategy and Development Management Policies Document (2009)

- 5 No development above foundation level shall commence until a landscaping scheme to include all hard and soft landscaping and a scheme for landscape maintenance for a period of five years following the implementation of the landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented by the end of the full planting season immediately following the completion and/or first use of any separate part of the development (a full planting season means the period from October to March). The trees, shrubs and grass shall subsequently be maintained in accordance with the approved landscape maintenance scheme and any which die or are destroyed during this period shall be replaced during the next planting season.

Reason: To ensure an acceptable standard of landscaping. (Sections 7 & 11, NPPF)

- 6 No development above foundation level shall commence until a lighting scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved scheme.

Reason: To protect the visual amenity of the site and in the interests of biodiversity in accordance with Policy DM3 of the Core Strategy and Development Management Policies Document (2009)

INFORMATIVE NOTES TO APPLICANT

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

The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

DECISION

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