

## **Item No. 7**

<b>APPLICATION NUMBER</b>	<b>CB/11/04445/OUT</b>
<b>LOCATION</b>	<b>Land At Moreteyne Farm, Wood End, Marston Moretaine</b>
<b>PROPOSAL</b>	<b>Outline Application: mixed use development on 14.5ha comprising up to 125 new dwellings including affordable housing on 4.15ha, employment uses (class B1 and B8) on 7.01ha, allotments, landscaping, balancing ponds and amenity space on 3.34ha.</b>
<b>PARISH</b>	<b>Marston Moretaine</b>
<b>WARD</b>	<b>Cranfield &amp; Marston Moretaine</b>
<b>WARD COUNCILLORS</b>	<b>Cllrs Bastable, Matthews &amp; Mrs Clark</b>
<b>CASE OFFICER</b>	<b>Dee Walker</b>
<b>DATE REGISTERED</b>	<b>28 December 2011</b>
<b>EXPIRY DATE</b>	<b>28 March 2012</b>
<b>APPLICANT</b>	<b>Hallam Land Management Ltd C/o agent</b>
<b>AGENT</b>	<b>DLP Planning Ltd</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>Due to scale of development, policy requirements and issues raised by Parish Council</b>
<b>RECOMMENDED DECISION</b>	<b>Outline Application - Granted</b>

### **Site Location:**

The application site comprises of 14.5 hectares of land located on the western edge of Marston Moretaine. The site, which is roughly triangular in shape, sits between the realigned new A421 on its northern boundary and the old A421 to the south-east. A Travelodge, petrol station and Little Chef back onto the north eastern boundary with the residential properties in Wood End facing the south west site boundary. These properties, which there are only a few, are mainly two storeys and accessed off the old A421.

Beyond the old A421 is the existing settlement of Marston Moretaine, which has public access to the site by the existing public rights of way/SUSTRANS Route 51 via a bridge. The site is wholly within the open countryside and consists mainly of arable land. The site slightly varies in levels with two watercourses running in close proximity to the site, an ordinary watercourse runs along the northern boundary and in the south the land drains to a culvert beneath the old A421. There are a number of dividing mature hedgerows within the entire site as well as mature tree's and hedgerow forming the boundary along the old A421.

### **The Application:**

This application seeks outline permission for the development of up to 125 dwellings and 7.0 hectares of employment land for B1 and B8 use with associated affordable housing, allotments, landscaping, balancing ponds and amenity space. All matters are reserved except means of access for which detailed drawings have been submitted.

The application is accompanied by a Design and Access Statement, which indicates key principles for the site including a design concept, illustrative masterplan, land use layout, open space & landscape plan and character areas plan. The application is also accompanied by a planning statement, transport assessment, framework travel plan, flood risk assessment, ecological assessment, noise assessment, air quality assessment, arboricultural & hedgerow assessment, archaeological desk based assessment together with evaluation & earthworks survey, employment generation and other benefits report, statement of community involvement and landscape & visual appraisal.

The net residential development area is 4.15 hectares which provides an average net density of 30 dwellings per hectare. A range of house sizes and types are proposed with 30% as affordable tenure types dispersed throughout the site. The dwellings will be mainly 2 storeys with some 2½ storey landmark buildings at key nodes and junctions to act as focal points.

The employment area is 7.0 hectares which will provide some 5,750m<sup>2</sup> gross external area (GEA) of B1 Office use and 26,500m<sup>2</sup> GEA of B8 warehousing. A range of unit sizes are indicated on the illustrative masterplan with the units being proposed no higher than 20.0m in height. It is stated within the Employment Generation and Other Benefits Report (6 September 2011) that some 750 jobs will be created.

The two parcels of land the subject to this application are separated by a contingency site.

Vehicular access to the site is proposed from two entrances off the old A421, one a standard 'T' junction into the residential development and the other a roundabout to initially serve the employment land but will create an access for the contingency site. A hierarchy of roads including shared surfaces and squares would branch off the primary routes into the developments. A length of combined cycle/footpath will be provided between the Beancroft Road roundabout to footpath no. 24 to the south west of the site. The old A421 will be narrowed in carriageway width from 9.1m to 6.25m to change the appearance of this previous major trunk road to a more local low key road. The existing public rights of way and Sustrans Route 51 will be maintained and enhanced to give further pedestrian/cycle access via the existing bridge into the village.

The application proposes public open space, which includes 2 no. children's play areas each equivalent to 1 no. LEAP and 1 no. LAP. The provision for allotments will be provided along the northern boundary.

The following changes have been made to the original application as a result of consultation:

- The re-characterisation of the old A421
- Indicative layout of the contingency site to illustrate eventual connectivity between all three phases of the site.

## **RELEVANT POLICIES:**

### **National Planning Policy Framework (2012)**

1. Building a strong, competitive economy
3. Supporting a prosperous rural economy
4. Promoting sustainable transport
6. Delivering a wide choice of high quality homes
7. Requiring good design
8. Promoting healthy communities
10. Meeting the challenge of climate change, flooding and coastal change
11. Conserving and enhancing the natural environment

### **Central Bedfordshire Council's Site Allocations (North) DPD 2011**

Policy MA4 Land at Moreteyne Farm, Marston Moretaine

### **Central Bedfordshire Council's Core Strategy and Development Management Policies 2009**

Policy CS1	Development Strategy
Policy CS1	Development Strategy
Policy CS2	Developer Contributions
Policy CS3	Healthy and Sustainable Communities
Policy CS4	Linking Communities
Policy CS7	Affordable Housing
Policy CS9	Providing jobs
Policy CS13	Climate Change
Policy CS14	High Quality Development
Policy CS16	Landscape and Woodland
Policy CS17	Green Infrastructure
Policy CS18	Biodiversity and Geological Conservation
Policy DM3	High Quality Development
Policy DM4	Development Within and Beyond Settlement Envelopes
Policy DM9	Providing a Range of Transport
Policy DM10	Housing Mix
Policy DM14	Landscape and Woodland
Policy DM15	Biodiversity
Policy DM16	Green Infrastructure

### **Central Bedfordshire Council's Emerging Development Strategy 2013**

Policy 6	Employment Land
Policy 19	Planning Obligations and the Community Infrastructure Levy
Policy 22	Leisure and open space provision
Policy 23	Public Rights of Way
Policy 24	Accessibility and Connectivity
Policy 26	Travel Plans
Policy 30	Housing Mix
Policy 34	Affordable Housing
Policy 38	Within and Beyond Settlement Boundaries
Policy 43	High quality development
Policy 45	The historic environment
Policy 56	Green infrastructure
Policy 58	Landscape
Policy 59	Woodlands, Trees and Hedgerows

Having regard to the National Planning Policy Framework, weight is given to the policies contained within the emerging Development Strategy for Central Bedfordshire, which is considered consistent with the NPPF. The draft Development Strategy is due to be submitted to the Secretary of State in May 2013

### **Supplementary Planning Guidance**

Central Bedfordshire Council's Technical Guidance - *Design Supplement 1: New Residential Development* (2010)

Central Bedfordshire Council's Technical Guidance - *Design Supplement 2: Larger Footprint Buildings* (2010)

Central Bedfordshire Council's Adopted Supplementary Planning Guidance: *Planning Obligations Strategy* (2008)

### **Relevant Planning History**

CB/11/02137                      EIA Screening Opinion: Development of land for mixed use of residential and employment – 07.07.2011  
The proposed development is considered to be an Environmental Impact Assessment Schedule 2 development however; it is not likely to have significant effects on the environment as it is not in an environmentally sensitive location, is not development that will have unusually complex and potentially hazardous environmental effects. As such it was the Council's opinion that an EIA would not be required for the development

### **Representations: (Parish & Neighbours)**

Marston Moretaine              Upholds its previous comments in regard to feeling very  
Parish Council (PC)              strongly that this application undermines the ongoing 480  
home development at Marston Park. The PC is not against  
development on this site but continues to feel that this is the  
wrong time to bring forward such an application. A delay in  
construction would enable the village time to accommodate the  
current development before having further construction forced  
upon the community.

#### Flood Risk

It is felt that the flood risk concerns have been addressed.

#### Employment Area

Concerns that B8 may result in high levels of HGV movements. The PC support residents concerns over B8 and objects to B8 provision. It is their opinion that a village is not the ideal location for warehousing and that employment of this nature does not necessarily encourage high employment. The PC feels that some element of B2 should be included and that A2 (Financial & Professional Services) should also be encouraged. The opinion is that these classes would allow the development of local jobs for local people and thus creating a sustainable community. The PC are against the height range proposal of between 12.5m – 20.0m and wish to specify that

any industrial unit should be no higher than the Travelodge, which is anticipated at a height of 12.5m. This would ensure the development is in keeping with the surrounding area.

#### Access/Layout

It is felt that the access/layout concerns have been addressed.

#### Acoustic Fencing

It is noted the fencing has been removed along the old A421 frontage of the site

Adjacent Occupiers Five letters of objections received on the initial round of public consultations in early 2012. A further one letter (two from one address stating the same matters) was received after the re-consultation in late 2012 from the following properties:

*Howes Drive: No. 37*

*Moat Farm Close: No. 22 (2 from same address)*

*St Marys Close: No. 27*

*Wood End: Glendale*

*Marston Moretaine Action Group*

Objections and comments raised by the above can be summarised as follows:

#### Principles of development

- Development does not comply with Local Policy;
- Development does not make the best use of land;
- Not considered current development schemes within Marston Moretaine;

#### Traffic Issues

- Traffic intensification especially HGV movements;

#### Impact on Amenity

- Has not addressed the impact on existing residents;
- Noise disturbance;
- Hours of operation of employment buildings;
- Construction activities and impact on nearby residents.

#### Environmental Impacts

- Flood risk;
- Inadequate sewage system to cope with further development;
- Refuse collection for development;
- Lighting proposals;

#### Submitted Documents

- Incomplete detail within application;
- Design and Access statement incomplete;

#### Planning Process and Consultation

- Concerns about insufficient consultation time for objectors;

## Consultations/Publicity responses

Site Notice posted	18.10.2012
Newspaper Advert	13.01.2012
CBC Public Protection	No objections to the proposed development, however should planning permission be it is requested that conditions be imposed regarding noise levels and curfew of HGV movements overnight
CBC Housing Strategy	Supports 35% affordable housing or 44 affordable residential units dispersed throughout the site and integrated with the market housing to promote community cohesion and tenure blindness. Would like to see tenure split of 63% social/affordable rent and 37% intermediate tenures such as shared ownership as per our SHMA. All units should meet the code for sustainable homes level 3 and all HCA design and quality standards. The emerging Development Strategy seeks for 30% affordable housing and this is what is being proposed
CBC Education	The development would result in the need for additional lower, middle and upper school places for which financial contributions have been agreed with the breakdown of Early Years & Lower within CBC boundary and Middle and Upper within Bedford Borough Council
CBC Waste Management	The applicant should provide a site waste management plan including bin storage areas, collection points, recycling point prior to commencement of development.
CBC Tree & Landscape Officer	No objections raised but comments made regarding biodiversity and protective fencing for onsite hedges/trees. The retention of onsite hedgerows should be encouraged
CBC Archaeology	The proposed development site lies within an established archaeological landscape dating from the later prehistoric onwards and has been proven to contain below and above ground heritage assets with archaeological interest. No objection has been raised subject to a condition being attached to any consent granted for further investigation and recording
CBC Ecologist	No objection subject to an ecological management plan being produced
CBC Leisure Services	Additional open space and financial contributions will be required from this development for children's play, outdoor sports, amenity open space and indoor sports & leisure centres
CBC LDF Team	In principle planning policy has no objection to the proposal as it is in accordance with the Site Allocations DPD. Concerns remain that little has been offered in terms of civilizing the A421
CBC Sustainable Transport	No objections subject to insertion within the S106 relating to the agreed Framework Travel Plan
CBC Rights of Way	No comments received
CBC Highways	The principle of the development is acceptable from a highway viewpoint. The amended proposals provide more detail in respect of a possible layout for the reserved land, a roundabout providing access to the employment land and

		details of the treatment to the former trunk road, A421 from which access will be taken from. Conditions have been recommended relating to access arrangements to the different parcels of land and off site foot/cycle provision.
CBC Economic Development		No comments received
Highways Agency		No objection subject to a condition for the requirement of a Travel Plan
NHS Bedfordshire & Luton		A financial contribution to redress the impact is required
Environment Agency		Suggested condition relating to surface water drainage to the 'southern catchment' area of the site and advisory comment made on flood defense consent
Internal Drainage Board		The Board is concerned that the proposed method of storm water attenuation requires the modification of a channel under the IDB's control. Any such modification would require the statutory consent of the Board which to date has not been sought or issued by this office
Anglian Water		No objections subject to conditions being attached to any consent granted for surface water disposal
National Grid		No comments received
Forest of Marston Vale		Wants to ensure a contribution for of the Forest of Marston Vale is delivered considering the close proximity to the Forest Centre and any scope for improving access to the Country Park in the form of cycle lanes on the road network or upgrading signage
Police Architectural Liaison Officer		No comments received
SUSTRANS		No comments received

## Determining Issues

The main considerations of the application are;

1. Principle of Development
2. Layout, Density and Built Form
3. Employment
4. Impact on Amenities of Existing and Future Residents
5. Highways Implications and Sustainable Transport
6. Re-characterisation of Bedford Road (C94)
7. Flood Risk and Drainage
8. Open Space, Landscaping and Ecology
9. Archaeology
10. Impact on Infrastructure and Services
11. Other Issues

## Considerations

### 1. Principle of Development

Marston Moretaine is identified as a 'Minor Service' centre within the Bedford/Kempston/Northern Marston Vale Growth area as set out in the Core Strategy and Development Management Policies 2009, Site Allocations DPD 2011 and the emerging Development Strategy for Central Bedfordshire. Policy

MA4 of the Site Allocations DPD allocates this site for the development of 125 dwellings; 7ha of employment land for B1, B2 and B8 uses; and remaining land reserved for contingency housing provision of 320 dwellings. The policy sets out that the contingency provision will only be brought forward for development after 2016 if the housing trajectory for the whole of the Bedford/Kempston/Northern Marston Vale Growth Area indicates a clear likelihood of a shortfall in housing delivery by 2021 hence why it does not form part of this development scheme.

The principle of residential and commercial development for the site has therefore already been established in policy terms. Representations have raised issues regarding the principle of development including objections about land use, contrary to policy, need and site suitability. However, these issues were considered previously at the site allocation stage.

As the current application proposes up to 125 dwellings and for B1 and B8 uses only it has been advertised as a major development. The potential lower number of dwellings proposed is considered to be acceptable in view of there no longer being minimum density requirements set by Central Government and a general acceptance of lower density developments.

With regards to the emerging Development Strategy for Central Bedfordshire (Pre-Submission 2013), significant weight can be given to the policies contained within it which are consistent with the NPPF. The draft Development Strategy is due to be submitted to the Secretary of State in May 2013 and any future application for Reserved Matters is likely to be judge against these policies.

Policy 6 (Employment Land) of the emerging Development Strategy sets out that the Council will work with the development industry, landowners and local communities to deliver an appropriate portfolio of employment land within Central Bedfordshire. The portfolio will consist of:

- existing allocated employment sites (as identified on the Policies Map);
- established (non-allocated) sites in employment use;
- allocation from the North Site Allocations DPD; and
- up to 139ha of additional Strategic Sites.

As this site was an allocation from the North Site Allocations DPD it is compliant with this policy.

Policy requirements in the Core Strategy and Development Management Policies 2009 and appropriate contributions to infrastructure provision in the Planning Obligations Strategy, set out that development on this site will be subject to the following:

- The production of a Masterplan to guide a mixed-use phased development;
- Sensitively designed layout showing integration of the three elements of the site, and integration within the village;
- Provision of an acceptable landscaping scheme for the entire site;
- Safeguarding and enhancement of the Sustrans Route 51 with improvements to existing footpaths and cycle ways within the development and adequately linking the site with the existing settlement;



- Contributions to improvement to transport and traffic movements on the downgraded A421 road within Marston Moretaine;
- Preparation of a Transport Assessment to help identify the impacts of the development on the A421, considering both the 'with' and 'without' contingency site scenarios; and
- Maintenance and enhancement of existing rights of way within the site including Sustrans Route 51.

The preamble to the policy goes on to say that to assist in making Marston Moretaine a more sustainable settlement, the opportunity exists to bring the employment land to development prior to the housing land.

The policy requires the production of a Masterplan, which the developers have submitted in illustrative form. Although the LDF Team have not been involved in the creation of this, it is considered that the application submitted complies with the policy on the following points:

- Illustrative Masterplan has been produced guiding a mixed-use phased development;
- The layout has been designed to show integration of the three elements of the site and its integration with the village;
- The illustrative Masterplan shows the provision for a landscaping scheme for the entire site;
- Sustrans Route 51 has been integrated within the design of the development to safeguard it. There are enhancements to the existing footpaths and cycleways on site and adjacent that will retain a link with the existing settlement;
- Contributions have been sought to improve the transport and traffic movements on the old A421 and a scheme to re-characterise the road has also been agreed;
- Transport Assessment was submitted and assessed to identify the impacts of the development on the highway network both 'with' and 'without' the contingency site.

It is therefore considered that the development would deliver sustainable development that is compliant with other policies and the NPPF.

It should be noted that the applicant has advised in writing that they would wish to progress a comprehensive master planning of the contingency site should planning permission be granted.

## **2. Layout, Density and Form**

Site Allocations Policy MA4 required the production of a masterplan to guide a mixed use phased development. The masterplan outlines the broad design principles that have led to the form and type of development proposed and set the application site in context with its surroundings. The design principles seek to:

- Accommodate a balanced mix of quality homes and employment units set within the sites parameters;
- Create a community and place – attractive built form, layout and appealing place to live and play;
- Create a place – legible pattern of streets, routes and spaces – attractive,

- safe to use and based on inclusive design;
- Establish connectivity to the existing Marston Moretaine settlement;
- Generate a place which positively responds to the site and context – natural features, public right of way;
- Establish a place from inspiration from local character of Marston Moretaine in terms of built form, mass, height and materials;
- Best examples of local character to base design;
- Encourage wider community benefits – landscape, visual amenity, recreation, education and biodiversity enhancements
- Create and facilitate street frontage along the old A421.

The masterplan proposals submitted under this application adequately demonstrates that the design principles for the site can be achieved. The illustrative layout provides a balanced mix use development and enhances existing public right of way and hedgerows. The design of the site will create a sense of place through use of materials, connectivity and legible open space. The elevation fronting Bedford Road (old A421) will be the most visible part of the development, and therefore the design and appearance is critical to the scheme to ensure it will enhance the site and its relationship with the existing Marston Moretaine settlement.

The average net density of 30dph is considered to be appropriate for this site on the edge of the village and would be similar to densities in nearby established residential areas. The development would be dispersed with open space in the form of formal play areas and informal open space. The applicants have stated that a range of house sizes and types will be provided to reflect local need and provide a mixed community.

The employment units located on the south west border will be higher by nature but the use of brick and light cladding will compliment the adjoining residential development. Concerns have been raised regarding the maximum height of the proposed employment buildings at some 20.0m. Given that the site is set within the open countryside, a maximum height of 12.5m is more acceptable and in keeping with the existing commercial buildings to the north of the site (Travelodge), a condition is recommended to that effect. Furthermore, as there are existing residential dwellings in Wood End and this is part of a mixed use development, substantial landscape screening to lessen the visual impact would be required on either side of the employment land.

The application proposes mainly 2 storey dwellings with some 2½ storey height at entrances and focal points. These heights would be in keeping with surrounding properties and is considered appropriate for this edge of village site. The applicants Design and Access Statement provides an assessment of the existing design context, sets out different character areas for the development and commits to a unique identity which recognizes locally distinctive styles and materials.

### **3. Employment**

The outline proposal seeks consent for 7.01ha of employment land in accordance with the Policy MA4. The policy supports a mix of B1, B2 and B8 although the applicant states that opportunity only exists for a mix of B1 and B8 uses on this location.

Although an Employment Generation and Other Benefits report has been submitted with the application this gives no evidence that B2 is not suitable in this location. Concerns have been raised by the parish council and local residents regarding the proposed B8 use and associated potential disturbance, these comments are noted and the Public Protection Officer has also highlighted this matter. Given that layout is a reserved matters, this could be addressed in detail within the application for reserved matters. Notwithstanding this, a condition has been suggested by the Public Protection Officer to restrict HGV movements and noise levels to protect residential amenity.

Given that the Council is committed through the current policy and the emerging Development Strategy to promote the delivery of housing and employment land within this growth area, the policy preamble would want to see the employment land come forward in advance to secure new sources of employment at the earliest opportunity. It is recommended that the S106 agreement includes a requirement that the employment site is appropriately marketed.

#### **4. Impact on amenities of existing and future residents**

Concerns have been raised regarding the increased foot traffic along the existing public rights of way/SUSTRANS Route 51 on the residents that border the footway. This concern has to be balanced with the need to provide a direct route for new residents to the village and facilities in a sustainable mode as well as enhance this existing route

Subsequent applications for reserved matters will address attention to detail within the scheme so that solutions and measures will be adopted to ensure consideration of privacy, relationships between dwellings, garden spaces and relationships with access roads, footpaths and public spaces. Careful consideration will also need to be given to guidance set out within the Council's adopted planning document 'Design in Central Bedfordshire: A Guide for Development' (2009).

Conditions on any consent could ensure that any disruption from construction work and traffic is minimized by agreement of details of wheel cleaning facilities and construction traffic routing and parking.

The Public Protection Officer has not objected to the proposal but suggested a condition be attached to any consent granted for the submission of a noise attenuation scheme to restrict noise levels. However, they have raised concerns with regards to the noise from HGV's starting/stopping/moving off in low gear and what impact that may have on neighbouring residential dwellings. They feel it prudent to curfew movement of HGV's between 23:00 to 07:00hrs.

These latter comments are noted however, this may transfer the issue to another location nearby. Therefore, a solution is to limit the location of B8 units to the eastern side of the site to restrict the distance they will travel into and out of the site.

The proposal also has provisions for an acoustic fence to be erected between the residential development parcel and the realigned A421 to protect future occupiers from any potential noise issue. A condition can be attached to any permission granted for the details of this fence.

## 5. Highway Implications and Sustainable Transport

The main area of concern raised by local residents was the traffic intensification especially HGV movements.

The Transport Assessment (TA) submitted with the application confirms that the development would not have an adverse effect upon the existing highway network. Traffic impact has also been applied for a period of 10 years to provide a robust assessment of the traffic impact of the development.

The proposal also includes off site highway works to the old A421 (which is covered within the next section) and improvements to pedestrian/cycle links from the existing Marston Moretaine settlement to the application site and beyond.

There are two points of access proposed; one serving the residential element and one serving the employment element with neither being linked but separated by land reserved for future residential development. The proposal has been revised to incorporate a roundabout at the employment/commercial access. It is worth noting that the proposed access arrangements within this proposal provide adequate access to the future development of the contingency site thus not making it sterile.

### Other Highway Issues

There are currently no footways on Bedford Road (old A421) along the site frontage. However the site does benefit from public footpath nos. 24 and 33 that connect the site with the village of Marston Moretaine to the south. A combined footway/cycleway is proposed on the northern side of Bedford Road from the Beancroft roundabout up to the point at which footpath no. 24 connects to Bedford Road. A further section is proposed on the southern side to allow pedestrian crossing and to connect with the new footway at Beancroft Road roundabout.

### Sustainable Transport

A Framework Travel Plan (FTP) has been developed for the site and this has set out initial modal share targets for the development. This is based on the multi-modal trip generations as derived from the TRICS database that are estimated to be generated by the proposed uses. From this baseline, the modal split targets have been set with a proposed shift from the single occupancy car use of 8% to more sustainable modes, such as public transport, cycling and walking. This provides a target for reduced car trips to monitor performance against.

The TRICS multi-modal trip generations show that approx. 1 resident and 12 employees from the employment site would use public transport in the AM network peak whilst in the PM network peak approx. 3 residents would use public transport and no employees. This low level of public transport usage is likely to be for two main reasons: firstly the location of the site is rural, which historically tends to mean higher car usage and secondly, with particular reference to the employment site) the nature of the land uses mainly lend themselves to shift work or irregular hours, where it is likely people would want to drive to the site. It is anticipated therefore that there would be sufficient capacity on the local public transport network to cope with the projected increase in numbers of public transport users. Notwithstanding this, 125 bus passes (which would entitle each household one month's free travel on the Stagecoach

bus network) will be provided to incentivise travel behaviour change and assist the TP targets as set out in the Framework Travel Plan. The issue of encouraging public transport to the employment element is being addressed through the provision of a mini-bus.

## **6. Re-characterisation of Bedford Road (C94)**

Prior to the construction of the new A421 immediately to the north of the site, the road between the site and the village of Marston Moretaine was used as a main trunk route, the A421 between the M1 and Bedford/A1. The old A421, now known as Bedford Road (C94) has been declassified and is only used by local traffic. As part of the development of the site, re-characterisation works are required to alter the appearance from that of a trunk road to a local road with residential frontage onto it. These works include:

- Construction of a new roundabout access;
- Narrowing of the carriageway between the new and existing roundabouts from 9.1m to a width of 6.25m;
- Constructing a new 3.0m wide shared foot/cyclepath, set back from the road behind a new 2.0m wide grassed verge;
- Installing a new highway kerb to the carriageway for the length of the works;
- Installing new highway lighting for the length of the works;
- Providing a new gateway feature at the southern end of the works; and
- Contributing towards a Traffic Regulation Order in respect of a reduced speed limit and weight limit restriction.

By transforming the character of Bedford Road, it will assist the connection with the existing settlement to the south rather than providing a segregated barrier between the two. This application indicates that the character of the existing carriageway from a trunk road to a softer appearance enclosed with planting will create a more intimate residential street that is overlooked by dwellings to create active surveillance. The provision of street lighting and combined footway/cycleway will also create a lower key road rather than a major trunk road.

The applicant has agreed that these re-characterisation works will be completed prior to the occupation of the first dwelling at a cost covered by them. It is recommended that this requirement be incorporated within the S106 agreement.

## **7. Flood Risk and Drainage**

A Flood Risk Assessment (FRA) has been submitted in support of this application. The site appears to be split northern catchment and southern catchment. The Bedford & River Ivel Internal Drainage Board (IDB) are the operators and maintainers of watercourses in the northern catchment with Environment Agency (EA) covering the ordinary watercourse in the southern catchment.

The EA was consulted on the proposed development and requested a condition be attached to any consent granted regarding surface water drainage for the site.

The FRA includes illustrative designs for the flood risk management infrastructure but these designs do not show the buffer zones required for

maintenance purposes between the development and the water-bodies. The illustrations show a conveyance channel, a detention berm and online storage with ground re-profiled to form a flood berm. The IDB's objection of 19.11.2012 is on the basis that channel modification could compromise the Boards ability to maintain the channel and therefore increase flood risk to both the site and neighbouring property. Specifically the Board would require that any specific design proposed allows sufficient space and access for the Boards plant to operate. In addition, the Board must be compensated for any additional works or plant that would be required to maintain the modified channel and as such the modification of the channel would be subject to a legal agreement and the payment of a commuted sum. The Board note that the proposed development is under an outline planning application and so would be content for the storm water drainage to be dealt with as a reserved matters application.

## **8. Open Space, Landscaping and Ecology**

### Open Space

The application proposes the inclusion of a LEAP and Lap play area. There will be an estimated occupancy of some 300 persons within the site and on this basis; the scheme requires the provision of 0.21ha of children's play space, 0.51ha of outdoor sport provision and 0.24ha of amenity open space.

The Play and Open Space Officer has advised that the development needs to provide the following:

- *Children's Play* - 2 no. LEAP play area's (400sqm, 5+ piece equipment suitable for 4-8yrs or 1 no. LAP and 1 no. combined LEAP and LAP at the locations shown on the illustrative masterplan;
- *Outdoor Space* – if no onsite provision is possible then an off-site contribution should be sought towards the improvement of outdoor sporting facilities locally;
- *Amenity Open Space* – as a flood berm forms part of the site it is important that this is protected from public access and cannot form part of the amenity open space. The Council would not take responsibility for any future maintenance or liability of the area of land including or associated with the flood berm.

Furthermore, a financial contribution should also be sought towards the provision/improvement of indoor sporting facilities locally.

The illustrative masterplan shows play and open space areas and the following comments have been received from the Play and Open Space Officer:

- The amenity area appears to form no real purpose except to provide a buffer along the length of the Sustrans Route. Clear links from the development site to the amenity space are needed;
- The general layout and position of the play areas are acceptable i.e. pathways, apparent distances from houses, visibility. However, care must be taken with planting plans to ensure visibility is maintained;
- More detail is required on the exact size of the play area, and the plan should say which type of play area(s) it will accommodate i.e. LEAP and LAP in each location.

This level of detail will form part of the reserved matters stage.

The application proposes 25 no. allotments to the northern boundary of the site along side the re-aligned A421. Due to the location of the allotments a low level provision of parking should be provided. The details of layout and access can be finalised within the application of reserved matters.

### Landscaping

The site is at present relatively open and sparse of any mature trees with the majority being within the boundary hedge of the northern edge of the site. The site itself has substantial native hedging of various age structures around most of the site perimeter and a number of internal hedgerows, most have been well maintained as agricultural hedgerows although the hedge and tree line along the boundary of the south of the site along Bedford Road (C94) has been allowed to mature and now forms a substantial screen from the road and should continue to be retained as such. One of the internal hedges is identified for removal, and there appears to be no indication on the indicative layout plan of the hedge line that at present exists along the north boundary of the land reserved for future residential development.

The idea of utilising the strip of land between the new trunk road and the north edge of the site for the use of allotment plots is worthwhile and will provide a function for this area.

There is already new planting along the new trunk road area on the banks and also some addition new hedge planting. This will mature and help to provide a wildlife link running east/west along the edge of this boundary. The small watercourse that exists along here will be incorporated into the flood berm on the indicative layout and it would appear that this will result in a substantial wetland/pond area, this will be close to the few existing mature trees on the site and so it will be important that no damage occurs to these trees either by level changes in the root protection areas or compaction by excavation machinery. There is potential within this area for substantial native wetland type planting dependant on the level of water in the soil and the form of construction of this berm. This will help maintain and enhance a wildlife corridor alongside the new trunk road. This area has also been identified as requiring a sound reducing bund or acoustic fencing along this boundary.

On the boundary with Bedford Road there is a fairly mature hedge line along part of this eastern boundary but the length of hedge near the residential development is relatively immature and offers little in the way of screening or sound reduction. It would be important to retain the hedge as much as possible throughout the length of this boundary.

The two balancing ponds could provide an opportunity for increasing biodiversity on the site and also act as focal features on the access to the employment area. Carefully selected landscaping within this area to get the best from this feature should be used.

Full landscaping details for the entire site should be supplied including species, sizes, densities, soil preparation, timing of planting, bare root plantings within dormant season and after care.

Protective fencing to be erected around all trees to be retained as outlined in the

Tree Report and detailed in BS:5837 (Trees in Relation to Construction. Recommendations October to March) also protective fencing to be erected at a distance of 2.0 metres from all hedges to be retained. Fencing is to be sturdy suitable and fit for purpose.

Trees and hedgerow to be removed should be outside the bird nesting season i.e not between the months of March and July inclusive, nesting birds are protected by legislation (Wildlife and Countryside Act 1981)

### Ecology

An Ecological Appraisal (EA) was submitted together with the Design and Access statement. The majority of the ecological interest of the site is focussed to the north on the boundary with the new A421. Allotments are proposed here along with a flood berm and areas of green open space. Whilst the EA states that no Great Crested Newts (GCN) were found within the site and the closest population is on the other side of the A421 there are connecting culverts under the road. Although at the moment it is unlikely that GCN will make the journey to the site, once the development has begun and the flood berm is in place together with SUDS proposals the opportunity for GCN habitat will be enhanced. The Council's Ecologist suggests the inclusion of a GCN hibernacula in the form of covered rubble heaps or log piles.

The Method Statement for a Reptile Mitigation Strategy as detailed in Appendix E of the EA should be followed to ensure the reptile population on site is maintained at a favourable conservation status. This strategy also discusses the incorporation of hibernacula for the benefit of reptiles, the construction of which will be similar to that favoured by GCN but in addition piles of rotting vegetation may be used as egg laying sites. This being close to the allotments and the use of compost heaps could be a potential opportunity.

Hedgerows are an important aspect of the site with two surveyed meeting the 1997 Hedgerow Regs and being classified as 'important'. The proposal states that hedgerows will be retained where feasible. Existing habitat should be enhanced with native planting as stated in the Design and Access statement 4.5 so providing wildlife corridors through the development. Where trees or shrubs do need to be removed this should avoid the bird nesting season between March and August inclusive.

Should planning permission be granted in addition to the above points the Ecologist would seek to ensure that an ecological plan is produced to guide the management of the important habitat features on the site to secure a net gain for biodiversity across the site. The EA makes a number of suggestions for habitat enhancements including, wildflower areas for the benefit of invertebrates, tree planting and management, creation of wetland features and also the provision of bat roosting opportunities.

## **9. Archaeology**

The proposed development site lies within an established archaeological landscape dating from the later prehistoric onwards and has been proven to contain below and above ground heritage assets with archaeological interest (as defined by the National Planning Policy Framework).

Further information regarding the archaeological potential of the proposed



development site has been undertaken and a partial archaeological trial trench evaluation of the application area has been conducted (excluding the 10.2ha of reserve land). The results of that evaluation (Cotswold Archaeology March 2012, report 12066) including a survey of surviving ridge and furrow earthworks (HER 2791) have been submitted as part of this application.

The partial trial trench evaluation was completed in March 2012, and confirmed the presence of previously unknown middle to late Iron Age; Roman, medieval and undated archaeological remains within the proposed development site. However, the revised Design and Access Statement (Hallam Land Management August 2012), written after the archaeological evaluation, only contains five very short paragraphs on heritage and has clearly not been updated to include the results of the evaluation.

In terms of the evaluation itself, the Council's Archaeologist is broadly satisfied that the fieldwork carried out was to an acceptable standard. However, they are less content with the report and in particular dissatisfied with the earthwork survey of the surviving ridge and furrow, from which one can derive little meaningful information.

Paragraph 128 of the National Planning Policy Framework states the following regarding applications that have the potential to affect heritage assets:

*"In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation."*

The results of the field evaluation have not been submitted and there are some elements of the fieldwork and post excavation analysis that are inadequate and the supporting documentation is out of date with regards to heritage.

The archaeological resource does not present an over-riding constraint on the development of this site. However, at present there is insufficient information about how the proposals will impact on the surviving archaeological deposits and all the heritage assets must be adequately investigated and recorded prior to their loss or modification. As such, a condition can be attached to any permission granted for the submission of a Scheme of Archaeological Resource Management for further investigation and recording.

## **10. Impact on Infrastructure and Services**

Impact on existing infrastructure and services is another key issue of this application. Contributions can be secured to ensure that the additional impacts arising from the development can be mitigated in accordance with the statutory tests for Planning Obligations. Contributions cannot be used to remedy existing deficiencies of infrastructure and services in the area.

The total package to be secured via a Section 106 Agreement would include a contribution of around £2.15 million, provision of re-characterisation works of A421 and 30% affordable housing provision in accordance with the requirements set out in the emerging Development Strategy (36 dwellings). The breakdown of financial contributions is as follows:

Education	£955,391.00
Health Facilities	£42,500.00
Leisure, Recreational Open Space & Green Infrastructure	£153,750.00
Community Cohesion	£2,375.00
Waste Management	£5,750.00
Re-characterisation of old A421	£993,000.00
<b>TOTAL</b>	<b>£2,152,766.00</b>

#### Education

From consultation and Section 106 negotiations it has been identified that additional educational facilities at all levels would be required. This is to be achieved by securing contributions via a Section 106 legal agreement.

Given that the middle and upper school provisions are provided for within the Bedford Borough Council boundary, the Council will secure contributions on their behalf. The figures have been agreed by both the Council's Education Officer, Bedford Borough Council's Education Officer and the developer.

#### Health Provision

NHS Bedfordshire and Luton advise that this additional housing growth will have a severe impact on the current provision of health services within the Cranfield/Marston Moretaine parish and that additional facilities will need to be procured. A financial contribution as capital was initially requested, however given the level of new development currently under development within Marston Moretaine a certain level of additional facilities have already been provided. Therefore, a contribution was offered and subsequently agreed to match the contribution paid by the other developments within the locality, namely Marston Park. This contribution will be secured through the Section 106 legal agreement.

#### Sustainable Transport

The re-characterisation works include sustainable transport as they involve enhancements to the existing Sustrans Route 51 and creation of a combined cycle/footpath. Part of this contribution would also commission the local lower school to assist in the designing of the gateway feature.

#### Community Facilities

Following consultation between the applicant and Marston Moretaine Parish Council, the PC did not require any contributions towards community facilities in the form of hall/building therefore no contribution is sought from this application. It was agreed that there is no site-specific requirement for a contribution towards the emergency services.

#### Forest of Marston Vale

The delivery of the Forest of Marston Vale is about delivering the Forest Plan which is to increase woodland cover within the Marston Vale by 39%. All

planning contributions gained from development are used to deliver Community woodland. The developer has offered a total of £153,750 towards leisure, recreational open space and green infrastructure as a whole, which includes the Forest of Marston Vale. Although this does not provide the required level of contribution as set out in the calculator, it is comparable with the level of contributions within the locality.

#### Off site Highway Works

The additional highway works, which represents an unusual site-specific cost that is to be provided prior to the occupation of the first dwelling will enhance the surroundings in which the new residents will live and improve countryside access links.

#### Affordable Housing

The proposed affordable housing package consists of 63% Affordable Rent and 37% Shared Ownership tenure types, which is in accordance with the current SHMA. Given the unusual site-specific highway works and the emerging Development Strategy requirement of 30%, it has been agreed that the development would provide 30% (36 dwellings).

### **11. Other Issues**

In terms of other issues raised through the consultation process:

#### Submitted Documents

The documents submitted with the application are considered to be sufficient in order to adequately assess the proposals and its impact.

#### Planning Process and Consultation

The Council issued over 120 letters to individual households in streets nearest to the application site which far exceeds the statutory consultation requirements. In addition to this site notices and a press notice were posted. The statutory time period for response of 21 days was provided but residents actually had longer than this due to the completion of additional documentation. Adequate opportunity for comment was therefore provided.

The applicant undertook consultation over the masterplan between September 2010 and July 2011

### **Recommendation**

It is recommended that subject to the satisfactory completion of a Section 106 Legal Agreement requiring contributions towards those matters set out in the report and provided no new issues are raised then **APPROVE** planning permission subject to the conditions detailed below. However, if there are any minor changes or adjustments to the conditions considered necessary by the Head of Development Management then it is requested that these changes be delegated to the Head of Development Management or a Planning Manager.

- 1 The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved

matters to be approved, whichever is the later.

Reason: To comply with the provisions of Sections 92 (2) (b) and (4) of the Town and Country Planning Act 1990.

2 Approval of the details of:-

- (a) the layout of the building(s);
- (b) the scale of the building(s);
- (c) the appearance of the building(s);
- (d) the landscaping of the site;

(hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced. Plans and particulars of all of the reserved matters referred to above shall be submitted in writing to the Local Planning Authority and the development shall be implemented as approved.

Reason: To enable the Local Planning Authority to exercise control over the said matters which are not particularised in the application for planning permission in accordance with Section 92 of the Town and Country Planning Act 1990 and Town and Country Planning (General Development Procedure) Order 1995.

3 Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 92 (2) (a) and (4) of the Town and Country Planning Act 1990.

4 **Prior to the submission of the first reserved matters application, a detailed design code for the development shall be submitted and approved in writing by the Local Planning Authority. The detailed design code shall demonstrate how the objectives of the Design and Access Statement will be met, and shall be in accordance with the drawings and documents referred to in Condition 1 above. The design code shall:**

- **outline the street network/hierarchy and include cross sections for each street type that outline the various applicable elements within the cross section, including overall range of building line distance(s), set backs/privacy strip(s), cycle lane(s) (if applicable), verge width(s), pavement width(s) , any on street parking, bus stops (if applicable) and carriageway width(s). Details of surface material type(s) will also be provided.**
- **identify any character areas within which the following design principles shall be identified:**
  - **public realm including details of landscaping, public art opportunities, public realm material types (landscape, street furniture etc) and refuse collection.**

- block principles including ranges for plot widths and depths, building lines, frontages and set backs, any on plot or other parking, cycle parking, servicing and storage and collection of waste.
- boundary treatments including types to front, side and rear boundaries.
- building types & uses.
- building densities and heights.
- key gateways, landmark buildings, vistas and frontages.
- architectural detailing and materials including key roofscape principles, building material types & design details: including signage and lighting (where applicable).
- environmental and sustainability standards including details of any sustainable urban drainage system (“SUDS”) serving that area. The development of each area shall be carried out in accordance with the approved design code for that area.

**Reason:** To ensure that the details and appearance of the development are acceptable to the Local Planning Authority in accordance with Policy DM3 of the Central Bedfordshire (North Area) Core Strategy and Development Management Policies (2009).

- 5 **No development shall take place until a Scheme of Archaeological Resource Management has been submitted to and approved in writing by the Local Planning Authority. The said development shall only be implemented in full accordance with the approved archaeological scheme.**

**Reason:** To record and advance understanding of the archaeological resource which will be unavoidably impacted upon as a consequence of the development.

- 6 **Development shall not begin within the portion of the site termed the 'Southern Catchment' until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.**

The scheme shall be based upon the principles contained within the Flood Risk Assessment (FRA) dated 1 November 2011 reference 1369/FRA/revision 01, compiled by Brookbanks Consulting Ltd and shall contain details of the following:

1. Detailed surface water calculations for post-development proposals, using the impermeability factor of 0.85 as given in section 5.16 of

- the agreed FRA;
2. Detailed post-development storm event simulation results, demonstrating the performance of the proposed surface water system;
  3. Detailed calculations of the required attenuation in order to limit the surface water runoff from the site to rates no greater than those contained in figure 5b in section 5.16 within the agreed FRA;
  4. Detailed drawings showing the position, location, gradient, dimensions and levels of the proposed surface water drainage system. Pipe reference numbers that concur with the storm simulation results should be clearly labelled;
  5. Details of any above-surface overland flows in the case of system exceedance or failure and demonstration of the proposed management of such flows;
  6. Details of the proposed method of flow control. If this is to be a vortex flow control, the manufacturers discharge curve demonstrating suitability of design should be included; and
  7. Full details of the proposed maintenance of every element of the proposed drainage system.

**Reason:** To prevent the increased risk of flooding and ensure future maintenance of surface water drainage system.

- 7 No development shall commence until a surface water strategy has been submitted to and approved in writing by the local planning authority. No dwellings shall be occupied until the works have been carried out in accordance with the surface water strategy so approved unless otherwise agreed in writing by the local planning authority.

**Reason:** To prevent environmental and amenity problems arising from flooding.

- 8 Prior to the commencement of development, a site waste management plan shall be submitted to and approved in writing by the local planning authority.

**Reason:** To ensure the provision of an adequate waste management plan for the proposed development

- 9 Prior to the commencement of development, full details of the acoustic fencing to be provided between the residential development and the realigned A421 shall be submitted and approved in writing by the Local Planning Authority. The approved fence shall be retained hereafter.

**Reason:** To safeguard the amenities which the future occupiers of the residential development might reasonably expect to enjoy.

- 10 Prior to commencement of development full engineering details of the access arrangements and other highway works shown for indicative purposes on plan 1369/HL/01 shall be submitted to and approved by the Local Planning Authority and no building approved under any subsequent reserved matters application shall be brought into use until such time as the agreed works have been implemented.

**Reason: To ensure the provision of appropriate access arrangements and associated off-site highway works in the interests of highway safety.**

- 11 **Development shall not commence until a scheme detailing access provision to and from the site for construction traffic, which details shall show what arrangements will be made for restricting such vehicles to approved points of access and egress has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be operated throughout the period of construction work.**

**Reason: To ensure the safe operation of the surrounding road network in the interests of road safety.**

- 12 **Development shall not commence until a scheme detailing access provision to and from the site for construction traffic has been submitted to and approved in writing by the Local Planning Authority. Details shall show what arrangements will be made for restricting such vehicles to approved points of access and egress. The scheme shall be operated throughout the period of construction work.**

**Reason: To ensure the safe operation of the surrounding road network in the interests of road safety.**

- 13 **Development shall not commence until a scheme detailing provision for on site parking for construction workers and deliveries for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.**

**Reason: To ensure adequate off street parking during construction in the interests of road safety.**

- 14 **No development shall commence until a wheel cleaning facility has been provided at all site exits in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The wheel cleaner(s) shall be removed from the site once the roadworks necessary to provide adequate access from the public highway have been completed (apart from final surfacing) to the satisfaction of the Local Planning Authority.**

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

- 15 **Before the new accesses are first brought into use, any existing access within the frontage of the land to be developed, not incorporated in the highway works hereby approved shall be closed in a manner to the Local Planning Authority's written approval.**

**Reason: In the interest of road safety and to reduce the number of points at which traffic will enter and leave the public highway.**

- 16 Any reserved matters development shall not begin until the detailed plans and sections of the proposed internal estate roads, including gradients and method of surface water disposal have been approved by the Local Planning Authority and no building shall be occupied until the section of road which provides access has been constructed (apart from final surfacing) in accordance with the approved details.

Reason: To ensure that the proposed roadworks are constructed to an adequate standard.

- 17 Reserved matters development shall not be commenced until a site wide travel plan has been submitted to and approved in writing by the Council, such a travel plan to include details of:

- Predicted travel to and from the site and targets to reduce car use.
- Details of existing and proposed transport links, to include links to both pedestrian, cycle and public transport networks.
- Proposals and measures to minimise private car use and facilitate walking, cycling and use of public transport.
- Detailed 'Action Plan' to include specific timetabled measures designed to promote travel choice and who will be responsible
- Plans for monitoring and review upon first occupation and annually thereafter for a period of 5 years at which time the resulting revised action plan shall be submitted to and approved in writing by the planning authority.
- Details of provision of cycle parking in accordance with Central Bedfordshire Council guidelines.
- Details of marketing and publicity for sustainable modes of transport to include site specific welcome packs. Welcome pack to include:
  - Site specific travel and transport information,
  - Details of sustainable incentives (e.g. travel vouchers)
  - Maps showing the location of shops, recreational facilities, employment and educational facilities
  - Details of relevant pedestrian, cycle and public transport routes to/ from and within the site.
  - Copies of relevant bus and rail timetables together with discount vouchers for public transport and cycle purchase.
- Details of the appointment of a travel plan co-ordinator where appropriate.

No part of the development shall be occupied prior to implementation of those parts identified in the Travel Plan (or implementation of those parts identified in the Travel Plan as capable of being implemented prior to occupation). Those parts of the approved travel plan that are identified therein as being capable of implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied.

Reason: To promote sustainable modes of travel and to reduce the potential traffic impact of the development on the local highway network



18 Prior to occupation of the first dwelling a scheme shall be submitted to and approved in writing by the Local Planning Authority to provide a safe emergency, cycle and pedestrian access from the application site to the contingency site. The scheme shall be wholly implemented in accordance with the approved drawings prior to the occupation of the final dwelling.

Reason: In the interest of road safety and pedestrian movement.

19 The reserved matters submission for the employment site shall include a tree planting buffer zone along the north east boundary with the contingency site and south west boundary fronting Wood End.

Reason: To ensure an appropriate standard of visual amenity in the local area.

20 A scheme for the flood berm maintenance which shall cover a period of at least 5 years from the date of its implementation shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the first dwelling. The schedule shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

Reason: To ensure an appropriate standard of visual amenity in the local area.

21 A habitat management plan shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby approved. The plan shall include:

- description and evaluation of the features to be managed;
- ecological trends and constraints on site that may affect management;
- aims and objectives of management;
- appropriate management options for achieving the aims and objectives;
- prescriptions for management options;
- preparation of a work schedule (including a 5 year project register, an annual work plan and the means by which the plan will be rolled forward annually);
- personnel responsible for the implementation of the plan;
- monitoring and remedial/contingency measures triggered by monitoring

All works shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. The works shall be undertaken in accordance with a time scale previously agreed in writing by the Local Planning Authority.

Reason: To ensure existing or new habitats affected by development are managed effectively over an established period.

22 The applicant shall submit in writing as part of the application for reserved matters, a scheme of noise attenuation measures, which will ensure that the internal noise levels from external road traffic noise sources shall not exceed 35dB LAeq, 07.00-23.00 in any habitable room, or 30dB LAeq 23.00-07.00 and 45dB LAmax 23.00-07.00 inside any bedroom and that external noise

levels from external rail and road traffic noise sources shall not exceed 55dB LAeq (1hr) in outdoor amenity areas. Any works which form part of the scheme hereby approved by the local planning authority shall be completed and the effectiveness of the scheme shall be demonstrated through validation noise monitoring with the results reported to the local planning authority in writing before any permitted dwelling is occupied, unless an alternative period is approved in writing by the authority.

Each dwelling shall be provided with a garden area which has a predicted noise level of less than or equal to LAeq 55dB (measures over any 1 period)

Reason: To provide an acceptable noise environment and level of amenity for future occupants of the development.

- 23 All plant, machinery and equipment installed or operated in connection with this permission shall be so enclosed, operated and/or attenuated that noise arising from such plant shall not exceed a level of 5dBA below the existing background level (or 10dBA below if there is a tonal quality) when measured or calculated according to BS4142:1997 at the boundary of neighbouring residential dwelling.

Reason: To ensure that the amenities of neighbouring occupiers are not prejudiced by excessive noise.

- 24 Notwithstanding the changes of use permitted within Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking or re-enacting that Order with or without modification), the area shown on the attached plan no. CBC/001 of the development hereby approved shall be used for purposes within Class B1 only of the Town and Country Planning (Use Classes) Order 2006 only, and for no other purpose.

Reason: To safeguard the amenities which the occupiers of existing and future neighbouring properties might reasonably expect to enjoy.

- 25 The employment buildings hereby permitted shall not exceed 12.5m in height unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the site is not overdevelopment and that the character and visual appearance of the area is not adversely affected.

- 26 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 3701-L-04 C, 1, 04C, 1369/HL/01, 1369/DR/01G, BC/MSE/2994-4, 21430-01.

Reason: For the avoidance of doubt.

Planning permission has been granted for this proposal. 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) (Amendment No. 2) Order 2012.

### **Reasons for Granting**

The site is allocated for mixed-use development to provide 125 dwellings and 7.0ha of employment land under Policy MA4 of the Central Bedfordshire (North) Site Allocations DPD. Whilst the application proposes up to 125 dwellings the lower number of dwellings is considered to be acceptable in view of there no longer being minimum density requirements set by Central Government and a general acceptance of lower density developments.

The provision will deliver a sustainable form of development which will include provision for affordable housing, on site open space facilities, off-site highway improvements and financial contributions towards infrastructure to mitigate the local impacts of the development. The proposal is considered to be in accordance with relevant sections and policies of the National Planning Policy Framework, Central Bedfordshire (North Area) Core Strategy and Development Management Policies 2009, Affordable Housing (July 2004) and Planning Obligations (North) 2009 SPD's, and Design in Central Bedfordshire: A Guide to Development (2010).

### **Notes to Applicant**

1. This permission relates only to that required under the Town & Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.
2. The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Central Bedfordshire Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. Further details can be obtained from the Development Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.
3. The applicant is advised that the requirements of the New Roads and Street Works Act 1991 will apply to any works undertaken within the limits of the existing public highway. Further details can be obtained from the Traffic Management Group Highways and Transport Division, Central Bedfordshire Council, Technology House, 239 Amptill Road, Bedford MK42 9BD.
4. The applicant is advised that as a result of the development, new highway street lighting will be required and the applicant must contact the Development Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford

SG17 5TQ for details of the works involved, the cost of which shall be borne by the developer. No development shall commence until the works have been approved in writing and the applicant has entered into a separate legal agreement covering this point with the Highway Authority.

5. The applicant is advised that if it is the intention to request Central Bedfordshire Council as Local Highway Authority, to adopt the reserved matters estate roads as highways maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways together with all the necessary highway and drainage arrangements, including run off calculations shall be submitted to the Development Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ . No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place.
6. The applicant is advised that no highway surface water drainage system designed as part of a new development, will be allowed to enter any existing highway surface water drainage system without the applicant providing evidence that the existing system has sufficient capacity to account for any highway run off generated by that development. Existing highway surface water drainage systems may be improved at the developer's expense to account for extra surface water generated. Any improvements must be approved by the Development Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.