

Item No. 6

APPLICATION NUMBER	CB/14/02490/OUT
LOCATION	Millbrook Proving Ground, Station Lane, Millbrook, Bedford, MK45 2JQ
PROPOSAL	Outline application with details of main access routes only for the development of four separate sites within the existing Millbrook Proving Ground site boundary for a total of up to 24,900 m² (gross) commercial floorspace (Use Class B1 a, b and c); creation of new vehicular access points at sites 2, 3 and 4 and improvements to existing main site access point to provide new access at site 1
PARISH	Millbrook
WARD	Cranfield & Marston Moretaine
WARD COUNCILLORS	Cllrs Bastable, Matthews & Mrs Clark
CASE OFFICER	James Clements
DATE REGISTERED	30 June 2014
EXPIRY DATE	29 September 2014
APPLICANT	Millbrook Proving Ground Ltd
AGENT	DLP Planning Consultants
REASON FOR COMMITTEE TO DETERMINE	Loss of amenity – excessive light; overdevelopment – scale of development exceeds original concept; overearing – site , 3 & 4 large obtrusive buildings close to road; highway safety grounds – continuous traffic through Millbrook Vilage; Design – Modern industrial buildings with flat roofs out of keeping with area; impact on landscape – protected views from Millbrook and ridge.
RECOMMENDED DECISION	Outline Application - Approve

Summary of Recommendation

The proposal is in accordance with chapters 1, 4 , 7 , 10, 11 & 12 of the NPPF and Core Strategy and Development Management Policies CS2, CS9, CS10, CS16, DM3, DM11, DM13 & DM16. While there would be some harm to the open countryside this would be outweighed by the economic and employment benefits of the B1 units. A robust Transport Assessment and Travel Plan have been submitted with the application and the proposal is acceptable with regard to sustainable transport and highway safety. There would be no undue harm to residential amenity or heritage assets.

Site Location:

The application site is at Millbrook Proving Ground (MPG) which covers an area of some 270ha of land, within open countryside and land designated as an Area of Great Landscape Value. MPG is located on, and to the north of, the northern slope of the Greensand Ridge, between the settlements of Millbrook, Marston Moretaine and Liddington. The site is wholly within the Forest of Marston Vale. The topography slopes significantly from the southern boundary of the site on the

Greensand Ridge to the northern boundary which is on relatively flat land on the Vale.

Millbrook Proving Ground is designated as a 'safeguarded Key Employment Site' under Policy E1 of the adopted Site Allocations DPD. The Proving Ground is subject to Policy DM11 (Significant Facilities in the Countryside) of the Central Bedfordshire (North) Core Strategy (2009).

Millbrook Proving Ground was originally developed in 1968 (opening in 1970) by Vauxhall (General Motors) on former agricultural land. The facility was the first of its kind in Britain, designed to be capable of accommodating all forms of vehicle testing off public roads, with over 70km of test track. Substantial new development took place during the 1980s and 2000s to expand the work undertaken at the site. The existing operations include: Engine test & development; exhaust emissions and fuel consumption; climatic and environmental test capabilities; advanced propulsion, charging and fuelling; vehicle durability, measurement & safety; military vehicle testing; system and component testing and consulting & training.

The site is extensively wooded amounting to approximately 80ha - approximately 30% - of the site. Over 30,000 trees have been planted by MPG.

The site shares a common boundary to the east and north east with Millbrook Village and Station Lane to Millbrook Station. Marston Vale Country Millennium Park is located to the north of the Proving ground. To the north west the Proving Ground shares a boundary with the Marston Vale (Bedford-Bletchley) trainline, Marston Road, Liddlington and Liddlington Village. To the west the site is adjacent to High Street and Broughton End Lane. To the south the site boundary runs along the Greensand Ridge and shares a boundary with Millbrook Members Golf Club and Public Bridleways BW19 and BW4 (Greensand Ridge Walk).

The main entrance to the Proving ground is located approximately 200m from residential properties at Millbrook Village (Sandhills Close); approximately 110m from Millbrook Conservation Area. A secondary access used for event days is located approximately 400m to the south of Millbrook Station.

The application includes four redline sites across the Proving Ground including an area to the south of the existing main industrial/office buildings (to the south west of the main access); an area of land between Station Lane, Millbrook; an area to the west of the secondary access and an area to the south east of Marston Road level crossing, Liddlington. All the sites are within the MPG boundary

The site includes a County Wildlife Site (Heydon Hill) which is in the southern part of the Proving Ground. The whole site is within Flood Zone 1 (lowest risk).

The Application:

Outline planning permission is sought with all matters reserved except for access. The access matters include the main access routes for the development of four separate sites within the existing Millbrook Proving Ground site boundary for a total of up to 24,900 m² (gross) commercial floorspace (Use Class B1 a, b & c); creation of new vehicular access points at sites 2, 3 and 4 and improvements to existing main site access point to provide new access at site 1.

A B1 use is one that is by definition appropriate in a residential area. The Town and Country Use Classes Order 1987 (as amended) states that:

Class B1. Business

Use for all or any of the following purposes—

(a) as an office other than a use within class A2 (financial and professional services),

(b) for research and development of products or processes, or

(c) for any industrial process,

being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit;

Extent of development

All the proposed units across the four sites would be 2-storey and a maximum of 12m in height.

Site 1 (south west of main access) - 3 units:

Unit 1, 2 & 3 - 2,400 m²

Site 2 (to the west of Station Lane Millbrook) -

Unit 1, 2 & 3 - 1,200 m²

Site 3 (to the west of the secondary access to the south west of Millbrook Station)

Unit 1 - 6,000 m²

Unit 2 - 3,600 m²

Site 4 (to the south of Marston Station and level crossing)

Unit 1 - 4,500 m²

The suite of reports and documents submitted with this outline application include:

Materplan;

Design & Access Statement;

Standard Economic Appraisal

Flood Risk Assessment / Drainage Assessment

Transport Assessment

Tree Survey & arborocultural Briefing Note;

Travel Plan;

Phase I Ecological Report

Land Contamination Assessment

Heritage Statement

Statement of Community Involvement

The applicant has stated there are no plans to develop speculatively and that all of the sites will be purpose built for specific tenants. The target market will be companies operating in the same business areas as MPG, which would benefit from co-location.

RELEVANT POLICIES:

National Planning Policy Framework (2012)

1. Building a strong competitive economy
4. Promoting sustainable transport
7. Requiring good design
10. Meeting the challenge of climate change, flooding and coastal change
11. Conserving and enhancing the natural environment
12. Conserving and enhancing the historic environment

Core Strategy and Development Management Policies (2009)

- CS2 - Developer Contributions
- CS9 - Providing Jobs
- CS10 - Location of Employment Sites
- CS16 - Landscape and Woodland
- DM1 - Renewable Energy
- DM2 - Sustainable Construction of new buildings
- DM3 - High Quality Development
- DM11 - Significant Facilities in the Countryside
- DM14 - Landscape and Woodland Policy

Policy E1 - Site Allocations DPD

Minerals and Waste Local Plan:

Waste Strategic Policy WSP5: Waste Audit

Supplementary Planning Guidance

Design in Central Bedfordshire

Development Strategy for Central Bedfordshire (2014)

1. Presumption in favour of sustainable development
2. Growth strategy
6. Employment land
7. Employment sites and uses
19. Planning obligations and the Community infrastructure levy
23. Public Rights of Way
26. Travel Plans
28. Transport Assessments and Travel Plans
43. High quality development
44. Protection from environmental pollution
45. The Historic Environment
46. Renewable and low carbon development
47. Resource efficiency Adaptation
49. Mitigating flood risk
50. Development in the Countryside
51. Significant facilities in the Countryside and Green Belt

(Having regard to the National Planning Policy Framework, limited weight is given to the policies contained within the emerging Development Strategy for Central Bedfordshire, which is consistent with the NPPF. The draft Development Strategy is due to be submitted to the Secretary of State in October 2014.)

Planning History

Extensive planning history - most recent and relevant:

Case Reference	CB/14/01602/ADV
Location	Millbrook Proving Ground, Station Lane, Millbrook, Bedford, MK45 2JQ
Proposal	The replacement of the existing brick planter site entrance signage with a new set of signage each side of main entrance. A pair of silver/white sets of 4 curved monoliths 1.5m high (max) and 8.71m long with a logo in blue and green on raised stainless steel on the largest monoliths. The sign will be illuminated using ground based led strip light uplighters. These replace the existing illuminated signage.
Decision	Advertisement - Granted
Decision Date	09/06/2014

Case Reference	CB/14/00740/SCN
Location	Millbrook Proving Ground, Station Lane, Millbrook, Bedford, MK45 2JQ
Proposal	Screening Opinion (EIA): B1 Employment development
Decision	Pre-application Advice Released
Decision Date	21/03/2014

Case Reference	CB/12/01845/FULL
Location	Millbrook Proving Ground, Station Lane, Millbrook, Bedford, MK45 2JQ
Proposal	The construction of a 3 bay vehicle garage/workshop and associated parking area.
Decision	Full Application - Granted
Decision Date	13/07/2012

Case Reference	CB/12/01579/FULL
Location	Millbrook Proving Ground, Station Lane, Millbrook, Bedford, MK45 2JQ
Proposal	Erection and retention for 3 years of a temporary workshop building and a temporary office building
Decision	Full Application - Granted
Decision Date	27/06/2012

Case Reference	CB/11/04114/NMA
Location	Millbrook Proving Ground, Station Lane, Millbrook, Bedford, MK45 2JQ
Proposal	Non-material amendment: to planning permission MB/00/01287/FULL minor changes to block LL as previously approved.
Decision	Non-Material Amendment - Granted
Decision Date	13/12/2011

Case Reference	CB/11/02655/FULL
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Location	Millbrook Proving Ground, Station Lane, Millbrook, Bedford, MK45 2JQ
Proposal	Erection of single storey extension to cafeteria
Decision	Full Application - Granted
Decision Date	26/09/2011

Case Reference	CB/11/02848/PAPP
Location	Millbrook Proving Ground, Station Lane, Millbrook, Bedford, MK45 2JQ
Proposal	Pre-Application Advice: Changes to 2007 approved application.
Decision	Pre-application Advice Released
Decision Date	07/09/2011

Case Reference	CB/09/00664/FULL
Location	Millbrook Proving Ground, Station Lane, Millbrook, Bedford, MK45 2JQ
Proposal	Full: Variation of condition 1 on planning permission 06/00422/FULL to enable permanent retention of an events facility.
Decision	Full Application - Granted
Decision Date	08/06/2009

Case Reference	MB/06/00422/FULL
Location	Millbrook Proving Ground Ltd, Station Lane, Millbrook, MK45 2JQ
Proposal	Full: Erection of building for use as temporary events facility
Decision	Full Application - Granted
Decision Date	08/05/2006

Case Reference	MB/06/00424/FULL
Location	Millbrook Proving Ground Ltd, Station Lane, Millbrook, MK45 2JQ
Proposal	Full: Creation of hardstanding for vehicle parking in connection with vehicle conversions.
Decision	Full Application - Granted
Decision Date	17/05/2006

Case Reference	MB/08/00244/FULL
Location	Millbrook Proving Ground, Station Lane, Millbrook, Bedford, MK45 2JQ
Proposal	Full: Erection of 1.5 metre high fence following demolition of Scout Hut
Decision	Full Application - Granted
Decision Date	16/06/2008

Case Reference	MB/05/00961/FULL
Location	Millbrook Proving Ground Ltd, Station Lane, Millbrook, MK45 2JQ
Proposal	Full: Construction of covered storage facility for barrelled fuels.
Decision	Full Application - Granted
Decision Date	03/08/2005

Case Reference	MB/04/01851/FULL
Location	Millbrook Proving Ground Ltd, Station Lane, Millbrook, MK45 2JQ
Proposal	Full: Installation of a 15 metre light weight lattice mast with 6 panel antennae and 2 dish antennae and three equipment cabinets.
Decision	Full Application - Granted
Decision Date	16/11/2004

Case Reference	MB/03/02100/FULL
Location	Millbrook Proving Ground Ltd, Station Lane, Millbrook, MK45 2JQ
Proposal	Full: Replacement of perimeter fence
Decision	Full Application - Granted
Decision Date	09/01/2004

Case Reference	MB/01/00349/FULL
Location	Millbrook Proving Ground Ltd, Station Lane, Millbrook, MK45 2JQ
Proposal	FULL: FORMATION OF TRACKS FOR TRACKED VEHICLE TESTING, INCLUDING INSTALLATION OF A SECTION OF PERIMETER FENCING
Decision	Full Application - Granted
Decision Date	11/09/2001

Case Reference	MB/00/00428/FULL
Location	Millbrook Proving Ground Ltd, Station Lane, Millbrook, MK45 2JQ
Proposal	FULL: ERECTION OF SINGLE STOREY OFFICE/WORKSHOP BUILDING, ADDITIONAL CAR PARKING AND TWO SECURE COMPOUNDS.
Decision	Full Application - Granted
Decision Date	30/05/2000

Case Reference	MB/00/01287/FULL
Location	Millbrook Proving Ground Ltd, Station Lane, Millbrook, MK45 2JQ
Proposal	FULL: Erection of 3 buildings to form offices, workshops and reception buildings, formation of car park extension.
Decision	Full Application - Granted
Decision Date	07/11/2007

**Representations:
(Town & Neighbours)**

Millbrook Parish Meeting **Background:** Millbrook is a pleasant Bedfordshire Village, set in the “hilly” part of Bedfordshire just before it descends into the flat lands of the Marston Vale. It is mostly a Conservation Area within an Area of Great Landscape value.

The Test Track (Millbrook Proving Ground) is a large industrial site (spread over 700 acres and employing over 400 staff) which was built 50 years ago on the northern edge of the village for the purpose of testing vehicles built at Luton. Originally owned by General Motors, it is now a “stand alone” facility which has very recently changed ownership. The new owners are now seeking planning consent for additional industrial development.

Immediately to the south, the recently opened Center Parcs occupies a site of around 300 acres with guests and staff up to 5000 at any one time.

There is a very narrow road winding through the main part of the village. There is no contiguous footpath on either side of the road, necessitating crossing the road several times. Mid Beds District Council recognised this by the imposition of a weight limit (7.5 tons) and a width restriction (2 metres) some years ago.

The Parish Meeting objects strongly to this planning application on the following grounds:

This development will generate or exacerbate:

Continuous heavy traffic thundering through the village from early in the morning to late at night. Continuous noise and actual pollution. The buildings in Millbrook are old and some of them have limited foundations. They are not built to withstand the sort of repeated pounding that these lorries generate.

There is not now, nor has there ever been, a proper traffic strategy for MPG. None of the public roads that lead to the site are adequate for the type and volume of traffic using them. The scale of activity now taking place on the site was never envisaged when the test track was originally constructed.

There are several protected views from Millbrook itself and several vantage points on the Greensand Ridge. These views will be ruined if the development is allowed to proceed. The application is, by the way, misleading as it misplaces the position of the Greensand Ridge on the Internet plans, which gives a false reading of these views.

Light Pollution. The views of some villagers are already completely ruined by the excessive light given off by the existing site. More development will mean more of the same.

The extra access off Station Lane (Site 4) is on the inside of a blind bend. This will cause additional traffic hazards to the Heavy Traffic which uses this route on a regular basis.

The position of the buildings on Sites 2 and 3 and 4 will mean large obtrusive buildings on flat land close to the road built on a place where we used to have trees screening the proving ground to hide it from view. Instead we will get modern industrial buildings, with flat roofs, totally out of keeping with the surrounding agricultural land.

Lidlington
Parish
Council

Lidlington Parish Council has considered this application, looking at Site 4 of the proposals which is the site within the parish of Lidlington and will have a direct impact on the village. The Parish Council has no comments relating to the other three sites in the application, but does wish to object to this application in regards to Site 4 for the following reasons.

It must be remembered that this site is directly opposite a site that has been classified a designated 'quiet' site. Such development would have an adverse effect on the character of this.

The Parish Council are extremely concerned that the applicants have not fulfilled previous obligations relating to the site in general at Millbrook Proving Ground in particular regarding rights of way that had previously been documented would be delivered to ensure there was no loss of such an important route. All that appears to have happened is

that these previously promised routes have just been included again in this application.

The Parish Council feel that given the size of the overall Proving Ground site, an expansion should be done internally, not by starting to extend the site at the proposed location. There is a great concern in terms of creating a new highways access to this separate site, the road is dangerous as there has been a death on this road. The historical highways issues are well documented.

Local residents have had issues with sound and noise in particular major works through the night for sustained periods of time. The levelling of this area is highly likely to permit greater transmission of noise and dramatically increase the disturbance to households.

Given the site's extremely close proximity to the railway and given the agreed plans to upgrade the railway, there has been no information included within the application on how this will be properly managed, or what vital options in preserving the orderly living arrangements of villagers will be permitted after that major planning event.

In considering this local application, it would be prudent of the local authority to seek the views of Network Rail as to their intentions regarding the well publicised intent to close as many railway/road crossings as is possible when the major infrastructure will take priority.

The building's size is a concern as there is no specific business use attributed to the proposal, given the internal space there is a possibility that the site could hold many hundreds of employees and necessitate additional unknown ad-hoc accesses to the site.

Their natural travel route would be through the village which already suffers with dangerous parking and narrowing roads along the High Street and Marston Road, additional vehicles would further impact on this problem.

The Parish Council has concerns regarding adequate infrastructure services. There is no water supply to the site, and we have difficulties ensuring constant water to all of the village. There are perpetual interruptions to Electricity many of which are attributed to the excessive demands of Millbrook Proving Ground. The broadband supplied to the village is inadequate and this site could absorb any potential improvement which CBC is currently managing

There is an existing outline planning permission for an employment site along Marston Road. Should this application be successful it may lessen the prospects for local employment on that existing identified site. It is far more likely to provide jobs for local people than the proposed "High Technology" specialist industry associated with the Proving Ground.

The Council would also like to submit comments with regard to the possibility that the application is either approved as it is felt important for some planning conditions to be applied, in such circumstances. It is

very important that conditions be included regarding a time-scale for the rights of way work to be extended and completed prior to any ground-works commencing, as well as conditions relating to noise and operation activity times.

Marston
Parish
Council

Having considered the matter, Marston Moreteyne Parish Council wishes to object to the above application based on the following reasons:

The proposal will generate additional HGV traffic movements together with ordinary vehicular traffic movements which will have an adverse and detrimental effect upon the village of Marston Moreteyne and its residents.

The road system within Marston Moreteyne already experiences a high proportion of HGV traffic bound for Millbrook Proving Ground. This application would create a cumulative effect to the detriment of resident's wellbeing and safety.

Marston Moreteyne Parish Council therefore feels that this application should be refused.

Neighbour
Objections

Amphill Park House:- The four families who live at Amphill Park House are worried about the increase in traffic on the surrounding roads, the visibility of the new building and the increased noise from the enlarged proving ground.

The Bungalow, Millbrook Road, Houghton Conquest:- The lane past our property is the preferred access into MPG for HGVs and we don't feel the lane can take any more.

Elizabethan Cottage - There is an existing, documented problem of large numbers of oversized vehicles cutting through Millbrook Village (Sandhill Close) in order to access Millbrook Proving Ground and other commercial sites. The Village Rd (Sandhill Close) has a 66 width restriction in force between the A507 roundabout and the T junction with Station Lane. This restriction is continually ignored by oversized traffic. There is currently no enforcement of the width restriction either by the police or by physical measures. This planning application seeks to expand the commercial activity on the Millbrook Proving ground site, and will inevitably lead to an increase in all types of traffic. I am unable to support this application unless it includes physical measures to enforce the width restriction along Sandhill Close.

Park Farm, Hazelwood Road – traffic congestion concerns

Manor Farm, Millbrook Road, Houghton Conquest:- I wish to object to the proposal to further develop Millbrook Proving Ground. My objection is based on the issue of road access to the Proving Ground. The roads into the site are just not fit for purpose and are struggling to cope with the volume of traffic already accessing MPG.

Manor Farm, Millbrook Road, Houghton Conquest:- We farm the

land on either side of the narrow Millbrook Road/Houghton Lane and as such are only too aware of the traffic problems along the lane. This is exacerbated every time an event is held at MPG.

This lane is extremely narrow and has many sharp bends which limit visibility of oncoming traffic in several places. There are already several accidents along the lane every year, mainly due to speed and poor visibility, the majority I guess go unreported but we help to remove several cars a year from our hedges and fields. In several places the edges of the road have caved in due to the heavy articulated vehicles, mainly car transporters and low loader lorries traveling into MPG, mounting the verges and crushing the tarmac. The resulting cracks and pot holes make it dangerous for car drivers and particularly cyclists to use the road safely. The white lines along the middle and edge of the lane have faded in places. The railway bridge is a particularly dangerous place, with the HGVs approaching in the middle of the road on a blind bend. There are no signs stating this. I have seen a low loader grounded on this bridge. The grass verges are cut infrequently. If this proposal were to go ahead I believe the verges should be cut back much more regularly to increase visibility around the bends. We have witnessed HGVs meeting on the lane and having to reverse up to get past each other. This is really unsafe!

There are two main issues with traffic going into the Proving Ground from the B530 Ampthill/Bedford Road: The car drivers, especially those attending events at MPG and don't know the dangerous and narrow lane drive too fast for the state of the road and become a danger to themselves and others on the lane. The HGVs are far too big for the size of the lane. This lane is not appropriate for this use! If this application was on any other new site I am sure that permission would be refused on the basis of poor access into the site; Since Centre Parcs has opened on the other side of the village there has been a notable increase in the number of delivery vans and small lorries using this lane too, my guess is they are making deliveries to Centre Parcs. The road cannot cope safely with the volume of traffic it carries at the moment. I strongly object to the further development of MPG. If you were to grant permission I hope that there would be a serious upgrade of this lane.

Station House, Station Lane, Millbrook:- Increase in traffic. Local road infrastructure inadequate. Width and weight restriction in Millbrook constantly flouted. Houghton Lane too narrow with soft verges and dangerous bends. Existing problems at junctions of Station Road/Marston Road & Station Road/Station Lane. Speed along Station Road excessive - traffic calming required. Proposed cycle path, road improvements and mitigation need to be in place before development can be considered. MPG need to look at another access from A507. Harm to views from Millbrook Conservation Area.

54 Millbrook Village:- significant increase in the developed area of the site. Large areas of trees along Station Road would be lost. Buildings will be highly visible. Road network not adequate. Development will increase traffic to the site. Wide vehicles illegally use Sandhills Close with a large proportion generated by MPG. Visual impact from village

and greensand ridge.

6 Russell Grove, Millbrook:- Unacceptable levels of traffic accessing the Proving Ground from all directions through our village. Any further development can only serve to make a bad situation worse. Drivers blatantly ignoring the width limit from the Woburn Road roundabout end or coming up the narrow, winding Houghton Lane, which is totally unsuitable for their vehicles. The proposed new access off Station Lane is on a blind bend, causing additional danger to traffic already using this busy road.

Harm to several protected views from Millbrook itself and several vantage points on the Greensand Ridge and these views will be ruined if the development is allowed to proceed. The position of the buildings on Sites 2 and 3 and 4 will mean the removal of the beautiful tree screen, originally planted to hide the track, and a haven for wildlife, to be replaced with utilitarian industrial buildings on flat land close to the road and visible from miles around. Out of keeping with surrounding agricultural land and traditional architecture and would be nothing but a gleaming new eyesore to all who know and love our area. Noise pollution from these industrial units it simply isn't possible to operate most industries so that neighbours don't constantly hear them and once a business is up and running, getting changes made is next to impossible.

The negative aspects of this proposed development far outweigh the likely benefits to the owners and prospective tenants of the site.

5 Russell Grove:- Objection - primarily because of the increase in road traffic it will bring. The current road system cannot support further traffic to the site and consideration must be given to an alternative access route to the site before further development is approved. The quantity of heavy lorries currently using local roads is disruptive and a safety issue a further increase will only exacerbate the current problems. Secondly increased business use will bring further noise and light pollution from the site. Thirdly the village sits within a conservation area and views from this site will be ruined by this development.

57 Sandhill Close:- Millbrook Village should be a quiet place in the heart of Bedfordshire. Traffic is limited to that which is less than 7.5 tons in weight and less than 2 metres wide. The previous Council imposed these limits because the road is unsuitable for heavier vehicles by reason of the road configuration and the lack of a full footpath. It is narrow and winding. These restrictions are not being observed by delivery and other vehicles who constantly use the road as a convenient shortcut. The police do not enforce the restrictions and neither do the Central Beds Council. as a consequence this village is both a dangerous and noisy place to be. Any development which increases this traffic, as this application seeks to do will exacerbate these problems.

The access for Site 4 is on a blind bend and will further add to the danger faced by these heavy vehicles. The proposed buildings on Sites 2, 3 and 4 are set at road level on a particularly flat site and will

necessitate the destruction of a carefully planted tree screen which now, in its present state does precisely the job it set out to do fifty years ago; it screen this ugly site from the road : if it is developed it will no longer do this.

There is no coherent access strategy for this site in its present form and until there is, no development should take place. None of the access roads, from the A507, from the B530 nor from the A421 is satisfactory until there is one from somewhere there should be no development at all. Millbrook Village is mostly a Conservation Area, this application should not be allowed to blight it in this manner.

4 Butler drive:- The addition of access site 4 to the western side of the Millbrook development will have a detrimental affect to the villages of Lidlington and Marston Moretaine. The access to this particular site will have a detrimental affect on the villages with increased levels of transport on roads which are inadequate to deal with such increase in traffic. Detrimental affect on the limited amenities that are currently available within the surrounding area.

Site 4 will be in close proximity to a railway crossing. As I am sure you are aware this railway line is earmarked for significant upgrades which will increase the frequency of trains. I would therefore raise the question with regard to increased levels of traffic within this area crossing an unmanned railway point with high speed trains. The commercial operation would be in close proximity to a residential development and would therefore affect the privacy of the residents of this agreed development waiting construction.

I note that the Millbrook site is classed as E1 use under the local plan for employment. The current main entrance to the site should be utilised for this purpose and was the Council's clear intention. A development to the western side has no relevance to the overall use to Millbrook with no existing buildings being present. Lidlington has not been identified as an employment area under the framework plan. However this proposed access site would incorporate Lidlington into this area. The proposed access site 4 to be excessive. Proposed access site 4 is not connected to Millbrook's activities in any way. The lack of any access across the site clearly shows this. This clear area of green land between the testing tracks and the residential village of Lidlington was obviously incorporated at construction to allow for a boundary between the activities at Millbrook and the adjacent village. Construction on proposed access site 4 is encroachment in to this space.

56 Sandhills Close:- Traffic. Sandhill Close has a weight and width restriction. This is not enforced and HGV's continually use this lane as a short cut to the Proving Ground. This weekend alone I counted over 50 car transporters using the lane in both directions for an event at Millbrook. Although unusually high there is continual oversized traffic using Sandhill Close outside of special events. This has been further intensified since the opening of Centre Parcs with a significant increase of goods vehicle traffic in excess of the weight and width. Any expansion of the site at Millbrook will require additional HGV traffic during the construction plus additional traffic once completed to support

the enlargement of the business conducted on site.

Noise. The current increased goods vehicle traffic has increased significantly noise in the village. Any expansion of the site at Millbrook will require additional HGV traffic during the construction plus additional traffic once completed to support the enlargement of the business conducted on site and therefore additional noise of goods vehicles ignoring the restrictions.

Access. Although the roundabout connecting the lane to the A507 has helped traffic flow through the village it has also encourages HGV's to use the lane as a short cut. On a too regular basis I cannot drive out of my driveway because of a line of HGV's queuing back to our property. This again will worsen if the Proving Ground is expanded.

Safety. The weight and width restriction should prevent large vehicles meeting on a tight set of bends mid lane. The lane has no continuous path for pedestrians who are forced to either cross multiple times or to walk in traffic. The increase in goods traffic associated with the construction and then the expanded business poses a real threat to safety for walkers, horse riders, cyclists and drivers.

Conservation Area. Presently the current MPG is discreetly screened within its current grounds. The proposed expansion includes a two story building that is on the boundary and is not in keeping with the local environment.

Lyshott House, Millbrook:- It is the visual and environmental impact of Site 1, given its proximity to both the Millbrook Village Conservation Area and to the the Greensand Ridge Walk and Bridleway (a valuable tourism and recreational amenity), which is of greatest concern. Sites 2 and 3, being distant from Millbrook Village itself, appear more appropriately situated. We also have significant concerns regarding traffic and the impact on local utilities, including adequacy of water pressure, which we understand will be raised in detail by other residents.

Further, the submitted plan 'Site 1 Proposed Illustrative Layout' makes no mention of the Greensand Ridge Walk, which it immediately abuts. The Greensand Ridge Walk (according to its Management and Development Plan, published by Central Bedfordshire Council "aims to provide a high quality, nationally promoted regional trail ...which will enable everyone to appreciate and enjoy these valuable and unique habitats and landscapes. ...It promotes the uniqueness of the Central Bedfordshire landscape, protecting the ecological, cultural and landscape features of the areas through which each stage of the walk passes through."

Site 1 is likely to be clearly visible from the centre of Millbrook Village and from the Greensand Ridge Walk, so it will interfere with the remarkable views cited in the Council's Conservation Area Appraisal as an outstanding feature of the village. bThe need to protect these areas is also enshrined within Policies DM 11 & 14 of the Central Bedfordshire Core Planning Strategy which supports the need to "conserve or enhance the landscape" and "ensure that the scale, layout and design" of applications should not adversely affect the countryside. The rare undulating vista in what was defined as an area of great landscape

value, which deserves protection within the County.

Noise and light pollution, particularly from Site 1, would be detrimental to wildlife and tranquility. Consideration needs to be given to the affect of these proposals on residential neighbours.

Currently there is an established wooded area within the MPGL boundary, which forms part of proposed Site 1. This is designated as part of the Forest of Marston Vale. It has not been hashed red, so does not form part of the 'key employment site', as it helps reduce interference and 'eyesore' from existing commercial buildings and illuminated car park. On this basis we suggest this area should be excluded from the proposed development within

Site 1, as it helps preserve the nature and tranquility of the Greensand Ridge Walk for users, including cyclists and horse riders, the safety of which could be compromised by noise from the proposed commercial buildings and busy car park. We suggest that any approved development

should be constrained by:

a) Limiting the scale and elevation of buildings, preferably to a single storey. b) Ensuring that design and materials used should to in keeping with the rural setting. c) Limiting the proximity of the buildings and car park for Site 1 to the Greensand Ridge Walk and Bridleway. Currently the proposed car park appears to occupy part of the yellow shaded area on inset Plan 38, so we suggest that any development should be scaled back to preserve the designated woodland and indeed to increase it to form a curtain/barrier. d) Limiting tree felling along the boundary and requiring further planting to help obscure any development from the elevated parts of village itself and from the Greensand Ridge Walk itself. We assume that privacy will be important to a Technology Park, so trust that this will suit all parties. e) Limiting floodlighting and noise pollution and from the new proposed buildings and car parks. f) Refer to Policy EMP10 of the Council's previous "Local Plan" and consider limiting use of new buildings within the curtilage of MPGL to occupation for educational and/or research purposes or similar. g) Improve vehicle restriction signage and ensure that vehicle width & weight limits within Millbrook Village are enforced. Heavy goods vehicles, mainly in transit to/from MPG, often disregard existing restrictions causing danger to pedestrians and other traffic. Any increase in traffic, which would undoubtedly occur from this proposed development, would only exacerbate this problem. h) Consider the need for access restrictions along Sandhill Close towards Millbrook Road, particularly over the railway bridge. The regular passage of wide car transporters and other HGV traffic to MPGL along this narrow, winding country road already causes a significant hazard. Alternatively, both the road and bridge will need widening, as without appropriate measures, the greater traffic flow to this site is likely to result in a foreseeable fatality or serious accident.

27 Sandhills Close:- Sandhills Close is an unsuitable road for use by HGVs etc . MPG cannot control the types of vehicles. It is increasingly difficult to cross the road due to the amount of traffic. Harm to conservation area and countryside. Traffic should be redirected from the A507 or A421.

28 Sandhills Close :- Excess traffic especially heavy lorries and this would make that problem worse. Furthermore the views from a conservation area to industrial units which would replace the current trees seems to defeat the point of conservation areas in the first place.

29 Sandhills Close:- Millbrook is a small and historically important village. My cottage was built in 1853 and like most of the dwellings in the village does not have the foundations to withstand the effects of heavy traffic passing through. Additionally, the road is narrow, winding and without pavements in places. Over the years the traffic has increased and little notice is paid by heavy lorries to width or weight restrictions. The developments of industries and new housing in the surrounding area is responsible for this increased traffic and I do not want more MPG or Stewartby developments to add to this problem. Please vote no to the MPG proposal.

17 Sandhills Close:- The roads around Millbrook are unsuitable for the traffic passing through now. There are many violations of the weight limit daily and, despite the bumps, a lot of speeding. This also occurs on the other road where car transporters take up three quarters of the road. The village has reached its limit of industrial/commercial development.

12 Sandhills Close:- how can even more be permitted/encouraged adding to the already inappropriate volume and size lumbering through this conservation area village?

13 Sandhills Close:- The development will generate heavy traffic that the buildings of millbrook cannot take , also additional pollution and noise created. It is an area of beauty not an industrial estate

Consultations/Publicity responses

Highway Officer		No objection subject to conditions and s106
Sustainability Officer	Transport	No objection subject to conditions and s106
Public contamination	Protection	No objection subject to condition and informative
Network Rail		Concern raised and requested a risk assessment for the level crossings and a contribution
Ecology		No objection subject to conditions
Tree & Officer	Landscape	No objections subject to conditions
Strategic Officer	Landscape	Concern has been raised regarding the impact of site 1 & 4 on landscape character. Revised indicative plans have been submitted for sites 1 & 2 to demonstrate that

existing tree screening can be retained to mitigate harm.
The Landscape Officer's comments will follow this report.

Environment Agency	Awaiting comments
Public Rights of Way Officer	Supports the provision of footpath/cycle path/bridleway
Sustainability Officer	Recommends SuDS for surface water management and 10% of energy demand to be delivered from low carbon or renewable sources to meet BREEAM 'excellent'
Conservation Officer	No objection
Forest of Marston Vale	Requested further information and are in ongoing discussions with MPG regarding mitigation measures

Determining Issues

The main considerations of the application are;

1. Principle of development
2. Impact on the open countryside, landscape character & loss of trees
3. Design and conservation considerations
4. Residential amenity considerations
5. Sustainable Transport, public rights of way, highway safety & level crossings and parking considerations
6. s106 Legal Agreement
7. Archaeology
8. Ecology
9. Other issues

Considerations

1. Principle of development

Millbrook Proving Ground is a safeguarded E1 employment site in the site allocations DPD. The relevant core strategy and draft development strategy policies are as follows:

Policy DM3: High Quality Development

- All proposals for new development, including extensions will:
- be appropriate in scale and design to their setting.
- contribute positively to creating a sense of place and respect local distinctiveness through design and use of materials.
- use land efficiently.
- use energy efficiently.
- respect the amenity of surrounding properties.
- enhance community safety.
- comply with the current guidance on noise, waste management, vibration,

- odour, water, light and airborne pollution.
- incorporate appropriate access and linkages, including provision for pedestrians, cyclists and public transport.
 - provide adequate areas for parking and servicing.
 - provide hard and soft landscaping appropriate in scale and design to the development and its setting.
 - incorporate public art in line with the thresholds determined by the Planning Obligations Strategy.
 - ensure that public buildings are accessible for all, and comply with current guidance on accessibility to other buildings.
 - respect and complement the context and setting of all historically sensitive sites particularly those that are designated.

Policy CS9: Providing Jobs

The Council will plan for a minimum target of 17,000 net additional jobs in the district for the period 2001-2026.

In support of this target, approximately 77 hectares of net additional B1-B8 employment land will be identified for the remainder of the period 2010-2026. Land will be allocated through the Site Allocations DPD which will identify whether phasing is required. The AMR will inform when sites should be released to ensure a sufficient range, quantity and quality of land is available to cater for all employment sectors or, identify where there is a demand that cannot be met by available sites.

Policy CS10: Location of Employment Sites

The Council will safeguard for future employment use the Key Employment Sites pending review by the Site Allocations DPD. Where sites are identified as 'not fit for purpose' in the ELR but are in sustainable locations, the Council will support mixed use schemes to help improve the balance of homes and jobs locally. Developments proposing small flexible units will be encouraged. However, where these sites are still occupied in part by existing users who would be displaced by redevelopment, alternative employment land will need to be available in the locality to allow them to relocate prior to redevelopment.

There will be a flexible approach to safeguarded sites which have been underperforming. The Council will support the employment generating redevelopment of these sites allowing for appropriate non B1 to B8 uses that provide for additional job creation. More efficient use and redevelopment of these sites for employment will be supported and encouraged.

Sites will be allocated in sustainable locations close to major transport routes that will include a mix of type and scale of premises, allowing for employment uses to fill any acknowledged gaps in the employment market or to meet demand for a particular use.

Policy CS16: Landscape and Woodland

The Council will:

- Protect, conserve and enhance the Chilterns Area of Outstanding Natural

Beauty;

- Conserve and enhance the varied countryside character and local distinctiveness in accordance with the findings of the Mid Bedfordshire Landscape Character Assessment;
- Resist development where it will have an adverse effect on important landscape features or highly sensitive landscapes;
- Require development to enhance landscapes of lesser quality in accordance with the Landscape Character Assessment;
- Continue to support the creation of the Forest of Marston Vale recognising the need to regenerate the environmentally damaged landscape through woodland creation to achieve the target of 30% woodland cover in the Forest area by 2030;
- Conserve woodlands including ancient and semi-natural woodland, hedgerows and veteran trees; and
- Promote an increase in tree cover outside of the Forest of Marston Vale, where it would not threaten other valuable habitats.

Policy DM14: Landscape and Woodland

The Council will ensure that:

- the highest level of protection will be given to the landscape of the Chilterns AONB, where any development which has an adverse impact on the landscape will be refused;
- planning applications are assessed against the impact the proposed development will have on the landscape, whether positive or negative. The Landscape Character Assessment will be used to determine the sensitivity of the landscape and the likely impact. Any proposals that have an unacceptable impact on the landscape quality of the area will be refused.
- proposals for development that lie within the Greensand Ridge or the Flit Valley will be required to conserve or enhance the landscape. Any proposals that have an adverse impact on the landscape in these areas will be rejected unless there is a particular need for, or benefit arising from the proposal that would override this requirement.
- proposals for development within the Northern Marston Vale, the Forest of Marston Vale, Ivel Valley, the urban fringe around the major service centres and along the main road corridors will be required to provide landscape enhancement on or adjacent to the development site or contribute towards landscape enhancement in these areas.
- trees, woodland and hedgerows in the district will be protected by requiring developers to retain and protect such features in close proximity to building works. Tree Preservations Orders will be used to protect trees under threat from development. Any trees or hedgerows lost will be expected to be replaced.
- tree planting or contributions towards planting for the purposes of enhancing the landscape will be sought from new developments. Any planting for the purposes of mitigating the carbon impact of new development will be sought in line with government advice.

Policy DM11: Significant Facilities in the Countryside

Management plans, development briefs or masterplans agreed by the Council will be required prior to the significant expansion or redevelopment of the facilities at Cranfield University and Technology Park, Shuttleworth College, Millbrook Proving Ground and RAF Henlow and DISC Chicksands.

All proposals for significant development at these facilities will be assessed in terms of their:

- Impact on the open countryside;
- Provision of sustainable transport;
- Justification;
- Scale, layout and design - which must be appropriate to the establishment and its setting.

Planning applications that are considered acceptable against these criteria will be approved. Further major facilities that may be developed within the district with a similar level of importance in terms of employment or research will be considered under this policy'.

Policy DM11 of the Core Strategy and policy E1 of the Site Allocations DPD recognise the importance of Millbrook Proving Ground and provides support in principle for significant development, subject to assessment having regard to the above bullet points. Impact upon open countryside, provision of sustainable transport and scale, layout and design will be discussed below. With regard to the justification for the development, the applicant sites the economic and employment benefits of the proposal (outlined in the Standard Economic Appraisal Model) and the need to use sites on the periphery due to internal site constraints including topography and the health & safety constraints of a 24hr a day working testing facility. This is considered to be adequate justification for the proposed sites.

Both the supporting text and policy DM11 require the preparation of a Management Plan, Development Brief or Masterplan agreed by the Council prior to expansion or redevelopment. The applicant has undertaken its own masterplanning exercise and has held an exhibition at the Proving Ground (October 2013) and has had a number of meetings with Millbrook, Liddington and Marston parish councils/ parish meeting. While there are tangible benefits of carrying out a masterplanning exercise jointly with the Local Planning Authority, it should be noted that the applicant has entered into extensive pre-application discussions. It is considered that the applicant has carried out an acceptable level of masterplanning and consultation prior to submitting this application which, although not strictly in accordance with the wording of the policy, is in accordance with its intentions.

As will be discussed below, it is considered that in principle the proposal accords with policy CS16, DM3, DM11 & DM14 of the Core Strategy.

2. Impact on the open countryside, landscape character & loss of trees

The proposal site is on land identified as Mid Greensand 6(b) and Marston Vale Clay 5(d) in the Mid Beds Landscape Character Assessment. The northern slope of the Greensand Ridge has a high sensitivity to change. The LCA states:

'This is the most prominent and visible section of the ridge- providing clear reciprocal views to and from the adjacent low-lying, flat landscape of the Marston and Wilstead Settled and Farmed Clay Vale (5d,5e)'.

Site 1 (south west of main access)

The Landscape Officer initially raised concern due to the loss of a significant mature tree belt to the south east of the existing main access. This loss of which would mean that the three proposed units would be highly visible from Sandhills Close, Millbrook Church and the Greensand Ridge footpath.

Revised indicative plans have been submitted which demonstrate that the proposed units, parking areas and access road could be relocated to ensure the retention of a significant proportion of the mature tree belt. The indicative plans also show the planting of a new tree belt on the southern boundary of site 1 which would, in the medium to long term, further screen this site.

Site 2 (to the west of Station Lane, Millbrook)

With regard to site 2, some concern has been raised regarding the loss of existing trees particularly due to the visibility splay. A revised indicative plan has been submitted showing that the units and car park could be set back further from the frontage which would ensure that landscape strip of 5m could be retained to screen the development. The Strategic Landscape Officer does not object to this site subject to detailed information at the reserved matters stage.

Revised indicative plans have been submitted for sites 1 & 2 to demonstrate that existing tree screening can be retained to mitigate the concern raised by the Strategic Landscape Officer. The Landscape Officer's comments will follow this report.

Site 3 (to the west of the secondary access to the south west of Millbrook Station)

The unit would use the existing secondary access into MPG and would be set back some from the highway. The majority of existing tree coverage adjacent to the highway would be retained which would obscure the site. The Strategic Landscape Officer has no objection to site 3 subject to a satisfactory landscape scheme. The new planting and proposed wetland features could create valuable habitat.

Site 4 (to the south of Marston Station and level crossing)

The site would be largely obscured from views to the north due to the retention of the majority of existing tree cover. The site can be seen from the ridge to the west of MPG, particularly from Folly Wood, Broughton Lane End which has a panoramic view of the Vale and looks down onto the site. The Landscape Officer is particularly concerned about the impact from this viewpoint because of the valuable contribution the site makes to the Forest of Marston Vale.

It should be noted that the majority of trees on site 4 will be retained. The trees that would need to be removed include those at the proposed access, access road, footpad of the building, servicing area and working areas. A SUDS system is proposed which would enhance ecology. The proposal site should also be seen in the context of patchwork of uses and buildings which are viewed from Folly Wood, which include: the MPG site (the straight, the large crescent-shaped exhibition centre, other testing facility buildings and part of the parabolic test circuit), Liddington, the Stewartby chimneys, Bedford-Bletchley trainline and industrial development further towards Bedford (also any future development at Rookery B Pit). It should also be noted that much of the tree planting undertaken by MPG has been for the security of the proving ground and the trees have no formal protection.

The Landscape Officer has stated that if development was permitted here, a design with strongly recessive detailing would be required to minimise intrusion, particularly of the roof and lighting. If a highly screened development with exemplary roof detail were proposed, this would be more acceptable than a typical employment unit.

It should be noted that the application is outline with all matters reserved except access. Appearance, landscaping, layout and scale is to be determined at the reserved matters stage. It is envisaged that the units will be bespoke, tailored for each individual user and each individual site, and would be of a very high quality design. The units would not be standard industrial buildings with steel cladding and could include features such as green roofs to reduce their impact.

While there would be harm to landscape character, this needs to be weighed against the economic, employment and sustainable transport benefits of the proposal. Development of the site is supported by policy DM11 and the location of the site are justifiable given that the main site is used for testing with few areas appropriate for significant development.

It is considered that much of the harm can be mitigated by the imposition of a design coding condition, to be agreed prior to the submission of reserved matters, to ensure a high quality design and landscaping, combined with a Landscape Character & Visual Impact Assessment (LCVIA). The applicant has confirmed that they would accept this condition. The proposal is therefore considered to be acceptable with regard to impacts upon landscape character.

Loss of trees

The Tree Officer has no objection to the proposals and has confirmed that many of the existing trees are of a poor quality. A large proportion of the trees on site are relatively young and have been planted in the last 30 years and consist of primarily native species and all have the same age structure. There are some groups of older trees Black Poplar and Hawthorn that have been categorised as U (poor) condition. Almost all the trees on site have been surveyed as mixed groups primarily because of the number of trees, age and difficulty in access. None have been classified higher than C category. Notwithstanding this, the Tree Officer has confirmed that, where possible, existing trees should be safeguarded to ensure an adequate screening of the sites.

The development will require the removal of a large number of these trees. Not only within the building footprints but also for construction access around the buildings, new access tracks and parking areas. Because of the extensive wooded nature of the site, which up until now appears to have had no management e.g. thinning or formation of rides, it is considered that although the loss of the trees is regrettable it would be acceptable, mainly because as these relatively young trees (and new trees) mature they have the capability of providing areas of dense mature woodland in the future which with future management have the potential to provide very effective screening.

Forest of Marston vale

The Forest plan and Cores Strategy Policy CS16 supports a figure of 30% tree cover across the Marston Vale by 2030. MPG currently has approximately 30% coverage which would be reduced by the development.

The Forest of Marston Vale have expressed regret regarding the loss of trees on the development sites. While it would be preferable to replace these trees on site, the MPG site has been extensively planted and there are few opportunities for further planting. Marston Vale have therefore requested a contribution to off-site tree planting (to be negotiated). An update will follow this report.

3. Design & conservation considerations

The proposed use is B1 a,b & c. The application is for outline approval with only access to be determined and all other matters i.e. appearance, landscaping, layout and scale to be determined at the outline stage.

As discussed above, a design coding condition is proposed in this report, which combined with the Landscape Character Visual Impact Assessment will ensure that an acceptable design can be developed for each individual site and unit.

Millbrook Conservation Area is located approximately 110m from the main access. The Conservation Officer has no objection and has stated that the majority of the above ground heritage assets within the Proposed Development Area are buildings associated with the villages of Millbrook, Lidlington and the former Marston Moretaine. Most of these are tied into their village setting and derive their role and significance from it. The proving ground is a dominant feature in the area but is hardly perceptible within the landscape of Marston Vale as seen from the Greensand Ridge. Site 1 & 2 are closest to Millbrook Conservation Area and the reserved matters will need to ensure that the design and landscaping scheme retains as much existing planting as possible, combined with new planting, to ensure that the units are screened from views on Sandhills Close and Millbrook Church.

There would be no undue harm to Houghton Hall or Ampthill Park given their distance from the site.

4. Residential amenity considerations

Concern has been raised regarding the impact upon residential amenity. A B1 use is one that is by definition appropriate in a residential area.

The Town and Country Use Classes Order 1987 (as amended) states that:

Class B1. Business

Use for all or any of the following purposes—

(a) as an office other than a use within class A2 (financial and professional services),

(b) for research and development of products or processes, or

(c) for any industrial process,

being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit;

The recent Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 permits a change of use from B8 to B1(c) (and vice versa) for up to 500msq without requiring formal planning approval. The development would be restricted by condition to a B1 use, for the avoidance of doubt to ensure the units could not be subdivided and used for a B8 use.

All four sites are a significant distance from existing residential properties. There would therefore be no undue harm to residential amenity with regard to loss of light, loss of privacy or overbearing impact. A planning condition will ensure that new lighting associated with the units is designed to restrict light spill.

Concern has been raised by a resident that the proposal would effect the 'designated quiet area' to the north of site 4 at Liddington. The origin of the 'quiet area' is not known and there is no such land use planning or environmental health designation in Central Bedfordshire. The reference may relate to character of the open countryside. It should be noted as discussed above, that a B1 use is compatible with residential uses.

Concern has also been raised regarding the impact the proposal, in particular site 4, would have on the outline consented B1 site on Marston Road, original planning ref no. MB/03/00165/OUT. The approval has been renewed several times. Most recently by CB/10/00036/REN (expires December 2015). The proposal is unlikely to affect its viability, given the likely different type of end user. The proposed development at Millbrook would not restrict any future renewal due to the increase in traffic generation.

5. Sustainable Transport, public rights of way, highway safety & level crossings and parking considerations

This proposal seeks to expand the existing facility at Millbrook Proving Ground to supplement existing operations. The site is located in the Marston Vale adjacent to Millbrook and Lidlington villages and 3.3km from Marston Moretaine village. Access to the existing site is off Station Road which currently has a 60mph speed limit. Millbrook village is within 1.65km from site 1, 1.25 km from site 2 and 400m from site 3. Lidlington village is 500m from site 4.

The sites are close to the railway stations of Millbrook and Lidlington, currently there is no footway to Millbrook station although beyond there is a link to Marston Moretaine and also to National Cycle Route 51 which links to Bedford and Milton Keynes. On the Marston side there is an existing footway on the

eastern side of the carriageway providing a continuous link from Lidlington village to the hamlet on the north side of the level crossing.

Regard has been given to site connectivity and new movement connections such as that along Station Road for sites 1 to 3 and Marston Lane for site 4.

The application considers that the development complies with CBC Local Transport Plan (LTP) policy that stipulates that the council is keen to encourage alternatives to car usage but recognises that in a district with a dispersed settlement pattern that many trips cannot be serviced effectively by public transport.

The application therefore takes advantage of the fact that the site is close to Lidlington and Millbrook stations with a travel plan that proposes measures to encourage non-car trips including the opportunity to provide courtesy connections to these local stations for pre-booked visitors. The LTP also seeks to encourage convenient access to stations, as a result of which the development proposes a footway/cycleway connection to Millbrook station. Currently there are no regular bus services and surveys of existing staff to the site have demonstrated that peak arrival times are between 0700 and 0800 with many arriving before 07.00. It is therefore considered that a conventional bus service would be unlikely to be able to meet these demands.

The site is considered to be within realistic walking and cycling times of Lidlington and Millbrook stations. Therefore a new walking and cycle link is proposed to Millbrook station with any locally based staff encouraged to walk and cycle. In 2011 a comprehensive internal survey of employee travel patterns was undertaken to inform a site wide travel plan and this has been used both to inform the trip generation and trip distribution data for this application but also the proposed travel plan.

The applicant then proposes to meet the obligations with regard to sustainable travel through a robust travel plan that encourages rail travel, improved links to Millbrook and encouraging more efficient car travel through car sharing. It also proposes a freight route strategy as required as part of CBC's freight strategy, a reduced speed limit on Station Road from Millbrook to north of Millbrook station and local road safety improvement on the bend on Marston Road including speed reduction measures.

In conclusion, the application is acceptable subject to the sustainable transport measures proposed although further detail will of course be required as to the nature of the improved walking and cycling infrastructure, the cycle parking proposed and the junction layout such that provision is made for pedestrians and cyclists to safely access the sites and cross any access roads. The Travel Plan is considered to be robust.

Public Rights of Way

The proposed development includes a formal (surfaced and signed) bridleway link which would enable horse riders and cyclists from Marston Moretaine (and beyond) to gain safe access to the Greensand Ridge Walk, which in turn links to the new bridleways around the Center Parc site and further bridleway's into Steppingley and Flitwick. The new link would also allow horse riders from

Millbrook and Steppingley to travel to and enjoy the Forest Centre and Country Park. The Footpath Officer has stated that this is a very important link which if formalised would bring huge benefits for all users. The demand for this link is significant and there is already a significant amount of use. A formalised route would improve safety.

The Pegasus Crossing in Millbrook allows safe crossing of the A507 for horse riders, but once south of the A507 their journey is limited to the Greensand Ridge Walk, this new formalised link would provide a safe route south to Marston Moretaine and in turn access to the bridleway network to Thrift Wood and onto Cranfield. The link would provide an alternative route for Greensand Ridge Walk users creating safe access to the Forest centre facilities.

Highway Safety

This proposal has been the subject of considerable pre-application consultation which has included several site visits and meetings with the applicant's highway consultants, Matrix Transportation Planning Ltd (MTP). As a result the application is supported by a comprehensive and robust Transport Assessment (TA) that identifies likely traffic implications emerging from the development along with measures to mitigate any adverse traffic impacts.

The TA was based upon surveys of existing traffic generation and movement patterns from the existing proving ground to give an accurate prediction of the traffic flows and distribution of vehicles from the proposed sites which are to be centred around and work alongside the current automotive industries on the wider proving ground site. The highway authority considers that this is an acceptable approach to the TA and has greater value than simply relying on figures derived from the TRICS database.

Whilst the proposed B1 development is unlikely to generate HGV movements the applicants, being aware of local concerns regarding the movement of such vehicles, are intending to build upon the current proving ground HGV routing strategy that takes such vehicles away from the villages of Lidlington, Marston and the residential properties on Sandhill Close, Millbrook and onto the B530 then north toward the A421.

With regard to sustainable travel the proposal includes provision for a segregated foot and cycle link along the length of Station Road leading to the rail station at Marston, improvements to the footway between site 4 and the village of Lidlington and from the main site entrance leading toward Millbrook. These physical measures, secured through a S106 agreement but implemented under Highways Act provisions are complemented by a Travel Plan, the details to be agreed as part of any reserved matters application for each individual site.

Turning to access, although the application is for outline approval to establish the principle of the development for further research and development premises on the four sites identified, vehicle access is not reserved for subsequent reserved matters approval and therefore should be considered in detail.

Looking at each site individually and access arrangements specifically:

Site 1. This scheme proposes significant alteration to the access arrangements

to the wider Millbrook Proving Ground with the provision of a roundabout junction shown on illustrative plan 1459/PL03 issue F and in more detail on the MTP plan 001-01.

Whilst the principle of a roundabout is acceptable in this location the design indicated on the submitted plan has not been subject to a formal Road Safety Audit and therefore should not be taken as approved for the purposes of this application. Whilst the highway authority are content that an acceptable arrangement can be provided the scheme as prepared gives concern including insufficient deflection for vehicles travelling along Station Road from the north, the spacing of the approaches and tracking movements of larger vehicles making their way into the proving ground following the agreed HGV routing strategy from and to the east.

Site 2. Station Road. Simple junction access shown in detail on MTP plan 002-01.

This is a new access to be shared by three new B1 Units. The arrangement is acceptable in a highway context. Plan indicates provision of 2.4m x 215m visibility splays required because and appropriate for the speed limit.

Site 3. Station Road. Simple junction shown in detail on MTP plan 003-01

This is an existing access point serving as access to 'event day' activities. It will continue to act as access to event days and serve two new B1 units. The access arrangement including visibility splay provision is acceptable in a highway context although the need for a large radius kerb on the north side needs further justification.

Site 4. Marston Road. Simple junction shown in detail on MTP plan 004-01.

A new access serving a single B1 Unit. The access arrangement including visibility splay provision is acceptable in a highway context although the need for a large radius kerb on the south side needs further justification.

To summarise, the principle of the proposals are acceptable in a highway safety and capacity context. However the access arrangements as indicated on the submitted plans, in particular the arrangement for site 1 may need modification and further detailing to enable the actual works to be implemented, which will form part of a condition. The Highway Officer has recommended a number of conditions which are included in this report.

Level Crossings - Station Road & Marston Road, Liddlington

Network Rail have raised concern with the proposed development and has stated:

'With reference to the protection of the railway, Network Rail has concerns regarding the additional impact of traffic on Station Road and Marston Road level crossings. From the application we understand that the proposed site access for developments 2 and 3 is on Station Road which leads to Mill Brook Level Crossing (full barrier crossing with CCTV) and this will increase the already high volumes of traffic and misuse. The proposed access for site 4 is

close to Marston Level Crossing which is an automatic half-barrier crossing. The additional traffic will risk blocking back over the level crossing and increase the risk of use.

A risk assessment for each crossing will be necessary, with contributions towards upgrades commensurate with that increased risk. Such upgrades may include the barriers at Marston Level crossing being updated to a full barrier or manually controlled crossing-obstacle Detector (MCB-OD). However in the longer term and to eliminate risks associated with the above crossings, Network Rail would seek to close the level crossings and replace with bridges. We would seek further talks with the developer and contributions through S106 to mitigate the risks as described above'.

The applicant undertook pre-application discussions with Network Rail and these issues and request for contributions were not raised. Further discussions are currently taking place with Network Rail and the outcome will be updated on the Late Sheet.

6. S106 Legal Agreement - Heads of Terms

The contributions outlined in the draft heads of terms include the following:

- A contribution (quantum to be confirmed) is proposed to provide for the provision of a Bridleway/Cycleway linking Millbrook Station with proposed sites 2, 3, MPG main entrance and Millbrook village;
- A contribution (quantum to be confirmed) is proposed to provide for the improvement or enhancement, as necessary, of the existing footway on Marston Road, linking Site 4 access with Lidlington Village.
- A contribution (quantum to be confirmed) toward appropriate directional signage improvements in accordance with the agreed Freight Route Strategy.
- A contribution (quantum to be confirmed) to implement a Traffic Regulation Order (TRO) to appropriately manage vehicle speeds and on Station Lane, in accordance with the Council's accepted formula.
- A contribution (quantum to be confirmed) towards minor safety improvements on Marston Road/Station Road.

It is considered that the legal agreement should also include the requirement of a Landscape Management & Maintenance Plan. As discussed above there are also ongoing discussions with regard to a contribution towards tree planting within the Marston Vale. An update will follow this report.

The Draft heads of terms discusses contributions to the necessary highway/footway improvements, it is considered that these measures should be delivered by the developer through the necessary highway agreements rather than a contribution taken by the council as they are integral to the development going forward. The S106 should also include reference to the travel plan such that, "the promotion of sustainable travel associated with this development needs to be implemented in accordance with the approved travel plan submitted as part

of this application". The travel plan should also be added as an appendix to the s106.

7. Archaeology

The proposed development site does not contain any known archaeological remains; it is, however, in an area which has produced extensive evidence for occupation from the prehistoric period onwards. A ring ditch (HER 16566), probably a Bronze Age funerary monument is located immediately to the south west of Site 3 and an extensive Roman settlement site has recently been identified at the southern end of Rookery Pit to the north east with the site of Marston Pillinge medieval settlement to the north (HER 17305). These are heritage assets with an archaeological interest as defined by the National Planning Policy Framework (NPPF). The wider surrounding landscape contains substantial evidence for prehistoric, Roman, Saxon and medieval occupation.

The application includes a Heritage Statement (Albion Archaeology 13th May 2014) comprising a desk-based assessment which describes the archaeological context and potential of the proposed development site and the affects of the proposal on the significance of the heritage assets. Site 3 is identified as having moderate to high potential for the prehistoric and Roman periods and Sites 1, 2 and 4 as having moderate potential for these periods. The significance of any Bronze Age remains relating to the ring ditch (HER 16566) is described as moderate to high and for remains of any Iron Age or Roman settlement or landscape features as being low to moderate. For the later periods (Saxon to post-medieval) it is suggested that the site formed part of the agricultural landscape outside the known settlements of Millbrook, Lidlington and Marston Pillinge and though there is some potential for the survival of features relating to land division and agricultural activity, generally the potential for these periods is low to negligible. This assessment of the potential of the proposed development site to contain buried archaeological remains is reasonable, although aspects of Iron Age and Roman settlement have been identified as regionally important research topics in the published regional archaeological frameworks and should, therefore, also be considered of moderate to high significance.

Although this is an outline application and precise details of the development are not presently known, the main impact on any sub-surface archaeological remains the site may contain are identified in the Heritage Statement as arising from groundworks associated with building construction, infrastructure, service provision and landscaping. The proposed development is recognised as changing the landscape by removing some of the present woodland cover within the site and introducing a new and fairly substantial built element to the landscape. This is described as altering the perception of the landscape and views from the higher ground where Houghton House and Ampthill Castle are located. The Heritage Statement suggests that these changes in the landscape will not have a substantial affect on the setting of the designated heritage assets nor on the significance of those assets.

The proposed development will affect and change the setting of the designated heritage assets of Ampthill Castle, Houghton House and Ampthill Park by reducing the wooded element and introducing new built elements with a clear industrial quality. These changes will be particularly visible from Ampthill Castle and Ampthill Park. However, any changes to the setting of these heritage assets

will be fairly low key and will not hinder the understanding and appreciation the contribution their settings make to the significance of the monuments. It will not amount to substantial harm to the significance of the designated heritage assets (NPPF paragraph 132). Therefore, I have no objection to this application on the grounds of its impact on the setting of designated heritage assets of Ampthill Castle, Houghton House and Ampthill Park.

Paragraph 141 of the NPPF states that Local Planning Authorities should require developers to record and advance understanding of the significance of heritage assets before they are lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible (CLG 2012). Policy 45 of the Development Strategy for Central Bedfordshire (Revised Pre-submission Version, June 2014) echoes this and also requires all developments that affect heritage assets with archaeological interest to give due consideration to the significance of those assets and ensure that any impact on the archaeological resource which takes place as a result of the development is appropriately mitigated.

The proposed development will have a negative and irreversible impact upon any surviving archaeological deposits present on the site, and therefore upon the significance of the heritage assets with archaeological interest. This does not present an over-riding constraint on the development providing that the applicant takes appropriate measures to manage appropriately the impact of the development on archaeological remains. Because the details, including timetabling, of the development are not known at present and, consequently, the specific impacts on archaeology cannot be predicted, this will be most effectively achieved by a programme of archaeological resource management which includes the protection or investigation and recording of any archaeological remains encountered, the post-excavation analysis of any archive material generated and the publication of a report on the works. In order to secure this, a suitably worded condition is included in this report.

8. Ecology

The illustrative mastepan shows the retention of a degree of tree cover and also utilises an extensive SuDS network which in itself will provide opportunities for biodiversity enhancement, which is to be welcomed.

The Ecology Report from June 2014 does not identify any priority habitats as constraints to the development but acknowledges potential for protected species interest within the 4 sites. The report makes a number of recommendations for further species survey work together with appropriate timings.

As this is an outline application, the Ecology Officer has confirmed that planning conditions to require the necessary survey work will be acceptable. These studies will enable any potential impact on the species to be adequately mitigated for and consequently European Protected Species (EPS) licence applications if necessary.

A suitably worded condition has been included in the report to require reptile, dormice, bat and badger survey be undertaken to inform any reserved matters for final site layout and landscaping.

It is also noted that the Heydon Hill County Wildlife (CWS) lies within 150m of site 1 and is within the blue line of the Millbrook Technology Park Site boundary. This CWS has been recorded in unfavourable status due to inappropriate management. As the NPPF seeks to achieve a net gain for biodiversity through development securing an appropriate future management plan for this non-statutory site would be a true biodiversity benefit, especially as this site falls within the NIA to which para 12.36 of the emerging Development Strategy seeks '...opportunities to enhance nature conservation through development. The Ecologist has requested a condition requiring such a management plan.

9. Other issues

Liddlington Parish Council has concerns regarding adequate infrastructure services and have stated that there is no water supply to the site, and we have difficulties ensuring constant water to all of the village. There are perpetual interruptions to Electricity many of which are attributed to the excessive demands of Millbrook Proving Ground. The broadband supplied to the village is inadequate and this site could absorb any potential improvement which CBC is currently managing.

The concern regarding water and electricity is not in this instance a planning matter, given the outline status of the application, and is an issue for MPG and the relevant water/electricity provider to ensure there is adequate supply. The Council are committed to facilitating the improvement of broadband across the whole of the Central Bedfordshire area.

Human Rights issues

No significant issues have been raised by this application.

Equality Act 2010

No significant issues have been raised by this application.

Recommendation

To authorise the Manager of Development Infrastructure to issue the grant of Outline planning PERMISSION subject to planning conditions outlined in the committee report and the completion of an Agreement under Section 106 of the Town and Country Planning Act 1990 to secure highway/sustainable works to be undertaken by the applicant through a s38 or s278, a TRO, a travel plan and a landscape management and maintenance plan.

RECOMMENDED CONDITIONS / REASONS

- 1 Application for the approval of the reserved matters shall be made to the Local Planning Authority within three years from the date of this permission. The development shall begin not later than two years from the final approval of the reserved matters or, if approved on different dates, the final approval of the last such matter to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 **No development shall take place within each area approved as identified on drawing no. 1459/PL02 issue E until approval of the details of the appearance, landscaping, layout and scale of the development [and any other details required i.e. the landscaping adjoining it] within that area (herein called “the reserved matters”) has been obtained in writing from the Local Planning Authority. The development shall be carried out in accordance with the approved details.**

Reason: To comply with Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 (as amended).

- 3 No occupation of any permitted building shall take place until the following has been submitted to and approved in writing by the Local Planning Authority:

- As shown to be necessary by the Phase 2 Environ Report of September 2013, a further redevelopment strategy incorporating a remedial plan for asbestos and any other protection measures shown to be necessary. Any works which form part of the strategy approved by the local authority shall be completed in full before any permitted building is occupied.
- The effectiveness of any remedial plan shall be demonstrated to the Local Planning Authority by means of a validation report (to incorporate photographs, material transport tickets and validation sampling), unless an alternative period is approved in writing by the Authority. Any such validation should include responses to any unexpected contamination discovered during works and shall be completed in full before any permitted building is occupied.

Reason: To protect human health and the environment

- 4 No development shall take place on each phase until a written scheme of archaeological resource management; that includes post excavation analysis and publication 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 scheme.

Reason: To record and advance understanding of the heritage assets with archaeological interest which will be unavoidably affected as a consequence of the development and to secure the protection and management of archaeological remains which may be preserved in situ within the development site.

- 5 No development shall commence on each phase until a waste audit has been submitted to and confirmed in writing by the Local Planning Authority. The agreed details shall thereafter be carried out in full. The details to be submitted shall include:

- information on the anticipated nature and volumes of waste that the development will generate;

- where appropriate, the steps to be taken to ensure the maximum amount of waste arising from development on previously developed land is incorporated within the new development;
- the steps to be taken to ensure effective segregation of wastes at source including, as appropriate, the provision of waste sorting, storage, recovery and recycling facilities;
- any other steps to be taken to manage the waste that cannot be incorporated within the new development or that arises once development is complete.

Reason: To ensure the development is in accordance with policy W5 (MWLP 2005)

6 Prior to any reserved matters being submitted to the Local Planning Authority, a design code shall be submitted to and agreed in writing by the Local Planning Authority. The design code shall include:

- **External materials and facing finishes for roofing and walls including opportunities for using locally sourced, recycled construction materials and green roofs;**
- **Sustainable design and construction, in order to achieve a minimum 'Excellent' BREEAM rating maximizing where appropriate passive solar gains, natural ventilation, water efficiency measures.**

Landscaping and Ecology:

- **Hard and soft landscaping strategy to include the protection where possible of the existing tree belts/screen;**
- **Landscape Character and Visual Impact Assessment;**
- **Minor artefacts and structures including floodlighting and boundary treatments;**
- **Design of the public realm;**
- **Conservation of flora and fauna interests;**
- **SUDS design.**

Highways and Transport:

- **Alignment, width, gradient and type of construction and materials proposed for all footways, cycleways, bridleways, roads and vehicular accesses to and within the site (where relevant) and individual properties;**
- **Cycle parking and storage;**
- **Landscaping and highway design to ensure the footway/cycle/bridleway mitigates an urbanising effect.**

Reason: To ensure satisfactory comprehensive development and proper planning of the area.

7 Notwithstanding the details submitted on plan 1459/PL03 Issue H, development shall not commence until a detailed design and alignment

of the roundabout at the main access has been submitted to and agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

- 8 The development hereby approved shall only be used for a use within Use Class B1 a,b or c and for no other purpose.

Reason: In the interests of residential amenity and to ensure the development is in accordance with policy DM11 and DM3 of the Core Strategy.

- 9 The buildings shall not exceed a maximum height of 12m.

Reason: For the avoidance of doubt and to ensure the development does not harm the open countryside.

- 10 **Notwithstanding the details shown on the submitted plans, development shall not begin on any phase until full engineering details of the vehicle access arrangements onto the public highway have been submitted to and approved by the Local Planning Authority and no development shall commence until the appropriate Highways Act agreement has been entered into.**

Reason: To ensure the provision of an appropriate highway arrangement in the interests of highway safety.

- 11 **No development shall begin on any phase until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. The CTMP shall include proposals for construction traffic routes, the scheduling and timing of movements, any traffic control, signage within the highway inclusive of temporary warning signs, the management of junctions to, and crossing of, the public highway and other public rights of way. The CTMP shall be implemented in accordance with the approved details for the duration of the construction period.**

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and the site.

- 12 No reserved matters development shall begin until details of pedestrian and cycle linkages between the sites and Millbrook village, Millbrook Station and Lidlington village have been submitted to and approved by the Local Planning Authority and no occupation shall take place until the approved works have been implemented in accordance with a timescale to be agreed.

Reason: To ensure the provision of appropriate facilities for sustainable modes of transport.

- 13 Any subsequent reserved matters application shall include the following;

- Vehicle and Cycle parking and storage in accordance with the council's standards applicable at the time of submission.
- Provision for service vehicles to park and turn within the land parcels.
- A Construction Traffic Management Plan detailing access arrangements for construction vehicles, routing of construction vehicles, on-site parking and loading and unloading areas.
- Materials Storage Areas.
- Wheel cleaning arrangements.
- HGV routing agreement.
- Travel Plan.

Reason: To ensure that the development of the site is completed to provide adequate and appropriate highway arrangements at all times.

- 14 Reptile, dormice, bat and badger surveys shall be undertaken and submitted with each reserved matters application to inform the site layout and landscaping.

Reason: In the interests of protected species.

- 15 No development shall commence until a management plan for Heydon Hill County Wildlife Site has been submitted to and agreed in writing with the Local Planning Authority. The agreed details shall be carried out in full.

Reason: To ensure that the development has a net-ecological gain in accordance with the NPPF.

- 16 **No development shall begin on any phase until a scheme for external lighting has been submitted to and confirmed in writing by the Local Planning Authority.**

Reason: To restrict light spill and protect the amenity of local residents and the character of the countryside

- 17 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1459/PL01 Issue D, 1459/PL02 issue D, 1459/PL01.01, 1459/PL01.02, 1459/PL01.03, 1459/PL01.04, 1459/PL03 Issue J, 1459/PL04 issue F, 1459/PL05 issue F & 1459/PL06 issue E.

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

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 British Standard for Topsoil, BS 3882:2007, specifies requirements for topsoils that are moved or traded and should be adhered to. There is a duty to assess for Asbestos Containing Materials (ACM) during

development and measures undertaken during removal and disposal should protect site workers and future users, while meeting the requirements of the HSE.

Applicants are reminded that, should groundwater or surface water courses be at risk of contamination before, during or after development, the Environment Agency should be approached for approval of measures to protect water resources separately, unless an Agency condition already forms part of this permission.

3. 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.

The applicant is advised that parking for contractor's vehicles and the storage of materials associated with this development should take place within the site and not extend into within the public highway without authorisation from the highway authority. If necessary the applicant is advised to contact Central Bedfordshire Council's Highway Help Desk on 03003008049. Under the provisions of the Highways Act 1980 the developer may be liable for any damage caused to the public highway as a result of construction of the development hereby approved.

Statement required by the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 - Article 31

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012.