

Item No. 6

APPLICATION NUMBER	CB/14/05007/OUT
LOCATION	Land to the West of Mill Road, Cranfield
PROPOSAL	Outline planning application for the demolition of the existing dwellings at 47 and 49 Mill Road and the erection of up to 230 dwellings and associated infrastructure, with all matters reserved except for access.
PARISH	Cranfield
WARD	Cranfield & Marston Moretaine
WARD COUNCILLORS	Cllrs Morris, Matthews & Mrs Clark
CASE OFFICER	Lisa Newlands
DATE REGISTERED	29 December 2014
EXPIRY DATE	30 March 2015
APPLICANT	Gladman Developments Ltd
AGENT	
REASON FOR COMMITTEE TO DETERMINE	Called in by Cllr Clark and former Cllr Bastable. It is a major application with a Parish Council objection and it is a departure from the Local Development Plan.
RECOMMENDED DECISION	Outline Application - Approval subject to the completion of S106 obligation.

Summary of recommendation:

At the time of writing the Council cannot demonstrate a 5 year supply of deliverable housing, and therefore the Council's policies in respect of housing in accordance with the guidance in the National Planning Policy Framework are considered to be out-of-date. Subsequently, paragraph 14 of the NPPF advises that where the development plan is deemed out-of-date that permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits of the development. The report acknowledges that there are adverse impacts that arise as a result of this development, in particular the impact on the character of the area due to the built development expanding into the open countryside; however, it is not considered that these would significantly and demonstrably outweigh the benefits of the development. It is therefore recommended that planning permission be approved.

Site Location:

The application site is within the village of Cranfield, outside of the defined settlement envelope. The site is currently a single agricultural field, it is bounded to the north and east by a mixture of existing hedgerows and residential properties. To the west the site adjoins agricultural land, separated by a ditch and a hedgerow, beyond that is Cranfield Airport and the runway which serves the airport. A new

housing development is being developed immediately south of the site. The land between the new development and the application site is allocated for a new school and adjacent to that a site for a new health centre.

Access to the site is via Mill Road, with the demolition of 47 and 49 Mill Road to accommodate this provision. There are currently no public rights of way across the site. The agricultural land is considered to be Grade 3a and therefore of good quality agricultural value.

The Application:

Outline planning permission with all matters reserved except access is sought for the erection of up to 230 dwellings and associated infrastructure, with the demolition of two existing dwellings 47 and 49 Mill Road.

The outline application covers an area of 10.86ha and comprises of residential development of up to 230 dwellings (7.58ha); Green Infrastructure (3.1ha), including public open space, equipped play, structural landscape, habitat creation and; Attenuation basin (0.20ha).

An indicative masterplan has been submitted with the application, this shows the provision of a skate park, landscape buffers to all boundaries and provision of additional land for the School and land for allotments.

Matters of layout, appearance, scale, landscaping would be reserved for subsequent approval.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (March 2012)

Core Strategy and Development Management Policies - North 2009

- CS1 Development Strategy
- CS2 Developer Contributions
- CS3 Healthy and Sustainable Communities
- CS4 Linking Communities - Accessibility and Transport
- CS5 Providing Homes
- CS6 Delivery and Timing of Housing Provision
- CS7 Affordable Housing
- CS13 Climate Change
- CS14 Heritage
- CS16 Landscape and Woodland
- CS17 Green Infrastructure
- CS18 Biodiversity and Geological Conservation

- DM1 Renewable Energy
- DM2 Sustainable Construction of New Buildings
- DM3 High Quality Development
- DM4 Development Within and Beyond Settlement Envelopes
- DM9 Providing a Range of Transport
- DM10 Housing Mix
- DM13 Heritage in Development

DM14 Landscape and Woodland
DM15 Biodiversity
DM16 Green Infrastructure
DM17 Accessible Green Spaces

Emerging Development Strategy for Central Bedfordshire 2014

Policy 1: Presumption in favour of development
Policy 2 Growth Strategy
Policy 4: Settlement Hierarchy
Policy 19: Planning Obligations and the Community Infrastructure Levy
Policy 21: Provision of Social and Community Infrastructure
Policy 22: Leisure and Public Open Space provision
Policy 24: Accessibility and Connectivity
Policy 25: Functioning of the Network
Policy 26: Travel Plans
Policy 27: Parking
Policy 28: Transport Assessments
Policy 29: Housing Provision
Policy 30: Housing Mix
Policy 31: Supporting an ageing population
Policy 32: Lifetime Homes
Policy 34: Affordable Housing
Policy 38: Within and Beyond Settlement Boundaries
Policy 43: High Quality Development
Policy 46: Renewable and low carbon energy development
Policy 47: Resource Efficiency
Policy 48: Adaptation
Policy 49: Mitigating Flood Risk
Policy 50: Development in the Countryside
Policy 56: Green Infrastructure
Policy 57: Biodiversity and Geodiversity
Policy 58: Landscape
Policy 59: Woodlands, Trees and Hedgerows

The draft Development Strategy was submitted to the Secretary of State on the 24th October 2014. After initial hearing sessions in 2015 the Inspector concluded that the Council had not complied with the Duty to Cooperate. The Council has launched a judicial review against the Inspector's findings and has not withdrawn the Development Strategy. The first phase of the legal challenge took place at a hearing on 16th June 2015. This was to consider whether the court would grant the Council leave to have a Judicial Review application heard in the High Court. The Judge did not support the Council's case. On the 22nd June 2015 the Council lodged an appeal against his judgement. The status of the Development Strategy currently remains as a submitted plan that has not been withdrawn. Its policies are consistent with the NPPF. Its preparation is based on substantial evidence gathered over a number of years. It is therefore regarded by the Council as a sustainable strategy which was fit for submission to the Secretary of State. Accordingly it is considered that the emerging policies carry weight in this assessment.

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Sustainable Drainage Guidance SPD (April 2014)
The Leisure Strategy (March 2014)
The Mid Bedfordshire Landscape Character Assessment (2007)
Draft Central Bedfordshire Landscape Character Assessment (2015)

Relevant Planning History:

Application Number	CB/14/04525/SCN
Description	Screening opinion for up to 230 residential dwellings.
Decision	EIA not required

Consultees:

Cranfield Parish Council	<p>The Parish Council strongly object to the planning application for the following reasons:</p> <ul style="list-style-type: none">• The proposal is contrary to CBC policy - the land is not an allocated site in the CBC emerging plan;• The development will be in open countryside, i.e. outside the settlement limit. This is also contrary to CBC policy;• The site should be assessed on its merits against other sites across Central Bedfordshire as part of the call for land. There is no evidence to suggest Cranfield should take further housing;• There are 530 houses already planned; these should be integrated before further major sites are identified or developed;• Landscape - the plans make it appear that this would be a simple case of infill, however the village has a very clearly defined edge behind Mill Road and the land proposed for development has a very open character of fields with strong field boundaries. It has a strong character of open countryside;• This Council considers that December, when the consultation was undertaken, is an unreasonable time to do so. The storyboards produced by the applicant were not shown in a public meeting. No public meeting was held by the developer.• There is a lack of infrastructure - doctors and schools;• A more detailed archaeological report is needed if approval is given;• There is only one proposed access to the site - onto
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Mill Rd, which is already very busy. The access would be in close proximity to the junctions with Longborns and Springfield Way;

- There would be a loss of amenity to those properties close to the development.

Other Town and Parish Councils Moulsoe Parish Council

Objects on the following grounds:

- increased traffic movements including HGVs travelling to and from Cranfield from the M1 via Moulsoe;
- increased level of traffic from vehicles needing access to M1 and Milton Keynes post construction;
- request full transport assessment on the impact on not only Moulsoe but surrounding areas;
- Restrictions preventing construction traffic using Moulsoe.

North Crawley Parish Council

Objects on the following grounds:

- concern regarding construction traffic;
- Both North Crawley and surrounding villages are already overrun with traffic from Cranfield;
- request restrictions preventing construction traffic using North Crawley as a rat run

Anglian Water

Wastewater Treatment: Foul drainage from this development is in the catchment of Marston Moretaine Water Recycling Centre that will have available capacity for these flows. A Drainage Strategy will be required.

Archaeology

The geophysical survey identified evidence of ploughed out remains of medieval ridge and furrow field systems across much of the site with a small number of additional anomalies including a circular ditch in the southern part of the site. The trial trench evaluation investigated the circular ditch and other features. The circular ditch was dated to the post-medieval period and tentatively identified as the remains of a possible windmill mound which had been truncated by ploughing. A small number of other features were identified some of which could be identified with field boundaries shown on historic maps, others were undated or clearly of relatively modern origin.

On the basis of the results of the geophysical survey and trial trenching the site contains relatively few archaeological features and deposits which, where dated,

are post-medieval and later in date. The proposed development will result in the loss of any archaeological remains the site contains, however, any loss of archaeological remains will not cause a major loss of significance to any heritage assets with archaeological interest. Consequently, I have no objection to this application on archaeological grounds.

Bedfordshire
Architectural Liaison
Officer
Fire Services

No comments received

No objection - adequate water supplies for fire fighting purposes; fire service access to the proposed development meets the requirements of Approved Document B of the Building Regulations.

Cranfield Airport

Following further correspondence and work undertaken the aviation safeguarding consultants are now satisfied with the information. However, we do still have concerns regarding that attenuation ponds will be built as part of the development. Attenuation ponds are a significant hazard to the Airport as they will attract birds to the ponds which will, in turn, attract birds on to the airport. Aircraft are vulnerable to birdstrikes, statistics show that 80% of all bird strikes occur on an aircraft's taking off or landing phase of flight and therefore highlights the necessity to safeguard against birds especially as the proposed development is so close to the threshold of Runway 21.

Ecology

The proposal involves the development of a higher value grade 3a arable field surrounded by a number of hedgerows. An ecological assessment has been undertaken and the area of the site containing new homes is found to be of relatively low value for ecology. TGI – is a group of trees to the rear of 47 Mill Rd property, according to 4.8 of the Ecological Appraisal this group of trees is unlikely to qualify as a Priority Habitat given its small size and low number of trees. On speaking to the Arborist who undertook the tree survey though it would seem that 7 or 8 fruit trees were present. Given the mix of species included plum, apple, damson and pear and that the tree canopies are within 20m of each other it would meet the criteria for a traditional orchard habitat of principal importance. This tree group would have to be removed to allow access to the site. The fact that this is the one of the main features of ecological significance across the site is disappointing. It is noted that replacement fruit trees are suggested to compensate for the loss of TG1 but I would ask if the route of the road

could be amended so as to allow for the retention of the orchard.

Another Priority habitat identified is hedgerows, of which the majority of hedgerows on site qualify. Hedges are to be retained where possible and this is welcomed. Ecological buffers and attenuation features are noted on the Framework plan and these will support a green network of ecological corridors across the site. The Ecological Assessment lists a number of mitigation measures of which I approve and it also details enhancement opportunities in chapter 5, these can be added to further through consultation with the CBC Design Guide.

A bat survey has been undertaken but this requires further emergent surveys to be undertaken of the properties proposed for removal.

Education

This development is within the catchment areas for Cranfield Cof E Academy and Holywell Middle School, with pupils from Holywell feeding into Wootton Upper School. Financial contributions for education would be required to fund additional capacity at all phases.

Environment Agency

No objection subject to condition.

Highways

No fundamental highways reason to justify an objection to the principle of the development. It is acknowledged that there will be local concerns regarding the impact of additional traffic the application is supported by a robust Transport Assessment detailing the traffic generation and distribution that confirms that the access and surrounding highway network has sufficient capacity to accommodate the traffic movements from the new development.

With regard to accessing the site the submitted plans indicate a junction arrangement onto Mill Road that is compliant with design standards in terms of layout and visibility splay provision. Whilst I am content with the configuration as proposed I would suggest that the junction take the form of a raised table junction which would have an influence on the speed of traffic along Mill Road. Therefore no objection raised subject to conditions.

Highways Agency

No objection

Housing Development Officer

I would expect to see 35% affordable housing or 80 affordable residential units. I would like to see a tenure split of 63% Social/Affordable Rent or 50 units and 37%

Intermediate tenures such as Shared Ownership or 30 units as per our Strategic Housing Market Assessment. I would like to see a range of units dispersed throughout the site (pepper potting) and integrated with the market housing to promote community cohesion & tenure blindness. I would also expect all units to meet at the very minimum the code for sustainable homes level 3 and meet all HCA design and quality standards. If these comments are taken on board, I would support this application.

Landscape Officer

No objection - following further discussions and illustrative plans regarding the landscape buffers, I am satisfied with the proposal. A condition would be required in terms of full planting specification.

LDF Team

At the time of writing the Council cannot demonstrate a 5 year supply of deliverable housing and therefore policies in respect of the supply of housing are deemed out of date as per paragraph 49 of the NPPF. In this context, the presumption in favour of sustainable development applies and permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits of the development.

The 5 year housing supply number is a given but the extent to which the Council can demonstrate it has a robust and defensible position fluctuates for numerous reasons including for example developers changing information about delivery rates and applications taking time to determine. It is therefore always advisable to have a buffer to allow for factors which may undermine the ability of the Council to defend its position. This site will make an important contribution to re-establishing a robust 5 year supply.

Given that the situation is fluid a further update on the 5 year supply will be provided on the late sheet.

National Air Traffic Services (NATS)

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide

any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

NHS England

The proposed development of 230 dwellings will result in circa 552 new registrations for primary care. The Cranfield Surgery is the closest GP practice to the development and would in the opinion of NHS England be most impacted by the increase in patient registrations. The Cranfield Surgery is deemed to be severely constrained at 57.8 patients per sqm, in excess of the 20 patients per sqm over the NHS England accepted capacity for Hertfordshire and South Midlands.

‘Constrained’ means a practice working over-capacity for the size of their premises and the clinical space available to provide the required services to their patients. A practice in this situation would usually need to be re-configured, extended or in exceptional circumstances even relocated to absorb a significant number of new registrations. For all the above reasons a S106 contribution is requested to support this practice and to make this scheme favourable to NHS England.

Leisure Services

No objection, the provision of the play area, skate park and informal open space on site is considered acceptable. The site would create the need for additional outdoor sporting space, this is now proposed off-site on land adjacent to the site/ behind the existing Football Club and will be secured through the S106. The area for the allotments is considered acceptable and the laying out/ management of these will be secured through the S106.

Public Art

No public art statement has been submitted with the application, we would be looking for some form of public art on the site and we will look to secure this through condition.

Public Protection

No objection subject to conditions in terms of noise

mitigation measures; and lighting design scheme.

Contaminated Land
Officer

No objection – the contamination report does confirm the possibility of cross-boundary contamination. It would be the responsibility of the developer of the new application to ensure safe and secure development, and eliminate risks to building integrity too. A contaminated land condition is recommended.

Public Rights of Way

No comment to make. No current recorded PROW in that area. Due to the location of the site, there doesn't appear to be the potential to create linkages to other PROW in the area.

Sustainable Transport

In order to facilitate access by alternatives to the car connectivity is required that minimises walking and cycling distances. Washingleys is included on the framework plan as a potential pedestrian link but there is no information as to the status of this and how it will be secured? Otherwise, there is a single point of access off Mill Road only which minimises the potential for permeability.

The Framework Plan also suggests that this development serves as the main access to the school rather than through the Bellway development. Whichever is approved a through pedestrian route between the 2 developments is preferred, particularly as this would then give residents the potential to link to the public right of way (FP22) that goes to Cranfield University and which CBC is looking to develop as a cycle route. This would also provide a potential access to the proposed health centre.

With regard to access to the school site through this development, it is anticipated that a larger proportion of children may well be car borne in which case measures will need to be put in place in order to mitigate the traffic impact of the school run. Consideration needs to be given to separate walking and cycling access into the school and 'safer routes to school' such that children are segregated from traffic through the development, perhaps via an off road footway/cycle way rather than off the secondary street that potentially will be shared space only.

Transport Strategy

No comments received

Tree and Landscape
Officer

Main issue from a tree and landscape point of view is going to be the removal of a number of mixed fruit trees located in the rear gardens of 47 and 49 Mill Road. Areas of mixed fruit trees such as these despite often being in poor condition are considered as being of considerable importance with regards the European Biodiversity Action

Plan with old traditional orchards being considered as habitat to be preserved. This proposal would be contrary to this by removing this area of orchard, as such it would not in principle be acceptable. It would be worth considering bearing this in mind to look at refining the survey down to individual trees, identifying those most important and seeing if there was some way to retain some.

The access road which is shown as being 6 metres in width and an addition 4 metres of footpath width is proposed to be centrally located in the area of the rear gardens of the two properties. It would seem that even if access were to have to go through this point then it could be located to the south edge of this strip of land and as such retain a number of these trees as existing landscape features which be preferable to their loss with suitable road construction measures being taken to ensure the ongoing health of the Poplars located in adjoining land to the south of the access.

Landscape layout shown in the Design and Access Statement would indicate substantial planting as a buffer of landscaping along the west boundary and potentially an area of allotments.

I think that if a full application were to be received then substantial effort should be put into ensuring that concerns by both Ecology, Landscape and Tree Officers should be addressed. This would take the form of quality planting and inclusion of a new area of Orchard trees within the landscape.

Waste

- All communal properties will need to have a dedicated bin store in order to facilitate communal bins, details of each bin store and its location will need to be provided. The Council has created documents available on the Council website to aid developers, it would be advisable for the applicant to access these and ensure their propose meets our requirements.
- All individual dwellings will need to be able to store their bins in the rear of the property boundary, therefore rear garden access will be required for each property without have to pass through the house.
- Collection points, the applicant will need to take into consideration collection points for individual dwellings, The Council will not accept any proposal for bins to be presented behind on street parking or away from the road side.

- Dropped kerbs will need to be provided at all communal bin stores in order to allow the removal of bins onto the road for emptying.

Other Representations:

Neighbours, this includes 33 representations from those on Mill Road, 27 from those on the High Street; 16 from those within Washingleys, 16 from those within Longborns, 30 from those on Crawley Road, and 14 from those in Broad Green. The remainder would have been from those within Cranfield and the surrounding area.

The application has received 343 representations, 340 objections, 2 comments and 1 petition.

In summary objections have been raised on the following grounds:

- Outside the settlement envelope;
- the site is not an allocated site within the current planning policy;
- in addition to the 530 houses already under construction - there would be too much pressure on existing infrastructure including roads and community facilities;
- Lack of dog bins within Cranfield;
- Concerns regarding the access on to Mill Road - this is already congested at peak times- the village infrastructure cannot accommodate a further 230 houses;
- schools cannot cope at present with existing intakes - they would be swamped if this development is approved;
- Promised facilities as a 'bribe', these never materialise - every developer promises a new surgery this has never been achieved. The local surgery/ GPs are stretched at the moment trying to cope with existing patients;
- loss of open countryside;
- the addition of so many houses would detract from the ambience enjoyed by many residents of the village;
- 27 acres of greenfield site that should not be given over to development;
- Do not need agricultural land to be opened up for residents use and enjoyment - we are surrounded by beautiful countryside and public amenities of Rectory Wood, Marston Thrift, Hulcote Wood, Forest of Marston vale;
- Development was refused on the site in 1988 for valid

reasons which still apply today;

- We should not have to put up with further expansion to meet Luton's shortfall in housing;
- No evidence that surface water drainage and sewerage infrastructure is adequate to prevent localised flooding;
- Consultation process by Gladmans has been inadequate and designed so residents wouldn't notice it.
- Alternative access to new lower school is equally as unacceptable as that from Flitt Leys;
- Inability for local schools to take on children who come from the university complex for short periods of time;
- Footpath/cycleway at the bottom of Longborns - this would impact on privacy and security, the landscape strip would make no difference;
- impact on wildlife;
- overdevelopment of the land;
- suburb of Milton Keynes;
- Good quality farmland and should remain as such;
- Applicant failed to demonstrate it is in line with the CSDM;
- It is not in line with the vision for Cranfield;
- Insufficient evidence to support development on this Greenfield site;
- Dentist full to capacity like the doctors;
- Framework doesn't respect the local appearance or character of the area;
- idea that the development will screen noise from airfield is crazy - it will create noise through general comings and goings and traffic movements;
- Site access will run alongside residential properties - increase noise pollution - construction of 1.8m high fence will not mitigate this;
- overlooked by proposed development;
- overbearing development;
- loss of privacy to neighbouring residents adjacent to

site access;

- Stream not shown on plans;
- 5 years of noise and pollution during construction phase;
- closer to airfield - greater potential for air traffic accident;
- Minor service centre - deliver 250 homes between 2011 and 2031 - already delivered 530;
- changed outlook;
- only one access route;
- footpath into Washingleys traverses privately owned land - jointly owned by 12 and 15 Washingleys with just a right of access for the farmer;
- Footpath into Washingleys would impact privacy of adjacent properties and alter the character of the cul-de-sac;
- Allotment provision not sufficient;
- disturbance of ground water drainage;
- pollution during construction and traffic pollution post construction;
- No direct link with university/ technology park;
- limited integration potential with the rest of the village;
- Exacerbate the existing traffic congestion in the village to an unacceptable level;
- Home Farm and Flitt Leys under construction - no more partially developed sites;
- need to assimilate new residents from existing planned development sites first;
- Destruction of village community;
- There has been a detailed assessment of the impact of additional houses on Cranfield in the refusal at appeal for the proposed development of land at Cranfield Airfield (04/00928/OUT). It was concluded that the impact of a further development in addition to the Home Farm development would be an overwhelming of the existing residents, with too great for comfort adjustments to be made to community life, and in particular that there could be difficulties in co-ordinating the sudden growth of the village with the

necessary provisions of additional education and medical facilities

- The entrance into Mill Road will cause noise to the adjacent houses;
- limited integration potential with the village and restricted access points;
- Cranfield University object on the following grounds - The size and range of the potential impacts would suggest that an EIA is required and the impact on the airport should be considered; the university understands that the adopted plan is not seeking additional housing in Cranfield. If this was to change we would expect brownfield sites to come forward in preference to greenfield sites such as this.
- Proximity of the site to air traffic;
- Cranfield is meant to be a village not a town
- Increased danger to pedestrians
- The Doctors Surgery is not fit for purpose;
- Mill Road cannot sustain the additional traffic generated;

We have received one letter of support on the following grounds:

- Cranfield not longer a village but a dormitory for Milton Keynes, Cranfield University and Bedford;
- the agricultural land proposed for development is heavy clay and relatively low value for food production;
- Cranfield has ample space and facilities;
- Several local retailers and tradesmen are in favour of expansion.

There are issues that need to be resolved - traffic congestion through the high street, creation of allotments, and a larger doctors surgery is built off the main road. Objects on the following grounds:

Stop over Development
(Cranfield Community
Action Group)

- We believe CBC can demonstrate a 5 year housing supply, and therefore this site is not required to deliver housing as part of the Council's strategy;
- The application site is outside of the settlement envelope, and has not been identified for development

as an allocated site in either the Mid Beds Local Plan or the emerging CBC Development Strategy. This does not form part of the already agreed 530 houses planned for the village and under construction;

- The village needs time to assimilate the new residents from the consented permissions prior to any further sites being identified for development;
- Cranfield is not designed to take such another large development, the infrastructure is inadequate;
- The application is premature - the site should have been put forward under the call for sites, and fairly assessed with other sites put forward;
- the proposed footpath crosses private land. This land has specific right of access, however we believe it is legally unclear if it is possible to impose a public right of way on this land;
- The route of the footpath is not one which would match the requirements of residents from the application site - they would surely want a footpath that takes them to the High Street in Cranfield. This proposed site is towards the far end of the village and is not accessible on foot to the shops or schools for most. We believe the sustainability of the site is questionable without adequate pedestrian links;
- The new entrance to the site is very close to Springfield Way, which comes out onto Mill Road. Residents are concerned that this is an already congested road with road calming measures and a new Zebra crossing;
- inadequate S106 proposed. There is no offer of contributions towards health care or formal leisure open space. Cranfield has been identified as the worst provided for village of its kind in Central beds for playing field provision. The contribution towards traffic measures seems to include zebra crossing, which is now in place on Mill Road;
- Mill Road is a bus route that is often blocked with parked cars belonging to the homes on Mill Road and elsewhere together with continuous delivery vans to the local shops and homes. It is also used as a run-through for lorries, whilst remaining a main pedestrian

route for school children, parents with buggies, dog walkers and the elderly;

- Services such as fire and ambulances take an estimated 20+ minutes to arrive. Any further overloading of Mill Road would make that much worse with devastating consequences to the community;
- An offer to support the bus service in Cranfield in the main document is not repeated in the S106 appendix, but seemed only to refer to bus stop provision, in any event. However bus stop provision is already good;
- Pressure on existing services - school expansion has been modelled on existing housing allocation, and does not take account of unplanned development. This will put unnecessary strain on existing resources. The Doctors Surgery is under particular pressure, and has still to absorb the new residents of 530 homes;
- It would not be sustainable because utilities, sewerage and water systems are already at capacity;
- For the inhabitants of Mill Road, Washingleys and Longborns there would be a total loss of privacy and security as historically fences and hedges are low, overlooked by agricultural fields;

Determining Issues:

1. The principle of development
2. Access and highway considerations
3. Impact on the character and appearance of the area
4. Impact on the amenity of neighbouring residents
5. Biodiversity
6. The benefits of the scheme
7. Planning Contributions
8. The Planning balance
9. Other matters

Considerations

1. The principle of development

1.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) and paragraph 11 of the National Planning Policy Framework set out that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

1.2 The Central Bedfordshire Core Strategy and Development Management Policies (2009) forms part of the Local Development Framework for the North

Area of Central Bedfordshire. It sets out the Strategy for providing homes and jobs in Central Bedfordshire. At 3.3.1, it sets out the approach that will be taken to achieve these development requirements. Part of that approach is to control development within the open countryside.

- 1.3 The supporting text to Policy DM4 (Development Within and Beyond Settlement Envelopes) sets out at 11.1.5 that outside settlement envelopes, where the countryside needs to be protected from inappropriate development, only particular types of new development will be permitted in accordance with national guidance.
- 1.4 The application site falls outside of the defined settlement envelope for Cranfield and is therefore considered to be within open countryside. Cranfield is designated as a minor service centre in Policy CS1 (Development Strategy) this states that new housing development will help deliver new community infrastructure and facilities that benefit the sustainability of the town. Policy DM4 states that within the settlement ofminor service centres, the Council will approve housing, employment and other settlement related development commensurate with the scale of the settlement, taking account of its role as a local service centre. The proposal would therefore on this basis be considered as inappropriate development in the open countryside and would conflict with the development plan.
- 1.5 However, there are a number of other considerations that need to be taken into account when considering the principle of development in this instance. In June this year an appeal was allowed for a site in Langford, which was a development proposed outside the settlement envelope and the main reason for refusal was on this basis. As with this application, during the application and appeal process it was argued by the appellant that the Council had an undersupply of housing and could therefore not demonstrate a 5 year supply. The Inspector agreed with the appellant and one of the conclusions drawn was that the Council could not currently demonstrate a 5 year supply of housing. Therefore, at the time of writing this report it is considered that the Council do not currently have a 5 year supply of housing, and in these circumstances the National Planning Policy Framework paragraph 49 would apply. This states that *'Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites.'* It is therefore concluded that at present the Council's Housing Policies are not up to date. Paragraph 14 of the same document states that *'For decision-taking this means... where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted'*.
- 1.6 In line with this national policy position, it is considered that whilst the proposal would be contrary to Policy DM4 of the Core Strategy and Development Management Policies for Central Bedfordshire (North), this policy is currently regarded as being out of date. Therefore, in considering this application the Council must weigh any harm from the proposal against the benefits of the scheme. This will be addressed later in the report.

- 1.7 Cranfield as a whole is a minor service centre and provides a number of facilities for local residents. It has good transport links to the surrounding area, including Bedford, Milton Keynes and further afield. The settlement provides educational facilities at both early years, lower and middle school level, a new Lower School was recently approved at the last Development Management Committee in August and will provide additional educational facilities. There is a planned library that will be delivered within Holywell Middle School. Upper School provision is within Wootton Upper School in Bedford Borough. There is GP provision within Cranfield and Marston Moretaine, although considered to be constrained, there are health facilities and land has been secured for a new health facility adjacent to the new Lower School. There is also a dentist available within the locality and a number of Public Houses.
- 1.8 Concern has been raised in a large number of the representations received that Cranfield cannot sustain any further growth and that the existing facilities are already stretched to capacity and therefore Cranfield is not a sustainable location. To conclude that Cranfield is a sustainable location would mean that the village could support the infrastructure needs of the existing and the projected population. Given the current planned new Lower School and library facility it is considered that these would be capable of coping with an increase in population as suggested. However, it is acknowledged that the health facilities in Cranfield are already severely constrained. However, given the choice that is available to patients in terms of registering at a GP practice and the aspiration of a new surgery within Cranfield, it is considered that it would not be justified to argue that Cranfield would be so unsustainable that it could not accommodate growth to the extent that the impact would be demonstrably harmful. However, health will be discussed in more detail further on in this report in terms of S106 contributions and the benefits of the scheme.
- 1.9 The site is currently an arable field and is identified as grade 3a agricultural land. This is good quality agricultural land with moderate limitations. The Agricultural Land Classification system classifies land into five grades. The best and most versatile land is defined as Grades 1, 2 and 3a. The NPPF within paragraph 112 states that where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land in preference to that of a higher quality should be sought. It is considered that the loss of this area of agricultural land would constitute only minor harm.
- 1.10 In terms of the principle of development, it is acknowledged that the scale and location of the proposal are not considered to be suitable in terms of the Council's adopted policies in relation to housing. However, these policies in respect of paragraph 49 of the NPPF are considered to be out of date at the time of writing and therefore unless significant and demonstrable harm can be identified which outweigh the benefits of the scheme, then the principle of development should be regarded as acceptable.

2. Access and highway considerations

- 2.1 Access is a matter for consideration within this application. The proposal shows the development being served from a new access within Mill Road. Residential properties 47 and 49 Mill Road are to be demolished to provide sufficient land for the access from Mill Road to the development. The Council's Highways Officer has assessed the application and there is no fundamental highways reason to justify an objection. It is acknowledged that there will be local concerns

regarding the impact of additional traffic, however, the application is supported by a robust Transport Assessment detailing the traffic generation and distribution. This confirms that the access and surrounding highway network has sufficient capacity to accommodate the traffic movements from the new development.

- 2.2 The submitted plans indicate a T-junction arrangement on to Mill Road that is compliant with design standards in terms of layout and visibility splay provision. The Highways Officer is content with the configuration as proposed, however, has suggested that the junction take the form of a raised table junction, which would have an influence on the speed of traffic along Mill Road. The speed of vehicles along Mill Road has also been raised in a number of representations as a concern in terms of introducing further traffic movements along this stretch of road. It is therefore considered appropriate that this would be conditioned on any grant of planning permission.
- 2.3 Detailed design matters are reserved for future consideration. In terms of parking provision any reserved matters application would be expected to incorporate the recommendations of the Council's adopted Design guide.
- 2.4 Concern has been raised within the representations regarding the access serving the school site and that this access would not be any better than the access from Flit Leys. The school would only have a pedestrian access from this development, now shown on the framework plan and this will be secured by condition. The new Lower School has already been designed and been granted permission at the previous Development Management Committee with the primary pedestrian and vehicular access being from Flit Leys. The Education Officer has stated that whilst a pedestrian access from the Mill Road development would be acceptable, they would not be looking for a further vehicular access from this development.
- 2.5 The proposed access is therefore considered acceptable and appropriate to serve this level of development and although it is acknowledged that there are local concerns regarding the additional traffic within the highway network, the Transport Assessment confirms that the access and surrounding highway network have sufficient capacity to accommodate the traffic movements from the proposed development. The proposal is therefore considered acceptable in terms of its impact on the highway.

3. Impact on the character and appearance of the area

- 3.1 The application site is outside the settlement envelope and is therefore considered to be within the open countryside. The site is currently an agricultural field which is bounded on three sides by residential development/ new Lower School and on the fourth side by the airfield for Cranfield Airport. The hedgerow network screens the site relatively well at present although the new properties on the Bellway site to the south are clearly visible in views from the west.
- 3.2 The Cranfield plateau is characterised by relatively large, level arable fields bounded by hawthorn hedgerows. This north-eastern edge of Cranfield retains a village scale, with open space at Broad Green and lanes leading to Bourne End and Astwick. The thick dense hedges beside Crawley Road are a particularly distinctive feature. The presence of the airfield provides a subtle but important contrast with the landing lights and aircraft activity.

- 3.3 The Landscape Officer has commented on the application and originally had concerns regarding the impact of the proposal on the character of the area and the surrounding landscape. However, given the proposed landscape buffer it is considered that it would contain the development within the site and would reduce the impact of the expansion of the built development towards the plateau grassland of the airfield. The landscape buffering would be secured through condition and at the reserved matters stage, the framework plan indicates that the buffer would be between 10-15m along the north-western boundary, to the rear of properties in Mill Road north of the access road and to the rear of properties within Washingleys, Longborns and Broad Green/ Crawley Road. This landscape buffer would still allow views into the site but would limit the harm of the expansion into the open countryside.
- 3.4 The proposal includes a footpath combined within the landscape buffer from the north of the site to the south. This would provide a safe route to school and an alternative from using the estate roads.
- 3.5 The site would be relatively screened from views along Mill Road and there would only be partial views through the existing houses and along the access road. The landscape buffer would soften the development for the existing houses within Mill Road, although it is acknowledged that the open views across the site would be irreversibly lost as a result of the development and replaced by an extension of the built form in to the countryside. However, this would be limited to those properties that back on to the site, as there is no other public access on to the site. It is important to note that the loss of views is not a material planning consideration and that primarily the concern is the impact on the character and appearance of the surrounding area.
- 3.6 As mentioned previously, the site is bounded on three sides by development, there would be a loss of agricultural land and in turn open countryside through the expansion of the built form into the site. It is acknowledged that this would result in a harmful impact, particularly to those residents within Mill Road, which currently have open views across the site. However, taking account of paragraph 14 of the NPPF, consideration has to be given in terms of whether this harm is significant and demonstrable.
- 3.8 Given the limited views of the site and that there are no public footpaths that cross the site, and the enhanced landscaping that it proposed; it is considered that it would be difficult to sustain an argument that the adverse impact would result in a significant and demonstrable harm. There will be further consideration in terms of whether the benefits of the scheme outweigh any harm later in the report.

4. Impact on the amenity of neighbouring residents

- 4.1 The residential use of the site in itself would not be incompatible with existing residential uses to the eastern and northern boundaries. The layout, which would be assessed at reserved matters stage would need to demonstrate that the living conditions of existing neighbours would not be harmed through loss of privacy, or by creating an oppressive or overbearing impact.
- 4.2 The proposed framework plan and indicative landscape buffer sections indicates that the proposed residential development, and play areas/ skate park would not

be located adjacent to the developed boundaries of the site, particularly Mill Road; Washingleys; Longborns; Broad Green and Crawley Road. With the play area/ skate park being on the western boundary with the adjacent airfield. The existing properties would therefore be screened by existing or proposed planting. The landscape buffer between the site and the rear boundary of properties within Mill Road is between approximately 10-15m, the rear gardens of these properties within Mill Road, particularly south of the access road are relatively long with a minimum of 35m increasing to over 60m near to the access road. Given this separation distance it is not considered that the proposal would result in any loss of privacy or any overbearing impact on these properties.

- 4.3 North of the access road, there are a number of properties within Longborns and Washingleys, that are close to the boundary with the site, in these areas the landscape buffer has been enhanced and would be approximately 15m in depth from the rear boundaries of these properties. It is therefore considered that this increased landscaping would result in a sufficient separation distance between the proposed development and the neighbouring properties to ensure that there would be no loss of privacy or overbearing impact from the proposal.
- 4.4 There are a number of other properties within Broad Green and Crawley Road that are close to the application site, some of which have been designed to have an outlook over the site. The landscape buffer has been enhanced in this area and would be approximately 10 metres in depth. This would again provide adequate screening to the site and ensure that there would be no loss of privacy or overbearing impact on these neighboring properties.
- 4.5 Access to the site is proposed through the demolition of 47 and 49 Mill Road and the introduction of a new access road. Given this access between residential properties, it is clear that there would be the potential for significant noise and disturbance caused by traffic passing by the side walls and garden of the neighbouring properties. In order to ensure appropriate mitigation a scheme could be secured by way of a planning condition on any grant of planning permission.
- 4.6 In terms of future occupiers, any detailed reserved matters application would have to demonstrate that the layout/ scheme was designed in accordance with the Council's adopted Design Guide. This would ensure that a suitable level of amenity would be provided for new residents.
- 4.7 Given the framework plan and the information within the application, it is considered that the proposed could accommodate up to 230 dwellings without any detrimental loss of amenity to the existing neighbouring residents, subject to an acceptable layout.

5. Biodiversity

- 5.1 An ecological assessment has been undertaken and submitted with the application. The area of the site containing new homes is found to be of relatively low value for ecology given it being agricultural land.

There is a group of trees to the rear of 47 Mill Road which contains a number of fruit trees. Given the mix of species included plum, apple, damson and pear and that the tree canopies are within 20m of each other it would meet the criteria for a

traditional orchard habitat of principal importance. This tree group would have to be removed to allow access to the site. Replacement fruit trees are proposed within the application to compensate for this loss. This can be conditioned on the grant of any planning permission.

Another priority habitat identified is hedgerows, of which the majority of hedgerows on site qualify. The hedges are to be retained where possible and this is welcomed. Further details of this would be considered at the reserved matters stage. Ecological buffers and attenuation features are shown on the framework plan and these will support a green network of ecological corridors across the site. It is therefore considered that there would be a biodiversity net gain overall.

6. The benefits of the scheme

6.1 Paragraph 14 of the NPPF states that '...where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this framework taken as a whole...'. Therefore, consideration has to be given to the perceived benefits of the scheme. The application has therefore put forward the following benefits:

6.2 Provision of Market Housing

The scheme would create up to an additional 230 dwellings. The application states the site would provide substantial delivery in the next 5 years.

6.3 Provision of Affordable Housing

The scheme would be policy compliant in terms of affordable housing and would therefore secure 35% affordable housing on the site. This would equate up to 81 dwellings.

6.4 Social Benefits

The proposal would provide housing to meet the need and growth aspirations. The site is located in an accessible and sustainable location close to key services and facilities.

6.5 Economic Benefits

The scheme would support approximately 110 FTE jobs and would be eligible for a new homes bonus in the region of £2.45million. Increased local spending power given the increased local residents.

6.6 Employment Benefits

The site borders Cranfield University and Technology Park, which is designated as a key employment site and there is an employment allocation, providing new employment opportunities.

6.7 Public Open Space

The proposal involves the provision of informal public open space, landscaping, provision of footpaths across the site, an equipped play area, skate park and informal recreational open spaces. The proposal will also provide an off site grass pitch area and changing facilities to the rear of the existing football club. This will be secured through the S106 process/ negotiations.

6.8 Biodiveristy and Ecological Benefits

The NPPF looks for development to ensure that biodiversity is maintained and

enhanced where possible on the site. The proposal includes a substantial amount of landscape buffering, green corridors and the retention of existing hedgerows where possible. An attenuation pond is located along the north-western boundary at a low point of the site and will be a landscape feature of value to wildlife and residents alike.

6.9 Planning contributions

The proposal will add to the existing population in Cranfield and will therefore lead to an increased pressure on existing infrastructure, services and facilities. The application states that the applicant will enter into a planning obligation for all obligations that are deemed to be necessary to make the scheme acceptable in planning terms. The detail of the planning contributions proposed will be discussed in the following section.

6.10 Conclusion

The provision of both market and affordable housing can be regarded as a benefit of the scheme. Whilst affordable housing is a policy requirement, there is caselaw which determines that such provision should be regarded as a benefit which should be given weight in the planning balance. In addition to this the provision of housing is also a benefit which should be given weight in determining an application, as it will make a contribution to re-establishing the Council's required 5 year housing supply. Policy DM10 requires a mix of housing within schemes, there is also a shortfall of elderly accommodation within the district. It is a Council priority to provide accommodation that would be suitable for the elderly therefore along with the lifetime homes standards required, it is considered appropriate to secure the provision of bungalows as part of any reserved matters application should permission be granted.

6.11 In terms of economic benefits these can be given weight as a benefit, although the perceived benefit of local spending power is considered somewhat tenuous. Likewise, the perceived social benefit case is not made with any notable evidence other than it provides dwellings at a time when the Council has issues with providing the required housing land supply.

6.12 The extent of landscaping, buffers, informal open space and attenuation pond, whilst providing a possible biodiversity gain in accordance with the NPPF is unlikely to be a considerable benefit of the scheme which is given a lot of weight; as it is primarily a mitigation measure due to the impact on the landscape and the loss of the open countryside. However, the provision of a grass pitch area off site will provide an additional facility for the local community. Representations were received from a number of residents including Cranfield Colts in terms of the lack of provision of football pitches within Cranfield and the need for a greater level of provision. This would therefore be seen as an added benefit to the scheme, that without this development may not have been provided.

6.13 The proposal involves the provision of public open space, including an equipped play area and a skate park, it also provides land for allotments which is an aspiration of the Parish Council. The Skate Park and allotments are considered to be a benefit to the scheme and as aspects that were an aspiration of the Parish Council to be provided in the future. The public open space and equipped play area, would serve the demand of the proposed development. All aspects would be accessible to the community and should therefore be regarded as a benefit.

6.14 Among other contributions provided which will be discussed in more detail in the following section, the proposal will provide additional land for the new Lower School bounding the site. This will provide land to expand the Lower School to accommodate the additional pupil yield from the development.

7. Planning Contributions

7.1 A S106 agreement will be used to secure the relevant contributions required towards local infrastructure. The Heads of Terms are still under discussion at the time of writing and will be finalised on the late sheet prior to the Development Management Committee. The current heads of terms being discussed are as follows:

Education

- Lower School - Provision of additional land in lieu of contributions
- Middle School - Expansion/ re-configuration of Holywell Middle School £533,305.60
- Upper School - Provision of new 6th form block at Wootton Upper School - £654,009.60

Leisure

- Land and provision of laid out grass pitches with associated changing facilities or contribution in lieu of laying out the pitches and provision of changing facilities;
- Provision and laying out of 0.2ha of land for allotments, including management scheme;
- Provision of 0.06ha of land for on-site play provision, including management scheme;
- Provision of 0.03ha of land for provision and layout of a skate park, including management scheme;

Health

- The applicants have agreed to pay a contribution towards the provision of a new health facility in Cranfield, however, at the time of writing the exact sum is still under consideration. This will be reported on the late sheet.

Affordable Housing

- 35% affordable housing will be secured across the site.

Other

Provision of open space and future management.

7.2 The proposed heads of terms are considered to meet the tests as set out in terms of the Community Infrastructure Levy and a final Heads of Terms will be finalised prior to the Development Management Committee.

8. The Planning Balance

8.1 It has been made clear throughout the body of this report that the main consideration in this application is in relation to paragraph 14 of the NPPF, which states that given the Council's housing policies are currently considered to be out-of-date planning permission should be granted unless it can be demonstrated

that the adverse impacts of the scheme significantly and demonstrably outweigh the benefits.

- 8.2 The impacts of the scheme are considered to be the encroachment of the built development into the open countryside, resulting in the irreversible loss of open countryside and the harm to the character of the area.
- 8.3 It is clear that if the Council's housing policies were considered to be up to date then this application would not be supported and would be seen as contrary to Policy DM4 which relates to settlement envelopes. However, at the time of writing this report, that is not the case. The impact of the proposal on the character of the open countryside is considered to be harmful, however, it is not considered that this adverse impact would significantly and demonstrably outweigh the benefits detailed above. Therefore, it is not considered that planning permission can justifiably be refused.
- 8.4 The site would be bounded on three sides by built development, and would have a pedestrian access to the new lower school. It is not considered that it would be an isolated form of development although the connectivity with the rest of the village would only be via the access route.
- 8.5 It is acknowledged that the proposal would cause some harm to the character of the area by extending the built form further into the open countryside, however, it is considered on balance that the harm identified would not significantly or demonstrably outweigh the benefits outlined in Section 6 and 7 of this report.

9. Other Matters

9.1 Human Rights

The development has been assessed in the context of human rights and would have no relevant implications.

9.2 The Equalities Act 2010

The development has been assessed in the context of the Equalities Act 2010 and would have no relevant implications.

Recommendation:

That subject to the completion of a S106 agreement, outline planning permission be granted subject to the following:

RECOMMENDED CONDITIONS / REASONS

- 1 No development shall take place within each area approved as identified on drawing no 6390-L-02_N until approval of the details of the appearance, landscaping, layout and scale of the development 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 Part 3 Article 6 of the Town and Country Planning (General Development Procedure) Order 2015.

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

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

- 3 **No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No dwellings shall be occupied until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.**

Reason: To prevent environmental and amenity problems arising from flooding in accordance with Policy DM2 of the Core Strategy and Development Management Policies 2009

- 4 **Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based upon the principles within the agreed Flood Risk Assessment and shall also include:**

- **Full calculations detailing the existing surface water runoff rates for the Q_{BAR}, Q₃₀ and Q₁₀₀ storm events;**
- **Full storm event simulation results with appropriate inputs and parameters demonstrating the surface water runoff rates for the Q_{BAR}, Q₃₀, Q₁₀₀ and Q₁₀₀ plus climate change storm events, of the critical storm season and duration;**
- **Full results of proposed drainage system modelling in the above-referenced storm events, inclusive of all collection, conveyance, storage, flow control and disposal elements, together with an assessment of the system performance;**
- **Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions, and pipe reference numbers;**
- **Results of infiltration testing and effects upon surface water drainage proposals;**
- **Full details of the proposed attenuation and flow control measures, including dimensions, design and water levels, gradients and – where a vortex flow control is used – the manufacturer’s design flow curve;**
- **Details of overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites;**
- **Full details of the maintenance and/or adoption of the system**

inclusive of all collection, conveyance, storage, flow control and disposal elements.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, by the Local Planning Authority.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of these.

- 5 Prior to the demolition of 47 and 49 Mill Road, a further emergent bat survey should be undertaken and a report submitted showing the results and any mitigation measures required. The demolition/ works required to these properties shall be carried out in accordance with any mitigation measures detailed.

Reason: To ensure that the appropriate mitigation measures are in place given the likelihood of bats within the properties to be demolished.

- 6 **No development shall commence until full engineering details of the access arrangements shown for indicative purposes on Hydrock plan 001 Revision shall be submitted to and approved by the Local Planning Authority and no dwelling approved under any subsequent reserved matters application shall be brought into use until such time as the agreed works have been implemented.**

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

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

- A raised table junction where the estate road joins onto Mill Road.
- Estate roads designed and constructed to a standard appropriate for adoption as public highway.
- Pedestrian and cycle linkages to existing routes
- Vehicle parking and garaging in accordance with the councils standards applicable at the time of submission.
- Cycle parking and storage in accordance with the councils standards applicable at the time of submission.
- 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.
- A Residential Travel Plan.

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

- 8 **Development shall not begin until a detailed scheme for protecting proposed dwellings from noise has been submitted to and approved by the local planning authority. The scheme will include consideration of both site layout and building design to achieve an acceptable noise environment. None of the dwellings shall be occupied until the scheme has been implemented in accordance with the approved details, and shown to be effective, and it shall be retained in accordance with those details thereafter.**

Reason: To protect the amenity of future residential occupiers of the development in accordance with Policy DM3 of the Core Strategy and Development Management Policies for Central Bedfordshire (North)

- 9 **Development shall not begin until a detailed scheme for protecting existing neighbouring dwellings from road traffic noise associated with the proposed new access road to the development has been submitted to and approved by the local planning authority. The new access road shall not be brought into use until the scheme has been implemented in accordance with the approved details, and shown to be effective, and it shall be retained in accordance with those details thereafter.**

Reason: To protect the amenity of existing residential occupiers neighbouring the development in accordance with Policy DM3 of Core Strategy and Development Management Policies for Central Bedfordshire (North)

- 10 No occupation of the dwellings hereby approved shall take place until a suitable lighting design scheme and impact assessment devised to eliminate any detrimental effect caused by obtrusive light from the development on the proposed dwellings and existing neighbouring land uses shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be prepared by a suitably qualified lighting engineer in accordance with relevant publications and standards. Only the details thereby approved shall be implemented.

Reason: To protect the amenity of existing residential occupiers neighbouring the development, and future residential occupiers of the development in accordance with Policy DM3 of Core Strategy and Development Management Policies for Central Bedfordshire (North)

- 11 **No development other than that required to be carried out as part of an approved scheme of remediation shall take place until conditions (a) to (d) below have been complied with, unless otherwise agreed in writing by the Local Planning Authority. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until condition (d) has been complied with in relation to that contamination.**

(a) Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

A survey of the extent, scale and nature of the contamination;

An assessment of the potential risks to:

Human health

Property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes

Adjoining land

Ground waters and surface waters

Ecological systems

Archaeological sites and ancient monuments

An appraisal of remedial options, and proposal of the preferred option(s)

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the management of Land Contamination, CLR 11'.

(b) Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(c) Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

(d) Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out

the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition (a), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition (b), which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition (c).

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. (Policy 44, DSCB)

- 12 Each reserved matters application for landscaping shall include the following:
- Strategic landscape buffering as indicated on the Framework Plan number 6390-L-02_N on the north, western and eastern boundaries;
 - details of public amenity open space, Local Equipped Areas of Play (LEAP), facilities for Young People
 - Location and details of replacement fruit trees for those lost through the provision of the access
- It should include relevant details of location, layout, size, timing for delivery, location and specification of boundary structures, play equipment and materials. The scheme shall be implemented in accordance with the approved details.

Reason: To ensure adequate provision of open space, landscape buffering and play equipment across the site in accordance with Policy CS3 of Core Strategy and Development Management Policies for Central Bedfordshire (North)

- 13 Details of the layout and design of the play area shown on the approved drawing, including the equipment, furniture, surfacing and boundary treatment to be installed, together with a timetable for its implementation shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: To ensure the provision of adequate play and children's recreation facilities.
(Policy 43, DSCB)

- 14 The development hereby approved shall include the provision of a minimum of 10 bungalows across the site. These shall be detailed in any reserved matters application.

Reason: To ensure a suitable housing mix across the development in accordance with Policy DM10 of the Core Strategy and Development Management Policies for Central Bedfordshire (North)

- 15 No development shall take place on the construction of the dwellings hereby approved until details have been submitted to and approved in writing by the Local Planning Authority showing how renewable energy and low energy sources would generate 10% of the energy needs of the development and also showing water efficiency measures achieving 110 litres per person per day. The works shall then be carried out in accordance with the approved details.

Reason: In the interests of sustainability and in accordance with Policy DM1 and DM2 of the Core Strategy and Development Management Policies for Central Bedfordshire (North)

- 16 Any reserved matters application for layout shall include details for the provision of public art on the site. The details shall include:
- A detailed description of the public art that will be provided at the site;
 - A timetable for implementation and completion of the public art at the site;
 - A brief for the involvement of the artists;
 - An assessment of the positive impact the Public Art will have on the environment and/or the local residents;
 - A description of the commissioning and procurement process;
 - Details for future care and maintenance.

The development shall be carried out in accordance with the approved details.

Reason: To ensure the inclusion of public art is provided on the site.

- 17 There shall be no more than 230 residential units at the site.

Reason: To ensure that the site is not overdeveloped.

- 18 **Prior to the submission of the first reserved matters application for the development, a detailed design code shall be submitted and approved in writing by the Local Planning Authority. The detailed design code shall demonstrate how the objectives of the Design and Access Statement will be met, and shall be in accordance with the Framework Plan 6390-L-02_N. The design code shall:**

- **outline the street network/hierarchy and include cross sections for each street type that outline the various applicable elements within the cross section, including overall range of building line distance(s), set backs/privacy strip(s), cycle lane(s) (if applicable), verge width(s), pavement width(s) , any on street parking, bus stops (if applicable) and carriageway width(s). Details of surface material type(s) will also be provided.**
- **identify any character areas within which the following**

design principles shall be identified:

- **public realm including details of landscaping, public art opportunities, public realm material types (landscape, street furniture etc) and refuse collection.**
 - **block principles including ranges for plot widths and depths, building lines, frontages and set backs, any on plot or other parking, cycle parking, servicing and storage and collection of waste.**
 - **boundary treatments including types to front, side and rear boundaries.**
 - **building types & uses.**
 - **building densities and heights.**
 - **key gateways, landmark buildings, vistas and frontages.**
 - **architectural detailing and materials including key roofscape principles, building material types & design details: including signage and lighting (where applicable).**
 - **environmental and sustainability standards including details of any sustainable urban drainage system (“SUDS”) serving that area. The development of each area shall be carried out in accordance with the approved design code for that area.**
- **Address the access to the site as a gateway feature, ensure adequate privacy and noise reduction measures for the properties neighbouring the access road.**

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

- 19 The development hereby approved shall include the provision of a pedestrian access to the new Lower School adjacent to the site. This shall be detailed in any reserved matters application.

Reason: To ensure connectivity with the adjacent school and promote a sustainable form of development in accordance with policy DM3 of the Core Strategy and Development Management Policies for Central Bedfordshire (North).

- 20 No dwelling hereby permitted shall be occupied until a scheme for the provision of waste receptacles has been submitted to and agreed in writing by the Local Planning Authority. The receptacles shall be provided before occupation takes place.

Reason: To ensure appropriate waste provision on the site.

- 21 **Development shall not commence until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. All works shall be undertaken in accordance with**

the approved details. The approved statement shall include:

- **the hours of construction work and deliveries;**
- **parking of vehicles for site operatives and visitors;**
- **loading and unloading of plant and materials;**
- **storage of plant and materials used in constructing the development;**
- **wheel washing facilities;**
- **details of the responsible person who can be contacted in the event of a complaint;**
- **mitigation measures in respect of noise and disturbance during construction including piling techniques, vibration and noise limits, prior notification to the occupiers of potentially affect properties, monitoring technology, screening, a detailed specification of plant and equipment to be used, and construction traffic routes; and**
- **a scheme to minimise and monitor the emission of dust and dirt during construction and to prevent the burning of materials on site.**

Reason: In the interests of neighbouring amenity and in accordance with Policy DM3 of Core Strategy and Development Management Policies for Central Bedfordshire (North).

- 22 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 6390-L-02_N

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 applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Central Bedfordshire Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. Further details can be obtained from the Development Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.
3. The applicant is advised that if it is the intention to request Central Bedfordshire Council as Local Highway Authority, to adopt the proposed highways within the site as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways together with all the necessary highway and drainage arrangements, including run off calculations shall be submitted to the Development Control Group, Development Management Division, Central

Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ . No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place.

4. The applicant is advised that no highway surface water drainage system designed as part of a new development, will be allowed to enter any existing highway surface water drainage system without the applicant providing evidence that the existing system has sufficient capacity to account for any highway run off generated by that development. Existing highway surface water drainage systems may be improved at the developers expense to account for extra surface water generated. Any improvements must be approved by the Development Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.

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

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