

Item No. 9

APPLICATION NUMBER	CB/16/01608/OUT
LOCATION	Land at White Horse Field, High Street, Arlesey
PROPOSAL	Outline Application: residential development of up to 56 new homes including play and open space and provision of section of Arlesey Relief Road (all matters reserved except access)
PARISH	Arlesey
WARD	Arlesey
WARD COUNCILLORS	Cllrs Dalgarno, Shelvey & Wenham
CASE OFFICER	Michael Huntington
DATE REGISTERED	15 April 2016
EXPIRY DATE	05 August 2016
APPLICANT	Warden Developments Limited & Samuel Beadle (Investments) Limited
AGENT	Phillips Planning Services Ltd
REASON FOR COMMITTEE TO DETERMINE	Town Council objection to a major application recommendation for approval
RECOMMENDED DECISION	APPROVAL subject to completion of a Section 106 Agreement

Site Location:

The application site is situated to the west of High Street, Arlesey, behind the White Horse pub, and to the east of the East Coast Mainline railway. A hedgerow and a ditch forms the site boundary to the north, a hedgerow forms a site boundary to the south, and the site runs alongside the rear garden to 241 High Street to the south east of the site.

The site is currently rough grassland, and is accessed via a farm gate from the High Street. It is generally flat.

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

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

The Application:

The applicant seeks outline planning permission for residential development of up to 56 new dwellings, with a mix of detached, semi detached, terraces and apartments, a play area and open space, and the provision of a section of the Arlesey Relief Road. The play area and its associated open space is located to the front of the site, close to the High Street.

All matters are reserved except for access.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (March 2012)

Core Strategy and Development Management Policies - North 2009

Policy CS1 – Development Strategy

Policy CS2 – Developer Contributions

Policy CS3 – Healthy and Sustainable Communities

Policy CS4 – Linking Communities – accessibility and transport

Policy CS5 – Providing Homes

Policy CS7 – Affordable Housing

Policy CS13 – Climate Change

Policy CS14 – High Quality Development

Policy CS16 - Landscape and Woodland

Policy CS17 - Green Infrastructure

Policy DM3 - High Quality Development

Policy DM10 – Housing Mix

Policy DM14 - Landscape and Woodland

Policy DM15 - Biodiversity

Policy DM16 - Green Infrastructure

Policy DM17 - Accessible Greenspaces

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

Policy MA8 – Arlesey Cross

Development Strategy

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

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Central Bedfordshire Sustainable Drainage Guidance (May 2015)

Arlesey Cross Masterplan (adopted as technical guidance March 2014)

Arlesey Neighbourhood Plan (draft) 2016 – currently the subject of public consultation

Planning History

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

CB/14/00934/FULL Construction of the western section of Arlesey Relief Road – not yet determined, due to inability to access part of the land to undertake survey work

CB/14/03191/FULL Construction of section of relief road from the 5 ways junction – approved 5th Dec 2014

CB/15/02916/FULL Construction of the section of relief road between A507 and the High Street. Formation of new roundabout on A507 and mini-roundabout on High Street – approved 7th March 2016

CB/16/01211/FULL Hybrid application seeking full planning permission for 146 dwellings, new vehicular access off High Street, public open space and ancillary infrastructure, and outline planning permission for an up to 85 unit extra care facility and ancillary infrastructure with all matters reserved except for scale – current live planning application

CB/16//01420/FULL Erection of 40 dwellings with associated access, surface water attenuation basin and ancillary works – subject of a separate report on this committee agenda

CB/17/00492/FULL Construction of 2 roundabouts, 3 signalised pedestrian crossings and 2 bus laybys on relief road – current live planning application

Consultees:

Arlesey Town Council

Object

Following the agent's response to the objections raised to its initial application, Arlesey Town Council (ATC) remains of the view that planning application CB/16/01608/OUT is not in accordance with the development plan for the area, and fails to meet the requirements of the Arlesey Cross masterplan. The Council still OBJECTS to the application on the grounds outlined below, and requests that Central Bedfordshire Council refuses to grant planning permission for the proposed development.

ATC continues to have concerns with the application following the agent's responses as follows:-

Planning policy and principle of piecemeal development within the MA8 site.

The agent is of the understanding that CBC is willing to consider individual applications within the site. It is our view that this approach is in conflict with paragraphs 9.1 and 9.2 of the Masterplan as stated in our original objection. Moreover, if applications are on an individual basis, there is the distinct possibility that the 'relief road' will never be built and thus the aims of Policy MA8 will never be met.

Traffic

ATC feels that any increase in traffic on the High Street, however small, is unacceptable. Furthermore, without a coordinated approach to the west side development which would guarantee the provision of the 'relief road', the impact of traffic from the proposed individual developments on both the east and west side will make the High Street intolerable.

That the assessment suggests 'that traffic utilising the secondary access even after the relief road is completed will be greater than traffic leaving this application site before the relief road is completed' is even more of a concern given that one of the key aims of the Masterplan is to alleviate the High Street not exacerbate the problems.

Construction traffic

The impact of construction traffic should construction commence ahead of the completion of the eastern 'relief road' is also a concern, and were CBC minded to grant permission to this application, ATC requests that a condition be included to prohibit construction until the eastern 'relief road' is complete to minimise this impact.

For the above reasons, ATC remains of the view that the application is not in accordance with the development plan for the area and fails to meet the requirements of the Arlesey Cross masterplan, and requests CBC to refuse to grant planning permission for the proposed development.

The Town Council hereby seeks the Planning Officer's and CBC's Development Management Committee Members' full consideration of these representations. In addition, the Town Council reminds CBC of the need to refer to the emerging Arlesey Neighbourhood Plan, a draft of which was published in July 2016, in their deliberations of this application.

We look forward to the notification of the relevant DMC meeting date when the application will be considered.

Internal Drainage Board No comments

Environment Agency No objection

CBC Sustainable Drainage Outline planning permission could be granted to the proposed development and the final design and maintenance arrangements for the surface water system agreed at the detailed design stage, if the following recommendations and planning conditions are secured.

The final detailed design including proposed standards of operation, construction, structural integrity and ongoing maintenance must be compliant with the Central Bedfordshire Sustainable Drainage Guidance (Adopted April 2014, Updated May 2015), and recognised best practise including the Ciria SuDS Manual (2016, C753).

CBC Highways Development Control The access road into the site is in the approximate location of the northernmost of two 'Secondary Routes', linking the High Street with the Relief Road, as shown on the Arlesey Cross Masterplan Document.

The Transport Assessment submitted with the application demonstrates that the proposed junction on the High Street has sufficient capacity to accommodate the traffic generated by the development. The assessment considers several scenarios:

- the proposed development alone;
- the full Arlesey Masterplan development, including the Relief Road; and
- the development of the eastern section of Relief Road and land to the east of the High Street (in which case flows on the High Street increase, as it is assumed that the western section of Relief Road is not complete).

In all scenarios the junction was shown to work well within capacity.

The design of the junction with the High Street appears satisfactory, and visibility splays from the junction along the High Street are shown on drawing no. 1559-01 and

comply with the relevant standards.

Previous work undertaken in support of the planning application for the eastern section of the Relief Road assessed the impact of traffic generated by full development of the Arlesey Masterplan on the surrounding highway network, and identified capacity issues at several off-site junctions that would require mitigation works. The Transport Assessment submitted with this application states that the impact of traffic on the wider network would be negligible, and that detailed requirements to mitigate the whole site on a cumulative basis have not been identified. The Transport Assessment states that it would not be appropriate to fund junction capacity improvements at this stage, and that it would be more appropriate to contribute towards environmental improvements to the High Street, in line with those shown in the Arlesey Cross Masterplan Document.

Those sites with direct access from the High Street should contribute by way of junction improvements at their site access to the environmental enhancement plan. For this site that would take the form of a raised table junction, the design and style of which other developments should follow. Other land parcels without direct access or utilising the secondary accesses in advance of the completion of the relief road will be required to contribute to further traffic calming measures such as raised junctions or pedestrian crossing features.

CBC Archaeology

The proposed development site is partially located within the area of the medieval settlement of Arlesey; this is a heritage asset with archaeological interest as defined by the *National Planning Policy Framework (NPPF)*.

The information on archaeology provided in Chapter 9 of the *Environmental Statement* and the supporting appendices show that the proposed development site contains very few archaeological features and those that there are, are of relatively recent date. There is also little evidence that the site has any potential to contain further substantial or extensive archaeological deposits. On that basis the proposed development is unlikely to have a major impact on archaeological remains or on the significance of heritage assets with archaeological

interest. Consequently I have no objection to this application on archaeological grounds.

CBC Ecology

The NPPF calls for development to conserve and enhance biodiversity and paragraph 5.25 of the planning statement which acknowledges that the hedgerows will be retained is welcomed. However this should be within the public realm and not within private gardens due to potential problems highlighted in 7.80 of the EIA; 'Retained and newly created habitats may also be subject to anthropogenic effects resulting from the proposed development, potentially including informal garden extensions, dumping of garden waste and damage to vegetation from recreational activities'.

Proposed enhancements within the scheme acknowledge a green corridor in the west, nectar / berry rich planting and bird/ bat boxes in trees but integrated bat and bird boxes should also be provided within the built fabric of the new dwellings, particularly those adjacent to boundary features in North, South and West.

The potential for linear features to be used by bats is acknowledged and hence light spillage will need to be minimised.

CBC Trees
Landscape

and The land consists of grassland with some scrub and small trees but the majority of features are around the site boundaries, consisting of hedge lines and hedgerow trees, of most importance are those on the west boundary and consist of trees and wetland.

The Design and Access Statement indicates the intention to retain and enhance all boundary hedge lines and the tree screening on the west boundary with the railway line, it also shows indicative new planting and SUDS alongside this boundary. The area west of the site includes Arlesey Meadows (a County Wildlife Site) and it is important that works along this west boundary do not affect this area's importance e.g. any level changes that might affect water table levels.

An Arboricultural Impact Assessment (AIA) and Method Statement will be required, identifying on-site and off site trees and hedge lines that could be affected by the proposals, along with how they will be protected

throughout development. This will show tree protection fencing, ground protection and any foundation proposals if development encroaches into root protection areas.

Full landscape and boundary treatment details will be required, with emphasis on improving hedge lines and the green corridor along the west boundary.

CBC Leisure and open space The revised play provision proposed i.e. a combined LEAP and LAP play area of approx. 450sqm with 5+ pieces of equipment for 4-10yrs olds and 3+ pieces for 3-6yr olds; with appropriate safety surfacing, metal fencing, self-close gates, landscaping and mounding, is acceptable.

CBC Infrastructure Green As part of the wider development of the area west of the High Street, the proposals includes green infrastructure features indicated in the framework plan for the wider development, particularly the inclusion of a green infrastructure corridor along the western boundary of the development.

In order to function effectively, this will have to be designed to complement adjacent proposals, and, in time, for the corridor as a whole to be managed in a joined up way. Proposals for the management of this corridor are therefore very relevant, and the requirement for management to be carried out in co-operation with owners of adjacent sites should be required by condition if possible.

The proposals for this green corridor include sustainable drainage features, with an attenuation swale taking up a significant proportion of this green space. Information is needed on how the design of the SuDS system will integrate with the design of other functions the corridor needs to provide, particularly connectivity for walking and cycling, and for ecology. The corridor needs to be demonstrably large enough to accommodate all these functions effectively and safely - more information on the design of this corridor should be provided to demonstrate that this is possible.

CBC Waste Services A full swept path analysis will be required at reserved matters stage to demonstrate that CBC vehicles can safely manoeuvre around the development.

CBC Public Protection The application has been assessed for contaminated land and noise, and is acceptable subject to planning conditions demonstrating the effectiveness of the land remediation strategy and protection from noise from the railway for future residents.

CBC Footpaths There seems no indication of a public footpath/cycleway along the western edge of the application site to allow easy access the railway bridge over which Public Footpath No.3, Arlesey crosses.

Will oppose this application if plans to create safe off road access using the SUDS/Green Infrastructure area at the west of the site to link the development to Public Footpath No.3, Arlesey are not provided.

Design Consultant The revised outline layout has responded to a number of initial design concerns. At this level of detail the proposals demonstrate how up to 56 dwellings could be accommodated on site. As the layout develops through reserved matters further thought is required regarding frontage and street typologies, layout, landscape and parking design. More information is required regarding the proposed specification, materials, hard and soft landscaping of the main spine road/ relief road and how this reflects the aspirations of the approved area masterplan.

Neighbour Representations:

Neighbours The resident of 250 High Street has raised concerns over construction noise and potential for development to contribute to surface water flooding.

Determining Issues:

The main considerations of the application are;

1. Principle of development
2. Whether development is in accordance with the Arlesey Cross masterplan
3. Planning obligations
4. Neighbouring Amenity
5. Other Considerations

Considerations

1. Principle of development

- 1.1 Arlesey Cross is the collective name for two separate sites that are situated to the East and West of the High Street. The site was originally allocated in the Site Allocations Development Plan Document (as Policy MA8) for the North of Central Bedfordshire which was adopted by the Council in 2011. Policy MA8 requires a minimum of 1000 new homes, new employment space, health facilities, a new school and other amenities as well as environmental improvements including provision of a relief road running north along the west of the High Street to the north-east of Arlesey and joining the A507.
- 1.2 Policy MA8 required a masterplan to be produced to demonstrate how the individual development parcels could be delivered in a sustainable and coordinated manner. Individual development parcels can be considered provided they do not prejudice the overall delivery of the masterplan.
- 1.3 As an allocated site, the principle of residential development is therefore considered to be acceptable subject to compliance with the Arlesey Cross masterplan, which is considered in detail below.

2. Whether development is in accordance with the Arlesey Cross Masterplan

- 2.1 Policy MA8 and the accompanying masterplan lists several planning principles for the effective development of this area, and the planning application should be assessed against these masterplan principles.
- 2.2 The principles set out in Policy MA8 relevant to this particular part of Arlesey Cross are:-
 - *The provision of a relief road running along the west of the High Street, to the north-east of Arlesey and joining the A507, with high quality environmental improvements providing better access to cyclists and pedestrians.*

The relief road is a fundamental part of the allocation MA8. Policy MA8 requires the relief road to be provided early in the development, though without a definition of when early is.

The indicative layout shows the development delivering its own part of the relief road that serves its own development site, with connection points to the adjacent development sites to the north and south, allowing for a continuation of the relief road.

Section 106 financial contributions will be secured to enable the creation of high quality environmental improvements on High Street, including raised tables, to be delivered once the western part of Arlesey Cross has been completed.

- *New cycle and walking routes within Arlesey*

New cycle and walking routes will be provided along the western edge of the development, and these, including a specific link to the existing public footpath network, will be delivered by planning condition when a more detailed scheme comes forward.

- *Provision of substantial areas of strategic, publically accessible green infrastructure.*

An area of publically accessible green space will be provided along the western edge of the development, as well as a play area located towards the entrance of this development site which will also serve the wider Arlesey Cross development and existing residents. Planning conditions will ensure the delivery of these areas of green infrastructure.

The main elements of the Masterplan that are relevant to this outline application are:-

i) Parameters for scale and massing. New development at Arlesey Cross will comprise predominantly 2 storey terraced, semi-detached and detached dwellings with a maximum height of 3 storeys where appropriate.

The indicative layout demonstrates how up to 56 dwellings can be achieved on the site. Once a more detailed reserved matters application is received, then we will be able to assess and fix the mix and scale of dwellings in accordance with these parameters.

ii) Sustainable drainage systems will be expected to be provided.

The drainage system will be incorporated into the final overall design, together with a maintenance and management plan for that drainage system.

iii) The provision of an interconnecting network of primary and secondary streets and pedestrian and cycle routes, ensuring that the development has a high level of permeability.

The indicative layout demonstrates the beginning of a network of primary and secondary streets, showing a high level of permeability, but this will be refined at the reserved matters stage.

iv) Access point onto High Street

The indicative layout shows an access point onto the High Street, in accordance with the approximate location shown on the masterplan.

v) Matters that will inform decision-making on phasing will include:

- *Advice from technical officers and Statutory Consultees on when key infrastructure needs to be provided so that trigger points can be included in s106 Agreements and conditions on any planning permission;*
- *Detailed highways modelling as part of a Transport Assessment on available capacity in the existing highways network;*
- *Information on viability submitted in support of any applications; and*
- *Deliverability of land and land ownership issues*

Technical officers and Statutory Consultees have advised on which key areas of infrastructure will need to be provided and this has informed the requirements for necessary planning conditions and s106 contributions;

A Transport Assessment was produced as part of the planning application for the site, and has incorporated details of the effect that the development would have on the High Street. The provision of a raised table at the junction of the new access point with the High Street has been recommended, and this will be secured by condition.

A viability report has been submitted and independently assessed. This has informed discussions on an appropriate level of s106 contribution that would be necessary to make the development acceptable in planning terms.

vi) The main critical infrastructure item that must be provided is the relief road and in conjunction with it, traffic calming and environmental improvement measures on the High Street. It may not be viable to deliver the relief road entirely before development commences. If this proves to be the case through further viability testing, appropriate triggers will be required linked to the phasing of development and anticipated volumes of traffic, which will inform the maximum quantum of development that will be permitted prior to its completion.

The Town Council are concerned that by considering individual applications for Arlesey Cross, there is the distinct possibility that the 'relief road' will never be built and thus the aims of Policy MA8 will never be met. It is not however considered to be viable to deliver the relief road in its entirety before development commences. The local plan does require the relief road to be provided early in the development, with no

definition of what 'early' means, so does therefore allow for some development prior to the road's completion.

Planning permission has already been granted for the eastern part of the relief road, between the High Street and the A507, which is owned by CBC. It is anticipated that its construction will begin later this year. The time frame for construction of this road is between 12 and 18 months, and so should be open by the time of first occupations on this site.

It is considered that site 3 can be developed prior to the rest of the western part of the relief road, and that the impacts of site 3 on the High Street and the wider amenity of the residents of Arlesey will not be significantly harmful.

The requirement of the Local Plan allocation is that the relief road is to be provided early in the development. It is considered that site 3, together with sites 1 and 2, could in effect, create a self-contained loop of about 100 houses with 2 accesses, and cumulatively they would not significantly affect the High Street with unacceptable levels of traffic as the low level of traffic generated at this northern end of the High Street would directly access the eastern part of the relief road.

vii) If the site were to come forward in more than one planning application, the Local Planning Authority will need to be satisfied that the impact on the road network can be mitigated by appropriate phasing and / or other highway measures that will prevent unacceptable levels of traffic entering the existing road network until the relief road can be provided in full. Any future planning application submitted in respect of this site will require a comprehensive Transport Assessment to assess the highway infrastructure required at each stage of the development. Relevant planning conditions and/or obligations will be imposed to mitigate potential highway impacts.

The application is for outline only, and the indicative layout demonstrates that the site can deliver up to 56 dwellings without prejudicing the delivery of the entire western development area, providing part of the relief road and ensuring access to the neighbouring sites to the north and south.

The masterplan provides for an access onto the High Street in this location, and paragraphs 7.3.8 and 7.3.9 of the Transport Assessment indicate that 16% of all car trips made from the western side of the Policy MA8 site allocation would access via the High Street once the relief road is opened. Based upon an allocation of 450 dwellings for the western side, 16% of trips would account for 72 dwellings directly accessing the High Street.

During the construction phase mitigation measures will be incorporated into a Construction Environmental Management Plan (CEMP). This will include restricting operational movements to appropriate times, and the implementation of traffic management measures.

Post construction, an increase in sustainable travel may arise due to the appointment of a travel plan coordinator.

3. Planning contributions

- 3.1 Planning contributions have been secured, following on from the guidance that states that any contribution must be:-
- necessary to make the development acceptable in planning terms
 - directly related to the development
 - fairly and reasonably related in scale and kind to the development

Due to regulations introduced in 2014, restrictions on the use of s106 contributions have been limited for all Local Planning Authorities. The impact of this is that authorities will only be able to accept a maximum of five contributions towards each infrastructure project.

For this site, we will be looking to allocate most of the planning contribution (up to £693,868) towards the provision of places at the lower, middle and upper schools. A smaller planning contribution will be made towards the improvement of health facilities in Arlesey and environmental improvements to the High Street.

Other matters that will be dealt with by s106 legal agreement will include the provision of 35% affordable housing, and a requirement to ensure that the development will provide the necessary linkage for the continuation of the relief road to the north and south, public right of way connections to existing routes, the provision of the play area, and the provision of a travel to work coordinator.

4. Neighbouring Amenity

- 4.1 Potential neighbour amenity issues in respect of construction noise and flooding have been raised.
- 4.2 It is accepted that there will be construction noise. The development by its very nature will create construction noise but this is only temporary in nature. The requirement by planning condition of a Construction Management Plan will ensure that working hours can be controlled.
- 4.3 Drainage concerns will also be dealt with by implementing sustainable drainage techniques, and these will be achieved through the use of planning conditions. This will ensure that surface water runoff rates will not be exacerbated by the development.

5. Other Considerations

5.1 Neighbourhood Plan

Arlesey Town Council have produced a draft Neighbourhood Plan. The Arlesey Neighbourhood Plan is now subject to the final post-submission consultation period prior to examination.

The consultation period opened on 20th January 2017 and ran until 3rd March 2017. Following this period, the plan will now be subject to an independent examination. If the plan is successful at examination, it will be put to a referendum within the Arlesey parish.

The Neighbourhood Plan reiterates the Parish Council's wishes to ensure that the proposals contained within the Arlesey Cross Masterplan are implemented comprehensively, in the most sympathetic way possible to blend in with the current settlement, and deliver the infrastructure – social, green, transport and associated facilities – necessary to support it. It also wishes to ensure that individual development proposals are co-ordinated and in accordance with the design and other guidance set out in the Masterplan. Of particular concern is the delivery of the proposed Arlesey Relief Road, the provision of which in its entirety is viewed as a vital part of the Development Plan and Masterplan proposals for the area.

5.2 Human Rights issues:

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

Recommendation:

That Planning Permission is granted subject to the completion of a S106 agreement and the following planning conditions:

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 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 Part 3 Article 6 of the Town and Country Planning (General Development Procedure) Order 2015.

- 3 **Prior to the approval of the details required by condition 2 of this permission, details of the method of disposal of foul and / or surface water drainage shall be submitted to and agreed in writing by the Local Planning Authority, including any land drainage system. Thereafter no part of the development shall be occupied or brought into use until the approved drainage scheme has been implemented.**

Reason: To ensure that adequate foul and surface water drainage is provided and that existing and future land drainage needs are protected. (Section 10, NPPF). This is a pre-commencement condition as drainage systems are required to be installed prior to construction of the dwellings.

- 4 **No development shall take place until details of the junction between the proposed estate road and the highway have been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied until that junction has been constructed in accordance with the approved details.**

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the proposed estate road. (Section 4, NPPF) This is a pre-commencement condition as the junction is required to be installed prior to construction of the dwellings.

- 5 **The plans to be submitted in accordance with Condition 2 of this permission shall include a tree survey carried out in accordance with BS5837 2012 which shall identify the location of all trees and hedgerows on the land, together with the species of each tree.**

**Reason: To enable the layout of roads and the siting of buildings to be considered in relation to the existing trees.
(Section 7 & 11, NPPF)**

- 6 **The dwellings hereby permitted shall not exceed 2.5 storeys in height.**

**Reason: To ensure that the site is not overdeveloped and that the character and visual appearance of the area is not adversely affected
(Section 7, NPPF)**

7 The development hereby approved shall comprise no more than 56 units.

Reason: For the avoidance of doubt

8 **No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include details of:**

a) Construction traffic routes and points of access/egress to be used by construction vehicles;

b) Details of site compounds, offices and areas to be used for the storage of materials;

c) Contact details for site managers and details of management lines of reporting to be updated as different phases come forward;

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

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

Reason: To safeguard the amenity of existing and future residents. (Section 7, NPPF) This is a pre-commencement condition as this detail needs to be agreed before the start of construction.

9 No dwelling shall be occupied until a scheme for protecting proposed dwellings from noise from the railway line has been submitted and approved in writing by the local planning authority. Any works which form part of the scheme approved by the local authority shall be completed before any permitted dwelling is occupied, unless an alternative period is approved in writing by the Authority. The scheme shall include details of noise barriers, building insulation, window glazing and alternative ventilation strategy for the proposed dwellings.

The scheme shall ensure that internal noise levels from all noise sources shall not exceed 35 dB LAeq,07:00-23:00 in any habitable room or 30 dB LAeq, 23:00-07:00 and 42 dB LAm_{ax}, 23:00-07:00 inside any bedroom and that noise levels in any external amenity area shall not exceed 55 dB LAeq, 1 hr within the first 5m from the building facade to which the amenity area relates.

Reason: To protect the amenity of future residents in accordance with Policy DM3 of the Core Strategy and Development Management Policies Document)(2009)

- 10 The development shall take place in accordance with the principles set out in the Approved Concept Masterplan, including the location of the play area.

Reason: For the avoidance of doubt

- 11 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plan number 1559-01 (insofar as it proposes the development access arrangements only).

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

- 12 The landscaping details required to be submitted by condition 2 of this permission shall include details of hard and soft landscaping (including details of boundary treatments and any public amenity open space, Local Equipped Areas of Play and Local Areas of Play) together with a timetable for its implementation. The development shall be carried out as approved and in accordance with the approved timetable.

The soft landscaping scheme, with particular emphasis on the tree planting on the site boundaries, shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes at the time of their planting, and proposed numbers/densities where appropriate; and details of a scheme of management/maintenance of the soft landscaping areas. The soft landscaping areas shall be managed thereafter in accordance with the approved management/maintenance details.

The scheme shall also include an up to date survey of all existing trees and hedgerows on and adjacent to the land, with details of any to be retained (which shall include details of species and canopy spread); measures for their protection during the course of development should also be included. Such agreed measures shall be implemented in accordance with a timetable to be agreed as part of the landscaping scheme.

Reason: To ensure that the appearance of the development would be acceptable in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009 and the principles of the NPPF.

INFORMATIVE NOTES TO APPLICANT

1. The applicant is advised that in order to comply with Condition 4 of 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 Management Group, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.

2. The applicant is advised that if it is the intention to request Central Bedfordshire Council as Local Highway Authority, to adopt the proposed highways 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 Management Group, 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.
3. 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.

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

The Council acted pro-actively through positive engagement with the applicant 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) Order 2015.

DECISION

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