

## ***Item 8 (Pages 273 - 296) – CB/17/01277/OUT – Land at Saxon Drive, Biggleswade***

### **Additional Consultation/Publicity Responses**

Change to description of application from 'up to 230 dwellings' to 'up to 200 dwellings'

The change in description also means a pro-rata reduction in the amount of s106 contribution for education and leisure will be required.

The change in description also means that the percentage of affordable housing provided when shared with the Sorrell Way scheme will increase to up to 46%.

Amendment to Condition 9, so that it reads:

No dwellings shall be occupied until a timetable for the implementation of the scheme has been agreed in writing with the Local Planning Authority.

Amendment to Condition 10, so that it reads:

No dwellings shall be occupied until a timetable for the implementation of the Enhancement Scheme has been agreed in writing with the Local Planning Authority.

Additional comment from Town Council regarding potential covenant on the land – Covenants on land are not material planning considerations, and there is no covenant on the land that the Planning Department is aware of.

### Comments from Highways Officer below:-

No objection.

The access road off the roundabout is shown at 7.3m in width with 2m wide footways on both sides. This would lead to an increase in traffic on a route that dissects the leisure route and so it would be appropriate for a zebra crossing which can accommodate cyclists as well as pedestrians under new TSRDG (Traffic Signs Regulations and General Directions) provisions.

The Transport Assessment has looked at the following junctions in terms of operating capacity and accident data,

Saxon Drive/Foxglove Drive – Saxon Drive, Site Access Roundabout  
Saxon Drive/Foxglove Drive/Dunton Lane, Roundabout  
Saxon Way/Sorrel Way/Baden Powell Way, Roundabout  
Chambers Way/A6001 London Road, Priority Junction

All the junctions are below the capacity level RFC (Ratio to Flow Capacity) of 0.85 with the exception of Chambers Way/London Road which will already be above its theoretical maximum of 1.09 in 2026 (do nothing scenario) with the worst case being 1.16 (do something scenario) which is not considered severe in-line with NPPF guidance.

A crossing for pedestrians and cyclists to the Saxon Centre is proposed and it is recommended that a signalised TOUCAN crossing is provided on Saxon Drive to aid crossing in the location of where the Public Right of Way is located which is about 65m south of Saxon Way/Sorrel Way/Baden Powell Way Roundabout.

The following planning conditions will be required:-

### **Conditions**

1/No building shall be occupied until the junction of the proposed vehicular access (altered roundabout) with the highway has been constructed in accordance with the approved details.

#### **Reason**

In order to minimise danger, obstruction and inconvenience to users of the highway and the premises.

2/Visibility splays shall be provided at the junction of the access with the public highway before the development is brought into use. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed access from its junction with the channel of the public highway and 43m measured from the centre line of the proposed access along the line of the channel of the public highway. The required vision splays shall for the perpetuity of the development remain free of any obstruction to visibility.

#### **Reason**

To provide adequate visibility between the existing highway and the proposed access(es), and to make the access(es) safe and convenient for the traffic which is likely to use it (them).

3/Visibility splays shall be provided at all internal road junctions within the site. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the side road from its junction with the channel to the through road and 25m measured from the centre line of the side road along the channel of the through road. The vision splays required shall be provided and defined on the site by or on behalf of the developers and be entirely free of any obstruction.

Reason

To provide adequate visibility at road junction in the interest of road safety.

4/The development shall be served by means of roads and footpaths which shall be laid out and drained in accordance with the Central Bedfordshire Design Guide September 2014 or other such documents that replace them, and no building shall be occupied until the roads and footpaths which provide access to it from the existing highway have been laid out and constructed in accordance with the above-mentioned Guidance.

Reason

In order to minimise danger, obstruction and inconvenience to users of the highway and of the proposed estate road.

5/The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall illustrate an independent vehicular turning head areas for an 11.5m refuse collection vehicle. Car and cycle parking shall also be provided in accordance with the relevant parking standards at the time of the submitted reserved matters.

Reason

To enable vehicles to draw off, park and turn outside the highway limits thereby avoiding the reversing of vehicles on to the highway and parking to meet the needs of occupiers of the proposed development in the interests of encouraging the use of sustainable modes of transport.

6/The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall include car and cycle parking in accordance with Central Bedfordshire Design Guide September 2014 or other such documents that replace them has been submitted and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and made available for use before the development is occupied and the car and cycle parking areas shall not thereafter be used for any other purpose.

Reason

To ensure a satisfactory standard of development in accordance with the Central Bedfordshire Design Guide September 2014.

7/No dwelling shall be occupied until a zebra crossing in the near vicinity of the development entrance (roundabout eastern arm) has been provided in accordance with details of a scheme to be submitted to and approved by the Local Planning Authority. Any Statutory Undertakers equipment or street furniture shall be resited to provide an unobstructed footway to the crossing.

Reason

In the interests of road safety and pedestrian movement.

8/No dwelling shall be occupied until a TOUCAN crossing, south of the Saxon Way/Sorrel Way/Baden Powell Way Roundabout),has been provided in accordance with details of a scheme to be submitted to and approved by the Local Planning Authority. Any Statutory Undertakers equipment or street furniture shall be resited to provide an unobstructed footway to the crossing.

**Reason**

In the interests of road safety and pedestrian movement.

Clarification of financial contribution request from Leisure Services below:-

The wording for the S106 legal agreement will need to reflect more general refurbishment works instead of just the wet side changing rooms. Therefore, please can it state that the contribution is to be used for "refurbishment works at Saxon Pool Leisure Centre". The amount sought remains the same at £193,231.00.

Additional condition requested by Archaeological Officer set out below:-

"No development shall take place within each phase of the development until a written scheme of archaeological investigation has been submitted to and approved in writing by the Local Planning Authority. The said development shall only be implemented in full accordance with the approved scheme of archaeological resource investigation. This written scheme will include the following components, completion of each of which will trigger the phased discharging of the condition:

(i) A method statement for the investigation and recording of any archaeological remains present;

(ii) A post-excavation assessment and updated project design (to be submitted within six months of the completion of fieldwork at (i), unless otherwise agreed in advance in writing by the Local Planning Authority);

(iii) Completion of post-excavation analysis, preparation of site archive ready for deposition at a store approved by the Local Planning Authority, completion of an archive report, and submission of a publication report (to be completed within two years of the completion of fieldwork at (i), unless otherwise agreed in advance in writing by the Planning Authority);

(iv) A Programme of interpretation, public outreach and community engagement."

**Reason:** To record and advance understanding of the archaeological resource which will be unavoidably destroyed as a consequence of the development in accordance with Chapter 12 of the *National Planning Policy Framework*. This condition is pre-commencement as a failure to secure appropriate archaeological investigation in advance of development would be contrary to paragraph 141 of the *National*

*Planning Policy Framework* that requires the recording and advancement of understanding of the significance of any heritage assets to be lost (wholly or in part).