

Item No. 8

APPLICATION NUMBER	CB/16/05513/FULL
LOCATION	Land and buildings at 35 - 41 High Street, builders office and entrance to Primrose Lane, Arlesey
PROPOSAL	Remodelling of the High Street, Primrose Lane, Mill Lane, Station Road junction and creation of a new southern access to land west of the High Street, demolition of existing site buildings and erection of two retail and twenty residential units
PARISH	Arlesey
WARD	Arlesey
WARD COUNCILLORS	Cllrs Dalgarno, Shelvey & Wenham
CASE OFFICER	Donna Lavender
DATE REGISTERED	09 December 2016
EXPIRY DATE	10 March 2017
APPLICANT	Warden Developments Limited, Samuel Beadie (Arlesey) Limited
AGENT	Phillips Planning Services Limited
REASON FOR COMMITTEE TO DETERMINE RECOMMENDED DECISION	Major Development with Town Council Objection Full Application - Recommended for Approval, subject to the completion of a S106 agreement

Reason for Recommendation

The proposed development is in accordance with the allocation and masterplan for Arlesey Cross and there are no matters of detail that weigh against the grant of planning permission. The proposal would have an impact on the character and appearance of the area however this impact is not considered to be demonstrably harmful and an acceptable s106 agreement will be secured to provide for contributions towards local infrastructure. The proposal is also considered to be acceptable in terms of highway safety and neighbouring amenity and therefore accords with Policy DM3 of the Core Strategy for the North, the Site Allocations DPD and the Council's adopted Design Guidance (2014).

Context

This proposal is to develop 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 and other amenities, as well as environmental improvements.

The planning history of the site is complex and forms part of the safeguarded route through to the rest of the western part of site allocation MA8. This will be discussed in more detail within the report.

Site Location:

The application site is located at the junction of the High Street, Primrose Lane, Station Road and Mill Lane. The junction is characterised by a mix of uses, with a number of commercial uses located alongside residential buildings. The northern side of the junction is predominantly characterised by light industrial and garage uses. The forecourt is no longer in use as a garage and is currently in use as a car wash. Further north along the High Street are located a number of small shops with residential uses above, together with other residential buildings.

On the southern side of the junction there is a chemist as well as more residential buildings. At the junction of Station Road with Mill Lane, there is a mix of residential buildings to the south-eastern side, with a commercial/office development on the north-western side. Opposite this junction, and adjacent to the garage on the northern side of Primrose Lane, there are a number of small businesses, with residential properties adjacent as well as on the southern side of Primrose Lane.

The eastern side of the High Street, opposite the junction, is characterised by residential buildings situated close to the footpath edge.

Davis Row, a private road serving about 10 dwellings, joins the High Street close to this junction.

To the north-west of the site is an area of paddock land and residential amenity land which forms part of another application to provide part of the link road connecting this site through to St John's Road. The site in question runs from the rear of No. 2 Primrose Lane, through the rear garden/paddock area of No. 4a Primrose Lane, to the currently grassed area within St John's Road, leading on to and joining up with the existing St John's Road.

The Application:

Full planning permission is sought for the remodelling of the High Street, Primrose Lane, Mill Lane, Station Road junction and the creation of a new southern access to land west of the High Street, demolition of existing buildings, and the erection of two retail units and twenty residential units.

The built development would consist of four buildings. Block A (to the north of the junction) would vary between two and two and a half storeys in height and would front onto the High Street and the proposed new relief road. The ground floor would contain two retail units, refuse and cycle storage and pedestrian access to the upper floors. The first and second floors would contain 13 flats (six one bedroom and 7 two-bedroom). 24 parking spaces would be provided to the north of the building, accessed from High Street. The area behind this building would also accommodate space for larger vehicles (e.g. refuse collection or emergency services) to turn. Three loading spaces would be provided on the High Street to serve the retail units.

Block B would front onto the proposed new road and would be two storeys high, and would contain four one bedroom flats.

Block C would also front onto the proposed new road and would be one and half storeys high, and would contain two bedroom flats.

Block D would front Primrose Lane and would be one and half storeys high. It would include car parking, cycle parking and refuse storage on the ground floor and one two-bedroom flat on the first floor.

Blocks B, C and D would be served by 9 car parking spaces and would be accessed from Primrose Lane.

The application is part of the Allocated Site MA8 Arlesey Cross.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (March 2012) & NPPG

Section 4: Promoting sustainable transport

Section 6: Delivering a wide choice of high quality homes

Section 7: Requiring good design

Section 8: Promoting healthy communities

Section 10: Meeting the challenge of climate change, flooding and coastal change

Section 11: Conserving and enhancing the natural environment

Section 12: Conserving and enhancing the historic environment

Core Strategy and Development Management Policies - North 2009

CS1: Development Strategy

CS3: Healthy and Sustainable Communities

CS4: Linking Communities - Accessibility and Transport

CS5: Providing Homes

CS7: Affordable Housing

CS9: Providing Jobs

CS14: High Quality Development

CS15: Heritage

CS16: Landscape & Woodland

CS18: Biodiversity

DM3: High Quality Development

DM4: Settlement Envelopes

DM10: Housing Mix

DM13: Heritage in Development.

DM14: Landscape and Woodland

DM15: Biodiversity

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

Policy MA8 – Arlesey Cross

Central Bedfordshire Local Plan - Emerging

The Central Bedfordshire Local Plan has reached pre-submission stage. The consultation ran between 11 January and 22 February 2018. The comments will now be forwarded to the independent planning inspector alongside the Local Plan when the Plan is submitted to the Secretary of State.

The National Planning Policy Framework (paragraph 216) stipulates that from the day of publication, decision-takers may also give weight to relevant policies in emerging plans unless material considerations indicate otherwise.

The apportionment of this weight is subject to:

- the stage of preparation of the emerging plan;
- the extent to which there are unresolved objections to relevant policies;
- the degree of consistency of the relevant policies in the emerging plan to the policies in the Framework.

In summary it is therefore considered that reference should be made to the emerging plan but limited weight should be applied to the Central Bedfordshire Pre-Submission Local Plan taking into account its stage of preparation, the level of consistency with the Framework and acknowledging that the draft site allocations have now been subject to statutory public consultation. The following policies are relevant to the consideration of this application:

SP2: Sustainable Development
 SA3: East of Arlesey
 H1: Housing Mix
 H2: Housing Standards
 T2: Highway Safety & Design
 T3: Parking
 CC5: Sustainable Drainage
 HQ1: High Quality Development

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 2017 - pre-referendum version

Relevant Planning History:

Application Number **CB/09/07046/OUT**
 Description Outline: Remodelling of High Street, Primrose Lane, Mill Lane and Station Road Junction and creation of new southern access to land west of High Street. Demolition of existing site buildings and erection of two retail units and up to twenty residential units (all matters reserved except access).
 Decision Not Proceeded With.
 Decision Date 15/01/2010

Application Number **CB/10/00099/OUT**
 Description Outline: Remodelling of High Street, Primrose Lane, Mill Lane and Station Road Junction and creation of new southern access to land west of High Street. Demolition of existing site buildings and erection of two retail units and up to twenty residential units (all matters reserved except access).
 Decision Not Proceeded With.
 Decision Date 07/07/2011

Application Number **CB/12/02664/RM**
 Description Reserved matters: Appearance, landscaping, layout and

scale for the remodelling of the High Street, Primrose Lane, Mill Lane, Station Road junction and the creation of a new southern access to land west of the High Street. Demolition of existing site buildings and erection of two retail and twenty residential units, pursuant to outline planning permission CB/10/01831/OUT dated 07/07/2010

Decision Approved
Decision Date 01/11/2012

Application Number CB/10/01831/OUT

Description Outline: Remodelling of the High Street, Primrose Lane, Mill Lane, Station Road junction and creation of a new southern access to land west of the High Street. Demolition of existing site buildings and erection of two retail and up to twenty residential units.(All matters reserved except access)

Decision Approved
Decision Date 06/07/2011

Town Council:
Arlesey Town Council
(Verbatim)

Objection

RESPONSE TO ORIGINAL SCHEME

Arlesey Town Council (ATC) is of the view that planning application CB/16/05513/FULL is not in accordance with the development plan for the area and fails to meet the requirements of the Arlesey Cross Masterplan. The Council OBJECTS to the application, specifically with regards to:-

Non-compliance with Masterplan - constitutes piecemeal development resulting in an uncoordinated approach to the delivery of the Masterplan. Furthermore, the section of the relief road within the site does not conform with the requirements of the masterplan.

Poor junction design - the creation of an additional vehicular access to the High Street so close to the proposed final junction is unsatisfactory, particularly when there are other options, and little consideration appears to be given to traffic from Davis Row in the final junction design.

Insufficient parking - there is a significant shortfall in the standards for parking for the dwellings and no parking beyond three loading bays for the retail units

Demolition of historic buildings - the proposed plan would see the demolition of 19th century cottages built in the distinct Arlesey White bricks, along with a rare 1920s art deco building, both of which add character to the local

area, and requests that Central Bedfordshire Council refuses to grant planning permission for the proposed development.

In addition, the Town Council reminds Central Bedfordshire of the need to refer to the emerging Arlesey Neighbourhood Plan, in their deliberations of this application. Policy AR7 reinforces the importance of off-street parking within Arlesey.

ATC also feels that the fact that a similar plan may have been given consent previously should not carry weight, particularly as that consent was given prior to the adoption of the Masterplan and prior to the emergence of the Neighbourhood Plan.

Arlesey Town Council's full representations on this application are provided in the following paragraphs.

MASTERPLAN COMPLIANCE

1. ATC wishes to ensure that the proposals of the Development Plan and the Arlesey Cross Masterplan in respect of the expansion of the town, which it accepts, comprehensively and deliver the infrastructure, social and green infrastructure and facilities and other benefits provided for in those documents at the right time. 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.

2. ATC is of the view that the objectives and proposals of the DP and the Masterplan in relation to environmental and traffic improvements in High Street, resolution of existing serious problems of congestion between vehicular traffic movements and cyclists / pedestrians, and the future vitality, viability and attractiveness of the town centre cannot be achieved unless and until the Arlesey Relief Road is in place.

3. Furthermore, it is of the view that proposals in those planning documents for the construction of a minimum of 1000 dwellings in the Arlesey Cross growth area can only be successfully delivered if a co-ordinated approach to development is adopted by both Central Bedfordshire Council (CBC) (as both local planning authority and owner of part of the allocated land) and developers / private landowners. It does not consider that a piecemeal approach to the implementation of the Arlesey Cross development, whereby individual parcels of land are brought forward for development in an uncoordinated way, unrelated to and independent of neighbouring

parcels of land is acceptable.

4. In the absence of more detailed guidance on the timing, form and layout of new development in the area that which is given in the current Masterplan, planning applications for new development should not be granted permission in isolation.

5. ATC considers it imperative that the Eastern section of the relief road providing direct access to Arlesey High Street from the A507 through this road, is completed before any development is permitted to the West of Arlesey High Street.

6. ATC therefore OBJECTS to the application on the grounds that it conflicts with that part of the development set out in policy MA8 of the NSADPD which requires development of the Arlesey Cross site to be subject to the provision of a relief road. To grant planning permission at this stage, even in outline, would be premature as it is not clear when or whether the western section of the relief road will be provided.

7. The Masterplan states (paragraph 5.10) that the relief road should take the form “a 7.3m wide vehicular carriageway with footpaths and cycleway on either side.” The proposed plans show a carriageway of insufficient width and with no provision for cycle ways.

8. ATC therefore further OBJECTS to the application on the grounds that the proposed section of the relief road is not in compliance with the Masterplan.

POOR JUNCTION DESIGN

9. ATC is concerned that the proposed vehicular access to the car parking area to the rear of Block A is unnecessarily close to the final proposed signalised junction, particularly when access could be provided from the opposite side of Block A from the relief road.

10. Furthermore, exiting onto the relief road would encourage drivers to travel north through Arlesey on that road, one of the key aims of the Masterplan, rather than on the High Street. Exiting onto the High Street, particularly so close to the signals which would make turning right difficult, will encourage drivers to continue to use the High Street.

11. The private road, Davis Row, seems to have been largely ignored in the junction design as it will exit directly onto the main section of the cross roads as a fifth junction. While not a major street, consideration should be given to how drivers would safely enter and exit this

street and this does not appear to have been done in these plans.

12. ATC therefore OBJECTS to the application on the grounds that the junction design has not been properly thought out both in terms of safety and how it might impact the aims of the Masterplan.

PARKING

13. Arlesey suffers from on-street parking problems due to the linear nature of the settlement and historic planning not making allowance for off-street parking. The merging Neighbourhood Plan sought to capture some of the strong community feeling on this subject and Policy AR7 of that document states that there “will be a presumption against this loss of publically accessible off-street car parking” and that proposals that provide additional off-road car parking spaces, to alleviate parking congestion along the High Street and Hitchin Road, will be supported.

14. These plans admit that there is a shortfall in the number of car parking spaces as stipulated in the design guide for the number of dwellings, and ATC believes that any proposals that do not provide sufficient parking spaces should be rejected.

15. Furthermore, the provision of only three loading bays for the retail units is insufficient, particularly given the current parking issues in the area. This is demonstrated by the fact that part of the site, what is now a car wash facility, is used as an unofficial car park each evening serving the nearby social club and Indian restaurant. While this is not its intended use, the development of the site will remove this unofficial facility thereby further exacerbating local parking issues, so any development should at last provide sufficient parking provision for the development itself, and ideally provide additional spaces.

16. ATC therefore objects to the application on the grounds that the plans do not provide sufficient parking provision for both the residential and retail units.

HISTORIC BUILDINGS

17. Arlesey has a mix of architectural style but Arlesey White bricks are very distinctive and community engagement during the Neighbourhood Plan revealed that the community are keen to safeguard these buildings that remain (paragraph 5.8), or that where that is not possible, that the bricks are reclaimed for reuse or given to ATC to safeguard their future use.

18. ATC is disappointed that the plans would see a terrace of 19th century Arlesey White cottages demolished.

19. Furthermore, the 1920s art deco building on Primrose Lane, currently occupied by Tidy Time, is also a rare example of such a building in the local area, and ATC would prefer to see this building refurbished rather than demolished.

20. Given that neither of these buildings needs to be demolished to make way for the relief road, ATC would welcome a reconfiguration of the development that would retain these buildings of local historic significance.

21. For all the above reasons ATC is of the view that the planning application is not in accordance with the development plan for the area and fails to meet the requirements of the Arlesey Cross Masterplan.

22. ATC therefore requests that CBC refuses to grant planning permission for the proposed development.

The Town Council hereby seeks the Planning Officer's and CBC's Development Management Committee member's full consideration of these representations and awaits notification of the relevant DMC's meeting date, where the application will be considered, in due course.

Comments following the amendments received on 24.11.17:

Arlesey Town Council considered the proposed amendment to this application at its meeting held on 21st November 2017 and resolved to **OBJECT** on the following grounds:

1. The Town Council's objections contained within our letter dated 18th January 2018 (copy attached) have not been fully satisfied, and therefore stand.
2. The proposed development is not supported by appropriate infrastructure provisions – the Council's concerns about insufficient parking and the impact of additional traffic on local roads has not been satisfied. The proposed roundabout does not appear to be fit-for-purpose in terms of its use by HGV's.
3. Access to the site by construction traffic via the High Street would cause severe disruption to local traffic, and a worsening of current traffic flow problems.

4. The emerging Arlesey Neighbourhood Plan (Public referendum 30th November 2017) seeks to preserve buildings of local interest (paragraph 5.8 refers), and the Town Council would seek to preserve the 19th century Arlesey white brick terraced cottages and the 1920s art deco building (currently occupied by 'Tidy Time') which it is proposed will be demolished under this application.

Internal Consultees:

CBC Archaeology	No objection, subject to the imposition of a condition to secure a written scheme of investigation.
CBC Conservation	No comment.
CBC Ecology	No objection, subject to the imposition of a condition to secure ecological net gain in accordance with the ecological appraisal.
CBC Highways	No Objection, recommendations for amendments. Amendments received in accordance with Highways advice.
CBC Housing Development Officer	Support this application as it provides for 7 affordable homes which reflects the current affordable housing policy requirement of 35% and also the affordable housing requirement outlined within the original S106.
CBC Public Art	No Objection, subject to the imposition of a condition to secure a public art scheme.
CBC Landscape	No objection, subject to the imposition of a condition to secure an acceptable landscape scheme.
CBC Green Infrastructure	Details on SuDs required but refer to SuDs Engineer for advice.
CBC Sustainable Growth	Below the policy threshold for the requirements of renewable energy.
CBC SuDs Engineer	No Objection, subject to the imposition of a condition to secure a detailed Surface Water Drainage scheme.
CBC MANOP	Recommends that the needs of elderly provision be considered as part of the application.
CBC Pollution	No Objection, subject to the imposition of conditions to secure appropriate remediation where required and noise mitigation proposals.

External Consultees:

Anglian Water	No comment
Environment Agency	No objection
Internal Drainage Board	No comment

Other Representations:

1A The Hermitage Objects on the following grounds (in summary):

- How does the junction accommodate HGV movements onto Mill Lane.
- Parking shortfall for visitors and employees.
- There is no private/communal garden space on any of the 4 blocks.
- Traffic generation and capacity

41 High Street Comments raised (in summary):

- Loss of business uses - is there a contingency plan to support these businesses

4a Primrose Lane Objects on the following grounds (in summary):

- Underprovision of parking
- Detrimental impact on existing residents
- Traffic issues
- Reduction in width of roadway to Primrose Lane

Determining Issues:

The main considerations of the application are;

- 1. Principle of Development**
- 2. Accordance with the Arlesey Cross Masterplan**
- 3. Affect on the Character and Appearance of the Area**
- 4. Neighbouring Amenity**
- 5. Highway Considerations**
- 6. Other Considerations**

Considerations**1. Principle**

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 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, a new school and other amenities as well as environmental improvements.

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. The masterplan incorporated the two existing consented planning applications relevant to this site, CB/10/01831/OUT and CB/12/02664/RM, which set out both the principle and the details of part of the new access road and accompanying mixed use development proposals, and included proposals to demolish several buildings. Both of these planning applications have now expired, hence the requirement for a new FULL planning application. This application differs from these previously consented schemes in that the previous traffic light junction has been replaced with a roundabout.

- 1.3 Individual development parcels within site allocation MA8 can be considered for determination provided they do not prejudice the overall delivery of the masterplan. As this proposal enables the southern part of the western relief road to be delivered, by definition it is not considered to prejudice the overall delivery of the masterplan.
- 1.4 As an allocated site, the principle of residential development and the loss of existing employment uses are considered to be acceptable subject to compliance with the Arlesey Cross masterplan, which is considered in detail below.

2. 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. It is accepted that the expired outline and reserved matters planning applications were determined before the Masterplan was approved. However, it was those planning applications that informed the content of the Masterplan.
- 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. With over 400 new dwellings to be located west of the High Street, it was considered that this road would be necessary to enable development of this scale to be achieved, providing the main north / south route through Arlesey and enabling the delivery of significant traffic calming through the High Street. Policy MA8 requires the relief road to be provided early in the development, without a definition of when early is.

The layout proposes a roundabout at the confluence of Primrose Lane, Mill Lane, Station Road and the High Street. This will become the southern entrance to the new Arlesey Cross western relief road.

a) New cycle and walking routes within Arlesey

This proposal will provide the first part of the new western cycle and

footpath route alongside the relief road, with connections to other development sites to the north.

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

This site will not provide any areas of strategic and publically accessible green infrastructure. However the masterplan does show areas of green space in adjacent development sites.

2.3 The main elements of the Masterplan that are relevant to this full 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 application demonstrates an appropriate response to the site, proposing building form and scale that relates well to the line of the new link road and to the junction with High Street. Arlesey Town Council have expressed concern over the loss of some older buildings which are to be demolished to make room for the proposed new development. The original planning applications for this site informed the development of the approved masterplan for the site, with new buildings following the form of the proposed new road which would create an attractive sense of place in this prominent location. If buildings were to be retained they would prevent the implementation of the new road and would prevent the efficient use of the land alongside the new road.

2.4 *ii) The design of proposed dwellings will reflect the best features of local architecture.*

The successful design of the buildings would require high quality materials and architectural detailing, and a condition would require their subsequent approval, notwithstanding those referred to on the submitted plans.

2.5 *iii) Car parking will comprise a combination of on-plot, off-plot and on-street solutions, and streets will be designed to accommodate parking from the outset with the use of well-designed inset parking bays to avoid inappropriate parking.*

The submitted details demonstrate an acceptable approach to car parking in this location which comprises a combination of on-plot and on-street solutions.

2.6 *iv) Sustainable drainage systems will be expected to be provided.*

The submitted details demonstrate an acceptable approach to sustainable drainage, subject to a planning condition requiring more detailed information on the system's management to be submitted.

2.7 *v) 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 submitted details demonstrate an interconnecting network, with the new access providing vehicle, cycle and pedestrian routes linking to the wider network to the north.

2.8 *vi) 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

A list of key infrastructure requirements has been set out and costed. Financial contributions for this site are based upon the level of contribution set out in the previous application on this site.

Because of the Community Infrastructure Levy (CIL) regulations that limit the pooling of contributions to a maximum of five individual contributions for each designated project, for a development of the complexity of Arlesey Cross, with several development sites, it will be necessary to choose different projects for which each different development site contributes in order to maximise contributions.

2.9 *vii) The main critical infrastructure item that must be provided is the relief road and in conjunction with it, traffic calming 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.*

It is not 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. It is considered that this development site can be delivered without the rest of the western part of the relief road, and that the impacts of the development of this site on the High Street and the wider amenity of the residents of Arlesey are not significantly harmful. It is likely that further development sites will be linked to suitable triggers relating to the delivery of the western part of the relief road.

2.10 *viii) If the site were to come forward in more than one planning application, the LPA 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 made in full, and the layout demonstrates that the site can deliver a mixed use development without prejudicing the delivery of the entire western development area, providing access to the neighbouring site to the north

- 2.11 The Town Council have raised concerns that the proposed development will make traffic worse on High Street, unless the relief road is completed before any of the development sites. However, the masterplan has always provided for an access onto the High Street in this location, and traffic generated by the proposed 20 dwellings and 2 retail units will not significantly harm the amenities of residents in the surrounding area.

3. Affect on the Character and Appearance of the Area

- 3.1 The layout previously proposed a signal controlled junction at the confluence of Primrose Lane, Mill Lane, Station Road and the High Street but this has since been redesigned to provide roundabout connectivity which provide a less cluttered design solution. The proposal would introduce a new road (link road) to link through to St John's Road and potentially the wider development site that has been allocated within the Site Allocations DPD. This new road divides the scheme into two parcels.
- 3.2 To the north of the 'link road' would be Block A containing two retail units at ground floor fronting the highway are proposed, with residential accommodation above, and a number of residential properties adjacent. These would be accessed from the High Street, using the existing access to the south of 43 High Street. Parking would be in the form of a rear parking court to avoid the dominance of the car on the High Street and 'link road'. The scale of this part of the development would be two and a half storey on the corner stepping down to more traditional two storey dwellings adjacent. The building would be appropriately designed, with its bulk centred around the corner. Varied ridge heights and the use of set back 'link buildings' would prevent a long, monotonous street facing elevation and the corner gable would result in an interesting focal point to this part of the development.
- 3.3 Block B would be to the south of the link road and would have a functional, understated design which given it's proximity to the footpath would be appropriate.
- 3.4 Blocks C and D would be modest in scale and the use of design features would make them visually interesting.
- 3.5 The successful design of the buildings would be reliant on high quality, appropriate materials and a condition would require their subsequent approval, notwithstanding those referred to on the submitted plans as mentioned previously in section 2 of this report. There is no consistent design approach in the surrounding area and so the variety of building types proposed would be acceptable here. The scale of the individual buildings would relate well to their

contexts and the development would result in an improved appearance at the site overall.

- 3.6 Basic landscape proposals have been submitted but they are inadequate in detail and a condition will be required for the submission of a scheme for approval.
- 3.7 As such it is considered that the proposal would conform with policies CS14 & DM3 of the Core Strategy for the North of Central Bedfordshire, the Central Bedfordshire Design Guide and Section 7 of the NPPF.

4. Residential amenity

- 4.1 The existing use of the site is predominantly light industrial. There are a number of other commercial and residential uses present as well. Concerns have been raised regarding the issue of noise from the proposed retail units, however the Councils Pollution Officer is satisfied that this matter could be resolved through conditions that would restrict the opening times and delivery times of the retail units and require the approval of noise mitigation measures for the proposed units.
- 4.2 The nearest neighbours to the north would be at nos. 43, 45 and 47 High Street. Those properties are already located adjacent to a vehicular access and that situation would not change. The built development at the site would be sufficiently separated from those houses to ensure that no materially significant harm would be caused to living conditions there.
- 4.3 No 2 Primrose Lane is located to the west of the southern section of the site. Block D would be located adjacent to this building, and the relationship would be no different to that which currently exists. Block C would be introduced alongside the rear of that house but would be set off of the boundary and would be adjacent to existing outbuildings at that site and therefore would not give rise to unacceptable amenity impact.
- 4.4 Refuse storage would need to be secure and easily accessible for future occupiers, however the Councils Waste Officer is satisfied that there is space within the scheme to ensure appropriate facilities for storage and collection and therefore this matter can be satisfactorily secured by planning condition.
- 4.5 The majority of the flats would have no outdoor amenity space and while this is undesirable, this proposal is located in a central, sustainable location, this would be acceptable in this particular circumstance. This does place additional importance on the quality of landscaping and public realm at the site, which would be dealt with through a condition attached to the consent as iterated in section 3 of this report.
- 4.6 Therefore the proposal in this regard, would conform with policy DM3 of the Core Strategy for the North of Central Bedfordshire, the Central Bedfordshire Design Guide and section 7 of the NPPF.

5. Highway Considerations

- 5.1 The originally submitted scheme, which was for a traffic light junction, has been amended to remove the traffic lights and provide a much less cluttered design

solution that incorporates a roundabout and a combination of zebra and pelican crossings.

- 5.2 The new link road has been designed to provide cycle paths on both sides.
- 5.3 A loading bay would be provided to serve the retail units on High Street and these are located to ensure minimal disturbance to other road users. Part of the rear of Block A would provide space for larger vehicles to turn.
- 5.4 Three layby bays would be provided for people using the retail units and whilst this may not fully comply with the Council's parking standards in this regard, it is considered to be relatively comparative to the parking provision of the existing commercial situation at the site and given the size and use of the buildings, this impact would not be so harmful as to justify the refusal of the planning application.
- 5.5 29 car parking spaces would be provided for the residential units at the site, plus 5 visitor spaces shared between the two residential blocks, in accordance with the Council's parking standards.
- 5.6 Cycle parking would be provided in line with the Council's standards.
- 5.7 The relationship between pedestrians and drivers sharing the access to the rear of Block A from the High Street will need to be addressed through a planning condition requiring further details to be provided showing how this can be satisfactorily addressed.
- 5.8 Concern has been expressed by the Town Council relating to the relationship between the scheme design and Davis Row, which in the previous scheme was served by a traffic light and this contributed to street clutter. The amended plans have improved the relationship of Davis Row with the High Street by removing the traffic lights and generally improving the public realm in this area.
- 5.9 As such it is considered that the proposal would not be prejudicial to highway safety and would conform with policy DM3 of the Core Strategy for the North of Central Bedfordshire, the Central Bedfordshire Design Guide and section 4 of the NPPF in this respect.

6. Other Considerations

6.1 Affordable Housing Provision

Under Policy CS7 of the Core Strategy, 35% of all developments for four dwellings and above should be provided as Affordable Housing units. The proposal for 20 units would qualify for Affordable Housing provision and 35% would equate to 7 units. The applicant has proposed this appropriate level of affordable housing which on the submitted plans have been indicated as blocks B, C & D and shall form heads of terms for the legal agreement that would be required if Members resolve to grant consent. As such the proposal would comply with and exceed the requirements of Policy CS7.

6.2 Archaeology

The site has the potential to contain archaeological remains relating to the

origins and development of Arlesey in the Saxon and medieval periods and the later prehistoric and Roman landscape that has been identified in the surrounding area. The proposed development will have a negative and irreversible impact upon any surviving archaeological deposits present at the site, and, therefore, upon the significance of the heritage assets with archaeological interest. However the Councils Archaeologist is content that this matter can be addressed through a condition to secure a written scheme of Investigation. Therefore the proposal is considered to accord with policies CS18 & DM15 of the Core Strategy for the North and Section 11 of the NPPF.

6.3 Biodiversity

The site continues to offer limited potential for the presence of protected species, and recommends a watching brief for bats and nesting birds (if during bird nesting season) during site clearance and demolition phases. It is also identified that new native planting (including the provision of log piles for invertebrates) may also be incorporated into any site landscaping proposals, and represent an ecological enhancement amounting from the development.

The Councils Ecologist has raised no objection to the proposal subject to the imposition of a condition to secure all ecological measures and/or works be carried out in accordance with the details contained in Part 6 of the September 2016 Southern Junction, Arlesey Ecological Appraisal, to ensure works do not have a detrimental effect on biodiversity. Therefore the proposal is considered to accord with policies CS18 & DM15 of the Core Strategy for the North and Section 11 of the NPPF.

6.4 Contamination

The applicant has submitted a LBH Wembley Geotechnical and Environmental Land Contamination Assessment dated August 2016 ref LBH 4101 ver 1.5 with the application. This is a desk study report and concludes that there are significant risks of ground contamination affecting the proposed redevelopment of the site and intrusive site investigation is required to enable a better assessment of the risks to all receptors including those off site that may be affected by the identified pollutant linkages of concern. The Councils Pollution Officer however has not raised an objection to this application, subject to the imposition of a conditions to secure remediation.

6.5 Financial Contributions

Significant weight should be given to the National Planning Policy Framework, which calls for the achievement of the three dimensions of sustainable development: economic, social and environmental. It is considered that Policy CS2 of the Core Strategy for the North is in accordance with the National Planning Policy Framework. This states that developers are required to make appropriate contributions as necessary to offset the cost of providing new physical, social, community and environmental proposals .

In this case, the following contributions are requested and shall form heads of terms for the legal agreement that would be required if Members resolve to grant consent. As such, it is considered that the proposal would conform with policy CS2 of the Core Strategy for the North.

Projects list and values having consideration to the pooling restrictions for projects related to the overarching allocation :

- £9,340 towards Highway improvements to the High Street
- £28,140 towards the health facility planned at Arlesley Cross
- £53,580 towards the community hall planned at Arlesley Cross

Education contributions have not be secured for this site due to pooling restrictions, however other sites within the Arlesley Cross Masterplan will be contributing to this infrastructure.

6.6 Neighbourhood Plan

Arlesley Town Council has produced a Neighbourhood Plan which has been adopted. The Neighbourhood Plan reiterates the Parish Council's wishes to ensure that the proposals contained within the Arlesley 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.

6.7 Public Art

Central Bedfordshire Council actively encourages the inclusion of Public Art in new developments and looks to developers/promoters of sites to take responsibility for funding and managing the implementation of Public Art either directly or through specialist advisers and in consultation with Town and Parish Councils and Central Bedfordshire Council. The Councils Public Art Officer has raised no objection to the granting of this permission, subject to the imposition of a condition to secure an art strategy.

6.8 SuDs

The site is located within Flood Zone Area 1 whereby the probability of flooding is identified as being low. As such, no objections have been raised by the Environment agency.

From 6th April 2015 local planning policies and decisions on planning applications relating to major development (developments of 10 dwellings or more; or equivalent non-residential or mixed development [as defined in Article 2(1) of the Town and County Planning (Development Management Procedure) Order 2015], must ensure that sustainable drainage systems (SuDS) for the management of surface water runoff are put in place, unless demonstrated to be inappropriate. The Councils SuDs Officer is satisfied that an appropriate Sustainable Drainage System could be implemented on site so as limit any flooding potential and as such has not wish to raise any objection to this proposal subject to the imposition of conditions to control is provision. In addition, neither the Internal Drainage Board or Anglian Water have wished to raise an objection to this application. As such it is considered that the proposal accords with the Councils adopted SuDs guidance and the section 10 of the NPPF.

6.9 Human Rights and Equality Act 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 in this proposal.

Recommendation:

That Planning Permission be APPROVED subject to the completion of a 106 Agreement and the following:

RECOMMENDED CONDITIONS

- 1 The development hereby permitted shall begin not later than three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 **Development shall not begin on Phase two (as identified blue on plan number 17-01 Phasing Plan), until all construction and technical details of the remodelling of the junction including any necessary amendments to the approved drawings, to ensure it operates satisfactorily prior to the completion of the link road and its connection with the High Street at its northern end, the provision of a loading bay on the northern side of the link road and of parking restrictions on both sides of the new link road have been approved by the Local Planning Authority and no building shall be occupied until the junction has been constructed in accordance with the approved details.**

Reason: In the interest of highway safety and in order to minimise danger, obstruction and inconvenience to users of the highway, in accordance with policy DM3 of the Core Strategy and section 7 of the NPPF.

- 3 No development above base course level on each phase (as identified on plan 17-01 Phasing Plan) shall take place until details of all external materials for that phase have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To control the appearance of the buildings in the interests of the visual amenities of the locality in accordance with Policy DM3 of the Core Strategy and Section 7 of the NPPF.

- 4 **No development shall take place for each phase (as identified on plan 17-01 Phasing Plan) until a detailed surface water drainage scheme for that phase of the site including a management and maintenance plan has been submitted to and approved in writing by the Local Planning Authority. The scheme design shall be based on sustainable drainage principles in accordance with the Council's Sustainable Drainage SPD and an assessment of the hydrological and hydro geological context of the development. The scheme shall be implemented in accordance with**

the approved details and shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: This condition is pre-commencement condition as it is important to ensure the approved system will function to a satisfactory minimum standard of operation and maintenance and prevent the increased risk of flooding both on and off site, in accordance with Section 10 of the NPPF.

- 5 **No development shall take place for each phase (as identified on plan 17-01 Phasing Plan) until a landscaping scheme relevant to that phase to include all hard and soft landscaping and a scheme for landscape maintenance for a period of five years following the implementation of the landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented by the end of the full planting season immediately following the completion and/or first use of any separate part of the development (a full planting season means the period from October to March). The trees, shrubs and grass shall subsequently be maintained in accordance with the approved landscape maintenance scheme and any which die or are destroyed during this period shall be replaced during the next planting season.**

Reason: This condition is pre-commencement condition as it is important to ensure an acceptable standard of landscaping, in accordance with Sections 7 and 11 of the NPPF.

- 6 Any external lighting to be installed, including the design of the lighting unit, any supporting structure and the extent of the area to be illuminated, shall not be installed until details have been submitted to approved in writing by the Local Planning Authority. The external lighting shall be installed in accordance with the approved details.

Reason: To protect the visual amenity of the site and in the interests of biodiversity in accordance with Policy DM3 of the Core Strategy and Section 7 of the NPPF.

- 7 No development above base course level for each phase (as identified on plan 17-01 Phasing Plan) shall take place until a plan for that relevant phase has been submitted to and agreed in writing by the Local Planning Authority indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed in accordance with the approved scheme and be thereafter retained.

Reason: To safeguard the appearance of the completed development and the visual amenities of the locality, in accordance with Section 7 of the NPPF.

- 8 **No development shall take place for each phase (as identified on plan 17-01 Phasing Plan) until details of the existing and final ground and slab levels of the buildings relevant to that phase hereby approved have**

been submitted to and approved in writing by the Local Planning Authority. Thereafter the site shall be developed in full accordance with the approved details.

Reason: This condition is pre-commencement condition as it is important to ensure that an acceptable relationship results between the new development and adjacent buildings and public areas. (Section 7, NPPF)

- 9 No development above base course level for each phase (as identified on plan 17-01 Phasing Plan) shall take place until details of materials to be used in the construction of all road surfaces, footways and parking areas, including kerbs relevant to that phase, have been submitted to and approved in writing by the Local Planning Authority. The surfaces shall be constructed in accordance with the approved details.

Reason: To safeguard the appearance of the completed development and the visual amenities of the locality. (Section 7, NPPF)

- 10 No building /dwelling for each phase (as identified on plan 17-01 Phasing Plan) shall be occupied until a scheme for the provision of ecological enhancement measures relevant to that phase has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved scheme.

Reason: To ensure that the development provides a net gain in biodiversity. (Section 11, NPPF)

- 11 **No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include:-**

- **proposals for environmental activities and timing;**
- **construction activities and timing;**
- **plant and equipment; construction traffic;**
- **details of site compounds, offices and areas to be used for the storage of materials;**
- **emergency planning and incidents**
- **on site procedures for traffic management and parking, air and dust quality, noise and vibration, temporary surface water drainage during construction**

The CEMP shall be implemented in accordance with the approved details for the duration of the construction period.

Reason: This condition is pre-commencement condition as it is important that details are required prior to work commencing on site in order to minimise danger, obstruction and inconvenience to users of the highway and the site.

- 12 Notwithstanding any provision of the Town and Country Planning (General Permitted Development Order) 2015 (or any Order revoking or re-enacting that Order with or without modification) no garage accommodation may be converted to additional living accommodation.

Reason: To retain off-street parking provision and thereby minimise the potential for on-street parking which could adversely affect the convenience of road users.

- 13 Any external service kiosks and equipment boxes to serve the development will not be provided unless the location and method of enclosure has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved scheme.

Reason: To ensure that such equipment is located in unobtrusive positions in the streetscape and compliments the materials and appearance of the surrounding development. (CS14 and DM3 of the Core Strategy and Section 7 of the NPPF.)

- 14 Notwithstanding any provision of the Town and Country Planning (General Permitted Development Order) 2015 (or any Order revoking or re-enacting that Order with or without modification) no building erected for the protection of gas transporter plant or machinery, electricity plant or machinery, or telecommunications equipment shall be permitted until detailed plans and elevations have been submitted to and approved in writing by the Council.

Reason: To ensure that such equipment is located in unobtrusive positions in the streetscape and compliments the materials and appearance of the surrounding development. (CS14 and DM3 of the Core Strategy and Development Management Policies 2009)

- 15 **No development shall take place until a written scheme of archaeological investigation; that includes post excavation analysis and publication, has been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall only be implemented in full accordance with the approved archaeological scheme.**

Reason: 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 (NPPF)* that requires developers to record and advance of understanding of the significance of any heritage assets to be lost (wholly or in part) as a consequence of the development. (Section 12, NPPF)

- 16 Details, including acoustic specifications of all fixed plant, machinery and equipment to be used by reason of the granting of this permission shall be submitted and approved in writing by the Local Planning Authority before installation. The development shall be carried out in accordance with the approved details and maintained in that form thereafter.

Reason: To protect the amenity of future occupiers, in accordance with policy DM3 of the Core Strategy and Section 7 of the NPPF.

- 17 The retail premises shall not be used except between the hours of 0700 to 2200 Monday to Saturday and 1000 to 1800 on Sundays, Bank or Public Holidays, without the prior agreement in writing of the Local Planning Authority.

Reason: To protect the amenity of future occupiers, in accordance with Policy DM3 of the Core Strategy and Section 7 of the NPPF.

- 18 Deliveries by commercial vehicles shall only be made to or from the retail premises between the 0800 to 1800 hours Monday to Saturday, and at no time on Sundays, Bank or Public Holidays without the prior agreement in writing by the Local Planning Authority.

Reason: To protect the amenity of future occupiers, in accordance with Policy DM3 of the Core Strategy and Section 7 of the NPPF.

- 19 No building shall be occupied on each phase (as shown on plan number 17-01 Phasing Plan) until a refuse collection and storage scheme has been supplied which is relevant to that phase, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in accordance with the approved details.

Reason: In the interest of amenity. (Policy DM3 of the Core Strategy for the North and Section 7 of the NPPF)

- 20 **No development shall take place for each phase until a further survey of the site affected by that phase, has been undertaken to ascertain as to whether there are any bats roosting on the site. If any bats are found to exist on site the details of measures to be undertaken to safeguard those protected species shall be submitted to and approved in writing by the Local Planning Authority. The protection measures shall be implemented to as approved in accordance with a timetable to be agreed.**

Reason: This condition is pre-commencement to enable proper consideration of the impact of the development on the contribution of nature conversation interests to the amenity of the area. (Policy DM15 of the Core Strategy for the North and Section 11 of the NPPF)

- 21 If, during development, contamination not previously identified is found to be present on either phases, then no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out on that phase until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the Method Statement detailing how this unsuspected contamination shall be dealt with.

Reason: To protect and prevent pollution of controlled waters (that is inland freshwaters and groundwater) in accordance with the NPPF.

- 22 No building shall be occupied before the relevant car parking/loading area/cycle parking for each phase as been constructed and made available. The relevant car parking/loading area shall be permanently retained thereafter.

Reason: To ensure that adequate car parking/loading facilities/cycle parking are provided at the site. (Policy DM3 of the Core Strategy and Section 4 of the NPPF)

- 23 **No development shall take place for each phase of development (as identified on plan 17-01 Phasing Plan) until the following has been submitted to and approved in writing by the Local Planning Authority:**

A Phase 2 investigation report as recommended by the previously submitted LBH Wembley Land Contamination Assessment dated August 2016 ref LBH 4101 ver 1.5, along with a Remediation Method Statement should the Phase 2 discover the need for remediation.

Reason: To ensure that the site is suitable for its end use and to protect human health and the water environment. (Section 11, NPPF)

- 24 No occupation of any permitted building for each phase of development (as identified on plan 17-01 Phasing Plan) until the following (relevant to the phase) has been submitted to and approved in writing by the Local Planning Authority:

- A Validation Report by means of which the effectiveness of the remediation implemented by any Remediation Method Statement shall be demonstrated to the Local Planning Authority (to incorporate photographs and depth measurements).

Any unexpected contamination discovered during works should be brought to the attention of the Planning Authority.

Reason: To protect human health and the environment (Section 8 of the NPPF)

- 25 **No development shall take place for each phase (as identified on plan 17-01 Phasing Plan) until a scheme for protecting the proposed dwellings within that relevant phase from noise from road traffic and noise from the retail premises adjacent and attached to the proposed development has been submitted to and approved by the Local Planning Authority. Any works which form part of the scheme approved by the Local Planning Authority shall be completed and shown to be effective before any permitted dwelling is occupied and thereafter maintained in accordance with the approved details.**

Reason: To protect the amenity of future occupiers of the proposed development. (Policy DM3 of the Core Strategy for the North and Section 7 of the NPPF).

- 26 **No development shall take place until wheel-cleaning facilities which prevent the deposit of mud or other extraneous material on the highway during the construction period have been installed at all vehicular site exits and made operational and the Site Developer(s) shall ensure that these are used by all vehicles exiting the site until the development has**

been substantially completed or until the roadworks necessary to provide adequate and clean access to and from the public highway have been completed (apart from final surfacing).

Reason: This condition is pre-commencement, in the interests of the amenity and to prevent the deposit of mud or other extraneous material on the highway during the construction period. (Policy DM3 of the Core Strategy for the North and Section 7, NPPF)

- 27 No building/dwelling for each phase (as identified on plan 17-01 Phasing Plan) shall be bought into use until a Public Art Strategy has been submitted to an approved in writing by the Local Planning Authority. The Strategy shall address suitable themes and artistic opportunities; artists briefs and commissioning arrangements; strategies for community involvement as appropriate; timescales for implementation of the strategy; and project management and long-term maintenance arrangements. The Public Art Strategy shall then be implemented in full as approved unless otherwise amended in accordance with a review to be agreed in writing by the Local Planning Authority.

Reason: In the interests of promoting local distinctiveness and creating a sense of place, in accordance with Policy DM3 of the Core Strategy and Section 7 of the NPPF)

- 28 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 001-01A (Site Location Plan), P01L (Site Layout Plan), 04 Rev E (Proposed Layout/Junctions), 05 Rev D (Swept Path Analysis Arctic), 06 Rev D (Swept Path Analysis Large Car), 08 Rev A (Swept Path Analysis Private Drive), P08 (Existing Road Layout), P02E (Block A Ground & 1st Floor Plans), P03E (Block A 2nd Floor & roof Plans), P04G (Block A Elevations), P05C (Block B Floor Plans), P06C (Block C Floor Plans), P07C (Block D Plans), 101C (Drainage Private), 102A (Drainage), 151A (Site Survey), 154A (Highway Sections), 156A (Highway Details), 17-01 (Phasing Plan), Transport Assessment Rev B, Design & Access Statement Nov 2016, Land Contamination Assessment Ver 1.5, Noise Impact Assessment First Issue and Ecological Appraisal Sept 2016.

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

INFORMATIVE NOTES TO APPLICANT

1. In accordance with Article 35 (1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the reason for any condition above relates to the Policies as referred to in the National Planning Policy Framework (NPPF) and the Core Strategy for North Central Bedfordshire.
2. 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.

3. The applicant is advised that no works associated with the construction of the vehicular access should be carried out within the confines of the public highway without prior consent, in writing, of the Central Bedfordshire Council. Upon receipt of this Notice of Planning Approval, the applicant is advised to write to Central Bedfordshire Council's Highway Help Desk, Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire, SG17 5TQ quoting the Planning Application number and supplying a copy of the Decision Notice and a copy of the approved plan. This will enable the necessary consent and procedures under Section 184 of the Highways Act to be implemented. The applicant is also advised that if any of the works associated with the construction of the vehicular access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) then the applicant will be required to bear the cost of such removal or alteration.
4. The applicant is advised that in order to comply with highway conditions 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.
5. The British Standard for Topsoil, BS 3882:2007, specifies requirements for topsoils that are moved or traded and should be adhered to. The British Standard for Subsoil, BS 8601 Specification for subsoil and requirements for use, should also be adhered to.

There is a duty to assess for Asbestos Containing Materials (ACM) during development and measures undertaken during removal and disposal should protect site workers and future users, while meeting the requirements of the HSE.

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

6. The applicant and the developer are advised that this permission is subject to a legal obligation under Section 106 of the Town and Country Planning Act 1990.

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 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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