

Item No. 10

APPLICATION NUMBER	CB/17/00492/FULL
LOCATION	Land at Chase Farm, East of High Street, Arlesey
PROPOSAL	Construction of 2 roundabouts, 3 signalised pedestrian crossings and 2 bus laybys on the section of relief road approved under application reference CB/15/02916/REG3.
PARISH	Arlesey
WARD	Arlesey
WARD COUNCILLORS	Cllrs Dalgarno, Shelvey & Wenham
CASE OFFICER	Michael Huntington
DATE REGISTERED	01 February 2017
EXPIRY DATE	03 May 2017
APPLICANT	Telereal Ventures Ltd
AGENT	Woods Hardwick Planning Ltd
REASON FOR COMMITTEE TO DETERMINE	This is an application for development on CBC land and Town Council objection to major application
RECOMMENDED DECISION	Approval with conditions

Reason for Recommendation:

The proposal will provide access points, pedestrian crossings and bus laybys for the section of the relief road approved under CB/15/02916/REG3 and will hereby enable delivery of the development allocation in accordance with Policy MA8 of the Core Strategy and Development Management Site Allocations Document and the adopted Arlesey Cross Masterplan.

Site Location:

The site comprises a corridor of agricultural land between the A507 and the High Street in Arlesey. To the north and south of the site is further agricultural land that forms part of the Chase Farm landholding.

The site and adjoining land is mostly allocated under Policy MA8 of the Site Allocations DPD and detailed within the Arlesey Cross Masterplan Adopted Technical Guidance.

The Application:

This application is for the construction of 2 roundabouts, 3 signalised pedestrian crossings and 2 bus laybys on the section of relief road approved under application reference CB/15/02916/REG3. The proposed road is intended to provide access to future development on the wider land east of High Street as identified within the Arlesey Cross Masterplan. This will comprise approximately 900 dwellings, an extra care facility, 8 ha of employment land, a supermarket, retail units, community facilities, a GP surgery and a new lower school.

The application is necessary because when the original application was submitted the exact

nature of the accesses onto the relief road were not known, and the consented relief road therefore has no points of access for the proposed development. The approved relief road also does not include details relating to pedestrian crossing facilities or bus stops.

The application is accompanied by a transport assessment which addresses the transportation and highway issues raised by the proposal.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (March 2012)

Core Strategy and Development Management Policies - North 2009

- CS1 Development Strategy – Part 3.16 Arlesey
- CS3 Healthy and Sustainable Communities
- CS4 Linking Communities – Accessibility and transport
- CS13 Climate Change
- CS15 Heritage
- CS16 Landscape and Woodland
- CS17 Green Infrastructure
- CS18 Biodiversity and Geological Conservation
- DM3 High Quality Development
- DM4 Development Within and Beyond Settlement Envelopes
- DM9 Providing a range of transport
- DM13 Heritage in Development
- DM14 Landscape and Woodland
- DM15 Biodiversity
- DM16 Green Infrastructure
- DM17 Accessible Greenspaces

Core Strategy and Development Management Policies - North 2009

Central Bedfordshire (North): Site Allocations DPD – Adopted April 2011

- MA8 Land at Chase Farm and Land West and North-East of High Street, Arlesey

Minerals and Waste Local Plan (2005)

- W4 Waste minimisation and management of waste at source
- W5 Management of wastes at source: Waste Audits

Bedford Borough, Central Bedfordshire and Luton Borough Council's Minerals and Waste Local Plan: Strategic Sites and Policies (2014)

- WSP5 Including waste management in new built development

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)

Relevant Planning History:

Application Number	CB/15/02916/REG3
Description	Construction of section of relief road between A507 and High Street, formation of a new roundabout junction on the A507 and mini roundabout on the High Street
Decision	Approved
Decision Date	March 2016
Application Number	CB/17/01158/OUT
Description	Outline Application: Development of up to 950 No. dwellings and 80 bedroom extra care unit, a two form entry lower school, up to 7,000 sq. metres of employment floor space, up to 6,500 sq. metres of retail (A1-A5), a hotel. Healthcare inc. provision of new doctors surgery and dentists and leisure/community use of which up to 500 sq. metres to comprise of community use floor space, provision of new cycling & walking routes, open space including sports pitches, associated changing parking and other ancillary facilities and formal play areas together with associated works and operations including engineering operations & earthworks.
Decision	
Decision Date	not yet determined

Consultees:

Parish/Town Council	OBJECT Arlesey Town Council is of the view that permission for the planning application CB/17/00492/FULL should not be granted. The Council OBJECTS to the application on the basis that the Transport Assessment is based upon an indicative development plan that is not in compliance with the Arlesey Cross Masterplan, specifically with regards to the requirement to provide 10ha of employment land.
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The Council also contests the statement in the Travel Assessment that the High Street is operating at less than 50% of capacity, and believes that the assessment of the roads' capacity has not been carried out in accordance with the guidance in the Design Manual for Roads and Bridges. The Council also questions the logic used for the placement of the bus stops.

Non compliance with the Illustrative masterplan:-

While permission is not being sought for the development of the western parcel of the Arlesey Cross masterplan, the transport assessment that supports the application clearly states in section 4.14 that the trip rates are based on the primarily residential configuration as proposed in the accompanying 'illustrative master plan rev P11'. This illustrative masterplan does not include sufficient employment land for the development to be in accordance with the Arlesey Cross Masterplan, and specifically, Policy MA8 of the North Site Allocations Development Plan Document which calls for

'10ha of employment land' and the provision of a high quality business park and other employment opportunities.

The Arlesey Masterplan, adopted in March 2014 and, as it states in section 1.15 of that document is a 'material consideration in guiding and informing development management decisions in respect of any future planning applications in Arlesey Cross' clearly envisages that the bulk of the employment land would be provided as part of the eastern parcel of land covered by the illustrative masterplan accompanying this application. Section 4.7 of the Arlesey masterplan states that 'the principal employment area will be located on the eastern side of Area B [the eastern portion of the Arlesey Cross area]. This will allow a direct access into the employment land to be taken from the new relief road close to the proposed junction on the A507, ensuring that commercial traffic, particularly HGVs, do not need to travel through the town.

For this application to be compliant with the Arlesey Cross Masterplan, the Transport Assessment should include trip rates that are in accordance with the provision of the 'high quality business park' that accesses the 'relief road close to the proposed junction on the A507'.

Other considerations

High Street Capacity

Paragraph 4.38 of the Transport Assessment suggests that the High Street is operating at less than 50% of capacity based upon the 'expected capacity' of 750 vehicles per hour in the busiest direction as stated in the Design manual for Roads and Bridges (DMRB), Volume 5, Section 1, Chapter 3. However, DMRB also states that this capacity should be reduced when more than around 15% of the traffic consists of large vehicles and no attempt seems to have been made to determine whether this threshold has been reached.

Furthermore, chapter 4 of this section of the DMRB describes the Assessment Procedure that should be applied when determining a road's capacity. Paragraph 4.2 states that the expected capacity 'should be calibrated with observed traffic flows to validate the appraisal, taking into account of any network constraints that may limit a desirable flow'. There is no evidence that any such appraisal has been carried out.

While the expected capacity takes into account a level of parked cars, the high number of parked cars on the High Street should be considered as out of the ordinary for a road of that nature. Traffic flow is reduced to being one direction for long distances, and must therefore constitute a network constraint that would significantly limit a desirable flow and be likely to reduce the capacity of the road. Until a full appraisal of the effect of the parked cars has been carried out, it is impossible to determine whether the High Street's operating within capacity. Local observations suggest that it is or at near capacity when traffic is at its peak during school term times.

Bus stop location

Section 2.6 of the accompanying Transport Assessment states that the location of the bus stops have been chosen following consultation with the local bus providers but does not clearly explain why they are both located on the northern side of road, and therefore, serving only eastbound buses. Buses would operate in both directions and, to minimise the disruption to traffic of buses stopping, it seems that laybys should be provided on both sides of the road.

Conclusion

In conclusion, the Town Council feels that the Transport Assessment that accompanies this application has some serious flaws in that it is based on trip rates that do not include the employment land that would be provided as part of a development that is compliant with the Arlesey masterplan, and that the appropriate guidance has not been followed when determining the capacity of the high Street. As a result, the Council believes that the planning permission should be refused.

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

Anglian Water

No comment

Archaeology

The proposed development site has considerable archaeological potential, but this does not present an overriding constraint on development providing that the applicant takes appropriate measures to record and advance understanding of the archaeological heritage assets. This can be secured by suitable planning condition.

Ecologist

No objection subject to a planning condition requiring the submission of a Biodiversity Method Statement.

Green infrastructure

No comment on road scheme elements of the application.

Highways Development Management

The alignment of the Relief Road has been modified slightly from that consented (planning ref CB/15/02916/REG3) in the vicinity of the two roundabouts. However, this is not considered to be detrimental to the operation of the Relief Road.

No assessments of impacts on off-site junctions on the local network have been included, as the application does not seek consent for any development other than the new junctions.

The southern arm of the Central roundabout is identified as serving a future Relief Road on drawing no. 16254-ARLE-5-132 B. The width indicated in the junction capacity assessment is 7.3m, which is consistent with the width of the Relief Road. The arm to the north, which will serve approximately 550 dwellings, is shown as 6.5m wide, whereas

a width of 5.5m would be appropriate (a Main Street in accordance with *Movement and Streets*), unless provision for a future bus route is being reserved.

In accordance with the Arlesey Cross Masterplan document, the new junction on Stotfold Road is intended to provide local access to residential parcels at the northern end of the development only, with natural traffic calming features introduced to discourage rat-running through the remainder of the residential development to the south. The Illustrative Masterplan indicates a route around the eastern edge of the development that may attract rat-running, and measures to discourage this should be incorporated into the final design.

Discussions with bus operators have indicated that existing bus services might be diverted from their existing routes along the Relief Road in order to serve the development. Two bus stops on the Relief Road are proposed, both on the northern side, one to the east of each new roundabout. Section 10.05.04 of Central Bedfordshire's Design Guide states that 'a direct bus route should be considered with bus stops located where they can be reached within 10 minutes, or a 250m walk, for pedestrians in close proximity to residential plots and new employment sites.' The Transport Assessment uses the maximum distance of 400m as recommended in DoE guide 'Creating Places' as the determining criterion but demonstrates that not all dwellings lie within that 400m

Both of the new roundabouts include uncontrolled crossing facilities, and three signal controlled (Toucan) crossing points are also proposed along the Relief Road. The central of these lies approximately on the line of the main green corridor running north-south shown on the Arlesey Cross Masterplan. However, the Illustrative Masterplan submitted by the applicant does not show this route, which appears to have been replaced by a route running around the eastern edge of the development. This outer route would not provide a direct route to Stotfold Road and Etonbury School for the majority of residents. The original master-planned proposal linked the cycle route to the existing RoW FP1A via Hillary Rise linking to the existing local centre, i.e. lower school, and library etc., providing a segregated route into the existing area of Arlesey. The proposed route of the new north south route does not therefore satisfy that requirement in particular as it does not connect with any existing routes. The principle of a toucan crossing to serve the cycle route is accepted but is not in accordance with the Arlesey cross masterplan and may need to be relocated with a revised route.

No Road Safety Audits have been submitted for the proposed new junctions on the Relief Road. It is suggested that the

applicant is requested to provide these, including the Designer's Response to any issues identified.

The TA includes an assessment of the impact on the High Street of development of the eastern land, in conjunction with development on the western land, assuming the western section of the Relief Road is not complete. With full development the increase in traffic on the High Street during the AM and PM peaks is predicted to be between 40-50%. The TA then looks at the theoretical capacity of the High Street based on DMRB guidance on the capacity of roads, and concludes that the High Street is currently operating at less than 50% of its theoretical capacity, and therefore the increases identified would still mean the High Street would be operating well below capacity. However, parking along the High Street and the resultant delays caused is a particular issue in Arlesey and it is considered that the DMRB guidance is not reliable in this case, and the conclusion in the TA is not valid. However, this application is not seeking consent for any development, and therefore the issue of impact on the High Street is not relevant to this application, but must be considered in future applications for development on the eastern land.

In summary therefore the Highways Team has the following concerns pertinent to this application:

- Verge widths not in accordance with the Arlesey Cross concept masterplan and CBC design guide
- Bus stop locations not in accordance with the CBC design guide requirements
- Crossing locations not in accordance with the Arlesey Cross concept masterplan

However, should this application be recommended for approval please include the highway conditions and informatives relating to the following:

Conditions

Condition 1 - Construction Environmental Management Plan

Condition 2 - Submission of Details – Adoptable Streets

Condition 3 – Submission of details – Highway signage strategy

Informatives

Submission of Details – Adoptable Streets and Signage Strategy

	Surface Water Drainage
	New Roads and Street Works Act
Highways England	Offer no objection
Landscape	Landscape proposals will need to be developed as part of the overall design.
Minerals and Waste	No objections
Natural England	No comments
Sustainable transport	A travel plan was submitted as part of the original plan, and will need to be revisited in light of concerns relating to the width of the proposed cycleways/footpaths and location of the proposed bus stops.
Trees and Landscape	Indicative planting needs to be finalised as part of the detailed landscape proposals.

Other Representations:

Arlesey Residents Association	<p>Maintain the objection that the methodology used in the Transport Assessment does not recognise the extensive on street parking that is taking place along the High Street</p> <p>The Residents Association believe that there are opportunities to improve High Street traffic flow by limiting on street parking, and would support CBC in coming up with solutions to the problem.</p>
Neighbours	<p>1a The Hermitage - the transport assessment does not adequately address the impact of development upon the High Street</p> <p>3 Lewis Lane - Concerns relating to privacy, noise & vibration from the proposed development.</p>

Determining Issues:

The main considerations of the application are;

1. Principle
2. Highway Considerations
3. Other Considerations

Considerations

1. Principle of Development

- 1.1 The application forms part of the allocation site MA8, allocated through the Central Bedfordshire North Site Allocations DPD (April 2011). This allocation requires the provision of a relief road running north along the west of the High Street to the north east of Arlesey and joining the A507, in general accordance with a concept masterplan, an extract of which is shown below. The masterplan does not go into any detail about how the development parcels on either side of the relief road will be accessed.

- 1.2 The relief road and the points of access at either end have the benefit of planning consent, granted in March 2016. At the time that the application was submitted the nature of the accesses on to the relief road were not known, and the consented relief road has no points of access for the proposed development, nor does it provide details of any pedestrian crossing facilities or bus stops. This application does not revisit the approved road details, and indeed the road scheme can be constructed subject to the approval of the relevant planning conditions.
- 1.3 This application for the roundabouts, bus laybys and pedestrian crossings allows for these elements of the road to be constructed at the same time as the rest of the eastern relief road, not at a later date, and it is considered that this is a more efficient way of constructing the road.
- 1.4 The transport assessment, while it refers to an indicative masterplan that has yet to be approved, is there to assist the determination of this planning application. The applicant has not sought the indicative masterplan to be approved within this application, as it is part of the outline application for Chase Farm that is yet to be determined. (CB/17/01158/OUT).

- 2.
- 2.1
- 2.2



- 2.3 The signalised crossings have been designed as Toucan type crossings. They have been located along key desire lines that will come forward once the masterplan is developed, namely routes to the local centre, along the strategic north - south cycle route and the central bus stop. This is considered an acceptable reason for choosing these locations. Cycle and pedestrian routes to connect to these crossings will be considered in detail by officers as part of planning application CB/01277/OUT.

3. Other Considerations

- 3.1 Concerns expressed by the resident of 3 Lewis Lane relating to noise and vibration will be addressed by a Construction Management Plan, and concerns relating to privacy will be addressed by conditions relating to the existing permission for the road reference

3.2 Human Rights and Equality Act 2010 issues:

This planning application is not considered to give rise to any human rights or equality issues.

Recommendation:

That Planning Permission be APPROVED subject to the following:

RECOMMENDED CONDITIONS / REASONS

- 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 **No development shall take place until a detailed surface water drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details before any part of the development is brought into use.**

Reason: The condition must be pre-commencement to prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity in accordance with policies CM13 and DM3 of the Core Strategy and Development Management Policies (2009) and policy MA8 of the Site Allocations DPD (2011).

- 3 **Part A: No development shall take place until a written scheme of archaeological investigation has been submitted to and approved in writing by the Local Planning Authority.**

The written scheme of investigation shall include the following components:

- A method statement for the investigation of any archaeological remains present at the site;
- An outline strategy for post-excavation assessment, analysis and publication

Part B: The said development shall only be implemented in full accordance with the approved archaeological scheme and this condition shall only be fully discharged when the following components have been completed to the satisfaction of the Local Planning Authority:

- The completion of all elements of the archaeological fieldwork, which shall be monitored by the Archaeological Advisors to the Local Planning Authority;
- The submission within nine months of the completion of the archaeological fieldwork (unless otherwise agreed in advance in writing by the Local Planning Authority) of a Post Excavation Assessment and an Updated Project Design, which shall be

approved in writing by the Local Planning Authority;

- The completion within two years of the conclusion of the archaeological fieldwork (unless otherwise agreed in writing by the Local Planning Authority) of the post-excavation analysis as specified in the approved Updated Project Design; 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.

Reason: In accordance with paragraph 141 of the NPPF; to record and advance the understanding of the significance of the heritage assets with archaeological interest which will be unavoidable affected as a consequence of the development and to make the record of this work publicly available. This is also compliant with policy CS15 of the Core Strategy and Development Management Policies (2009) and policy MA8 of the Site Allocations DPD (2011). This is a pre-commencement condition as archaeology cannot be recorded after the start of construction.

- 4 Prior to the first use by vehicular traffic of the development hereby approved, a landscaping scheme to include all hard and soft landscaping shall be 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 first use of any separate part of the development (a full planting season means the period from October to March).

Reason: To ensure an acceptable standard of landscaping in the interests of visual amenity and biodiversity in accordance with Policies DM14 and DM15 of the Core Strategy and Development Management Policies DPD (2009).

- 5 **No development shall take place until full details of existing trees and hedgerows on the site indicating those to be retained and the method of their protection during development works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved.**

Reason: To ensure that existing landscape features are protected and retained in the interests of visual amenity and biodiversity in accordance with Policy DM14 of the Core Strategy and Development Management Policies DPD (2009). This is a pre-commencement condition as trees to be retained need to be identified before the start of construction. This is a pre-commencement condition as trees that are to be retained need to be identified and protected before the start of construction.

- 6 Prior to the first use by vehicular traffic of the development hereby approved a landscape management plan including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the Local Planning Authority. The landscape management plan shall be carried out in accordance with the approved details.

Reason: To ensure appropriate landscape management in the interests of visual amenity in accordance with policy DM14 of the Core Strategy and Development Management Policies DPD (2009).

- 7 No construction groundworks shall take place until the following has been submitted to and approved in writing by the Local Planning Authority: -

As shown to be necessary by the previously submitted Environmental Statement, a Phase 2 intrusive sampling investigation adhering to BS 10175 and CLR 11, incorporating all appropriate sampling, and prepared by a suitably qualified person.

Where shown to be necessary by the Phase 2 intrusive sampling investigation a detailed Phase 3 Remediation Scheme (RS) prepared by a suitably qualified person, with measures to be taken to mitigate any risks to human health, groundwater and the wider environment, along with a Phase 4 validation report prepared by a suitably qualified person to confirm the effectiveness of the RS.

Any such remediation / validation should include responses to any unexpected contamination discovered during works.

Reason: To protect human health and the environment in accordance with Policy DM3 of the Core Strategy and Development Management Policies DPD (2009).

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 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: In the interests of the amenity and to prevent the deposit of mud or other extraneous material on the highway during the

construction period.

(Section 7, NPPF) This is a pre-commencement condition as this detail needs to be agreed before the start of construction.

- 10 This approval relates only to the details shown on the submitted plans, numbers
- 16254-ARLE-5-130B General Arrangement Key Plan (Roundabout Planning)
 - 16254-ARLE-5-131B General Arrangement Sheet 1 (Roundabout Planning)
 - 16254-ARLE-5-132B General Arrangement Sheet 2 (Roundabout Planning)
 - 16254-ARLE-5-133B General Arrangement Sheet 3 (Roundabout Planning)
 - 16254-ARLE-5-134A Longitudinal sections Relief Road Sheet 1
 - 16254-ARLE-5-135A Longitudinal sections Relief Road Sheet 2
 - 16254-ARLE-5-136A Longitudinal sections Relief Road Sheet 3
 - 16254-ARLE-5-137A Longitudinal sections Local Centre
 - 16254-ARLE-5-138A Longitudinal sections Central Roundabout
 - 16254-ARLE-5-139B Cross Sections Sheet 1
 - 16254-ARLE-5-140B Cross Sections Sheet 2
 - 16254-ARLE-5-141B Cross Sections Sheet 3
 - 16254-ARLE-5-142B Redline Plan (Roundabout Planning)
 - 16254-ARLE-5-144 Directional Signage (Roundabout Planning)
 - 16254-ARLE-5-145 Tracking Sheet 1 (Roundabout Planning)
 - 16254-ARLE-5-146 Tracking Sheet 2 (Roundabout Planning)
 - 16254-ARLE-5-147 Tracking Sheet 3 (Roundabout Planning)
 - 16254-ARLE-5-524 Tracking layout Sheet 1
 - 16254-ARLE-5-525 Tracking layout Sheet 2
 - 16254-ARLE-5-526 Tracking layout Sheet 3

Reason: To identify the approved plans and for the avoidance of doubt.

INFORMATIVE NOTES TO APPLICANT

1. This permission relates only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.
2. The British Standard for Topsoil, BS 3882:2007, specifies requirements for topsoils that are moved or traded and should be adhered to. The British Standard for Subsoil, BS 8601 Specification for subsoil and requirements for use, should also be adhered to.
3. Notwithstanding the details shown on the plans hereby approved for planning purposes the proposed works shall be carried out in full compliance with standards contained in Design Manual for Roads and Bridges and or Manual for Streets as appropriate.
4. 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.

5. The applicants attention is drawn to their responsibility under The Equality Act 2010 and with particular regard to access arrangements for the disabled.

The Equality Act 2010 requires that service providers must think ahead and make reasonable adjustments to address barriers that impede disabled people.

These requirements are as follows:

- a. Where a provision, criterion or practice puts disabled people at a substantial disadvantage to take reasonable steps to avoid that disadvantage;
- b. Where a physical feature puts disabled people at a substantial disadvantage to avoid that disadvantage or adopt a reasonable alternative method of providing the service or exercising the function;
- c. Where not providing an auxiliary aid puts disabled people at a substantial disadvantage to provide that auxiliary aid.

In doing this, it is a good idea to consider the range of disabilities that your actual or potential service users might have. You should not wait until a disabled person experiences difficulties using a service, as this may make it too late to make the necessary adjustment.

For further information on disability access contact:

The Centre for Accessible Environments (www.cae.org.uk) Central Bedfordshire Access Group (www.centralbedsaccessgroup.co.uk)

6. Any removal of trees, scrub or hedgerow should take place outside the bird breeding season of March to August inclusive. Should any such vegetation have to be removed during, or close to this period it should first be thoroughly assessed by a suitably experienced ecologist as to whether it is in use by nesting birds. Should nests be found, a suitable area of vegetation (no less than a 5m zone around the nest) should be left intact and undisturbed until it is confirmed that any young have fledged before works in that area proceed. This process should be agreed in writing with the Local Planning Authority.

In order not to cause destruction of, or damage to, the nests of wild birds, their eggs and young. This corresponds to the protection afforded to them under the Wildlife and Countryside Act 1981 (as amended).

7. The applicant is advised that in order to comply with Condition 10 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.
(HN viii)

8. 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. (HN xii)
9. The applicant is advised that no highway surface water drainage system designed as part of a new development, will be allowed to enter any existing highway surface water drainage system without the applicant providing evidence that the existing system has sufficient capacity to account for any highway run off generated by that development. Existing highway surface water drainage systems may be improved at the developer's expense to account for extra surface water generated. Any improvements must be approved by the Development Management Group, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ. (HN ix)
10. The applicant is advised that the requirements of the New Roads and Street Works Act 1991 will apply to any works undertaken within the limits of the existing public highway. Further details can be obtained from the Streetworks Team Central Bedfordshire Highways, Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire, SG17 5TQ or by email at: streetworks@centralbedfordshire.gov.uk.

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

Discussion with the applicant to seek an acceptable solution was not necessary in this instance. 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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