

Item No. 6

APPLICATION NUMBER	CB/17/01158/OUT
LOCATION	Land at Chase Farm, east of High Street, Arlesey
PROPOSAL	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.
PARISH	Arlesey
WARD	Arlesey
WARD COUNCILLORS	Cllrs Dalgarno, Shelvey & Wenham
CASE OFFICER	Donna Lavender
DATE REGISTERED	06 March 2017
EXPIRY DATE	26 June 2017
APPLICANT	Telereal Venturres Ltd
AGENT	Woods Hardwick
REASON FOR COMMITTEE TO DETERMINE	Major Application with Town Council Objections on the following grounds: <ul style="list-style-type: none">• Non-compliance with the Masterplan• Parking in the Local Centre• Flaws in the Transport Assessment• Drainage and Sewerage

RECOMMENDED DECISION

Outline Application - Recommended for Approval

Reason for Recommendation

The proposed development is broadly in accordance with the allocation and masterplan for Arlesey Cross with departures to this being in relation to the quantity of affordable housing and employment land. The submitted viability assessment fully demonstrates that the development cannot deliver full policy compliant affordable housing due to viability issues and given those constraints an acceptable level of affordable housing and proportionate contributions have been secured. In relation to the employment land, having regard to the constraints of the site, an appropriate level of employment to support the growth can be realised. 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 Heads of Terms 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).

Site Location:

The application site comprises land between and to the east of rear gardens of houses along High Street and House Lane, Arlesey, to the south of Stotfold Road, to the west of the A507, and to the north of arable fields and the rear gardens of houses along Lymans Road., Arlesey. A public footpath (FP1) forms the site boundary to the south.

The site is currently consists of rough grassland and arable fields, and is generally flat although there is a slight fall in the land towards the west.

It is the largest of the 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 in Arlesey, allocated together as Policy MA8 in the 2011 Site Allocations Development Plan document. This application relates to the eastern part of the allocation.

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

The Application:

The applicant seeks outline planning approval for the development of up to 950 dwellings and an 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 including the provision of a new doctors' surgery and dentists, and leisure/community use of which up to 500 sq. metres to comprise 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. All matters reserved except for access.

The following documents have been supplied in support of the proposal:

- Planning Supporting Statement
- Design and Access Statement
- Environmental Statement
- Arboricultural Assessment
- Utilities Report
- Employment Land and Economic Benefits Review
- Statement of Community Involvement
- Employment Land review Update

This application is considered to be development which requires the submission of an Environmental Statement (ES) under the Environmental Impact Assessment Regulations (2017). An ES was submitted in accordance with the Regulations.

RELEVANT POLICIES:

National Planning Policy Framework (NPPF) (March 2012)

The National Planning Policy Framework (NPPF) was published on 27th March 2012 and replaced most of the previous national planning policy documents, PPGs and PPSs. The following sections of the NPPF would be considered relevant to this application.

Section 1 - Delivering Sustainable Development
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

Policy CS1 - Development Strategy
Policy CS2 - Developer Contributions
Policy CS3 - Healthy and Sustainable Communities
Policy CS4 - Linking Communities - accessibility and transport
Policy CS5 - Providing Homes
Policy CS7 - Affordable Housing
Policy CS13 - Climate Change
Policy CS14 - High Quality Development
Policy CS16 - Landscape and Woodland
Policy DM3 - High Quality Development
Policy DM10 - Housing Mix
Policy DM14 - Landscape and Woodland
Policy DM15 - Biodiversity
Policy DM16 - Green Infrastructure
Policy DM17 - Accessible Greenspace

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 submission stage and was submitted to the Secretary of State on 30 April 2018. 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.

Reference should be made to the Central Bedfordshire Submission Local Plan which should be given limited weight having regard to the above. 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
EE2: Biodiversity
CC5: Sustainable Drainage
HQ1: High Quality Development

Supplementary Planning Guidance/Other Documents

1. Central Bedfordshire Design Guide (March 2014)
2. Central Bedfordshire Sustainable Drainage Guidance (May 2015)
3. Arlesey Cross Masterplan (adopted as technical guidance March 2014)
4. Arlesey Neighbourhood Plan (draft) 2017 - report received from independent Examiner, a referendum was held on 30th November
5. Central Bedfordshire Leisure Strategy (draft 2017)
6. Central Bedfordshire Open Spaces Strategy (draft 2017)

Relevant Planning History:

Several planning applications have been made in relation to the MA8 Allocation Arlesey Cross development, and those of particular relevance to the determination of this planning application are:-

Application Number CB/17/02681/FULL

Description Erection of new pedestrian and cycle bridge over the A507
Decision Refused
Decision Date 08.11.17

Application Number CB/17/00492/FULL

Description Construction of 2 roundabouts, 3 signalised pedestrian crossings and 2 bus laybys on relief road
Decision Approved
Decision Date 24.05.17

Application Number CB/15/02916/FULL

Description Construction of the section of relief road between A507 and the High Street. Formation of new roundabout on A507 and mini-roundabout on High Street
Decision Approved
Decision Date 07.02.16

Parish Council:

Arlesey Town Council Object
(*Verbatim*) Arlesey Town Council (ATC) has reviewed the above application and hereby OBJECTS to the application on the following grounds:

- Non-compliance with the Arlesey Cross Masterplan
- Insufficient parking provision in the new local centre
- Significant flaws in the transport assessment with regard to the A507
- Concerns over the plans for drainage and sewerage works

Non-compliance with the Masterplan

This application has been brought forward as part of the delivery of the Arlesey Cross Masterplan and the associated Policy MA8. That policy proposed 10ha of land for employment use, most of which was to be on the eastern edge of the site covered by the application, adjacent to the A507, and yet this application provides a much smaller area of employment land, a reduction of 4.68ha (almost half), and a large reduction in the number of long term jobs that will be created from 1,124 to 729. Furthermore, given the lack of sufficient parking provision (see below) to support the local centre where the employment opportunities are located, it seems likely that the number of office jobs proposed in the application would not be deliverable and that the eventual jobs created would be much lower.

The provision of local employment opportunities was one of the key elements of the Masterplan and ATC, supported by the Ward Councillors, is keen to ensure that this employment provision is delivered and that Arlesey does not become a dormitory town.

The key reason cited by the applicants for the removal of the large area of employment land on the eastern edge of the site is the presence of a gas main which reduces the 'developable' land significantly. The presence of the gas main was known when the Masterplan was drawn up and the fact that the Masterplan proposed what appears to be an undeliverable concept plan, combined with the concerns over the delivery of the western portion of the relief road, raises serious questions as to whether the Masterplan, as a whole, is deliverable. Furthermore, Woods Hardwick, CBC's planning consultants, were heavily involved in both the creation of the Masterplan and this application, and yet have come up with dramatically different conclusions as to what is possible.

The proposal to remove the employment land is supported by a report from Savills who indicated that they have interviewed all stakeholders, and yet no attempt was made to speak to ATC. Therefore, the report has failed to take account of one of the key stakeholders to Arlesey Cross with a huge amount of local knowledge which may have resulted in a different conclusion. The report also suggests that there is a demand for the industrial and warehousing space, but that other sites represent 'better' opportunities without a clear rationale for such a broad sweeping statement.

The application, together with the issues with the delivery of the western relief road, suggests that the masterplan is being shown to be seriously flawed. Every application that has been submitted in relation to the Masterplan has shown significant deviation from it, thereby calling the entire Masterplan into question.

ATC, therefore, OBJECTS to this application and suggests that the Masterplan itself is flawed and will not deliver the aims of Policy MA8.

Parking in the Local Centre

Parking is a major issue in Arlesey as was demonstrated by the consultation during the development of the Arlesey Neighbourhood Plan when parking was one of the most raised topics. The provision of a car park at the new local centre is a positive step but, while the number of spaces to be provided is not made clear in the outline application, the size shown in the plan looks to be wholly insufficient given the number of potential users.

The co-location of the school, the retail centre and the bulk of the employment provision to make use of the proposed car park means that the size is far too small. When this comes to full planning application, it will be shown that the available space is too small and the most likely compromise would be to reduce the number of offices, and thereby the employment provision. This would result in the overall application being even further from delivering the aims of Policy MA8.

If the amount of developable land on the eastern edge of the site does indeed mean that the proposed light industrial usage is not possible, it would seem sensible to locate the bulk of the office employment to that site, using the 'undevelopable' land as associated car parking. This would allow for a larger number of sustainable jobs and would not compromise the design of the local centre.

ATC, therefore, OBJECTS to the application on the basis that the design of the proposed local centre is undeliverable and suggests that most of the office space be located on the eastern edge of the site.

Flaws in the Transport Assessment

The Transport Assessment accompanying this proposal suggests that the A507 does not experience any significant queuing around the existing Arlesey roundabout, where anyone using the road at rush hour will know that this is demonstrably false.

The reason for this discrepancy appears to be a known flaw in the software used, ARCADY. The suppliers of the software include a note to suggest that the model fails where additional right turn lanes are under-utilised which is the case with this particular roundabout. For example, in the morning peak, the vast majority of traffic travelling from Henlow will carry straight on at the roundabout and only a very small percentage will turn right whereby the model suggests that these lanes will be equally used. The software suppliers recommend that the

right-turn lane is ignored in such circumstances to create a more accurate model – this has not been done in this assessment.

While the spacing between roundabouts at the moment means that the road still functions, the additional roundabout to serve this and the effects will be much worse.

ATC, therefore, OBJECTS to the application on the basis that the Transport Assessment significantly underestimates the capacity of the A507 to cope with the additional traffic that this site will produce.

Drainage and Sewerage

As a result of the piecemeal nature by which applications for Arlesey Cross are being brought forward, the cumulative impact on drainage and sewerage works are not being considered.

Anglian Water have indicated that there needs to be a new pipe laid across Site 1 from this site for surface water drainage and a new pipe across Site 3 from this site for sewerage. Neither of these were part of the planning applications for those sites that were approved at the DMC in March 2017.

ATC, therefore, OBJECTS to the application on the basis that the impact of the sewerage and drainage infrastructure on other Arlesey Cross sites has not been taken into consideration.

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, at which the application will be considered, in due course.

Neighbouring Parishes/Authorities:

Fairfield Parish Council: The Transport Assessment provides capacity analysis for the A507 / Hitchin Road roundabout junction, however that analysis appears to be fundamentally flawed, as it suggests (Junctions 9 outputs starting at pages 317 and 324) that queues on the approach to the junction from the south would be no more than 4 vehicles in the AM peak and 5 vehicles in the PM peak., in 2022, without improvement works.

Current queues at the junction are in excess of 15-20 vehicles during peak hours, therefore the analysis should be revised to account for actual queue lengths, which would need to be measured over a number of days in order to comply with the appropriate guidance.

Furthermore, 'mitigation works' are proposed at this junction and others along the A507, however the works appear in each case to have been designed on the basis of O.S. mapping, which is often highly inaccurate, varying in some cases by more than a metre when compared to actual dimensions measured on site . Any such improvements should be based upon site surveys, otherwise they are entirely unreliable.

Given these significant errors in the Transport Assessment, we ask that CBC do not make any decision upon the application until such time as the document has been revised / corrected with relevant survey data and capacity analysis.

Hertfordshire County Council

The site is located close to Hertfordshire near the North Herts District border, falling approximately three miles North West of Letchworth and four miles north of Hitchin.

The proposed outline application does not fall in close proximity to any of Hertfordshire County Council's proposed waste site designations as shown in the Waste Local Plan or mineral site designations as shown in the Minerals Local Plan. Additionally the proposed area that the application covers does not adjoin any planning application sites for minerals or waste facilities within Hertfordshire.

Hertfordshire's proximity to this proposed development site raises some concern regarding the disposal of waste arisings during and after construction. In accordance with the waste hierarchy, the contractor is expected to minimise waste and reuse it on site where possible. Hertfordshire County council is keen to be informed of plans for waste management and transportation for disposal or management within Hertfordshire boundaries. Therefore we would be keen to see any site waste management plans (SWMP's) produced for the development.

Ickleford Parish Council (Care of Highway Consultant)

Believe that the growth in population resulting from the proposed development of up to 950 dwellings and an 80 bedroom care home will have a severe detrimental on the road network in the area surrounding Arlesey, including roads through villages such as Ickleford. Such an increase in dwellings, as well as the proposed employment and retail space, would further impact on the volume of traffic travelling out of Arlesey and along roads in the surrounding area to reach their destination.

Whilst noting that the supporting documentation references the construction of a new relief road to the A507, we remain unconvinced that this will persuade residents to avoid driving out of Arlesey along Hitchin Road and through Ickleford towards Hitchin and then onwards towards Luton and the airport. The Parish Council is concerned that this development proposed for the land at Chase Farm in Arlesey would add to

the volume of traffic travelling through Ickleford, causing increased congestion in the centre of the village.

Moreover, the construction of the relief road seems to be the only improvement to the local road infrastructure to deal with the effect of increased traffic from the development. We would like to see further assessment of the impact that this development would have on the road infrastructure for the area surrounding Arlesey take place prior to the approval of any planning application for the site. We ask that this includes how the increased traffic flow will impact on villages such as Ickleford which are located close to the parish boundary.

The Parish Council is extremely concerned about the detrimental impact that traffic from this development will have on air quality in the surrounding area. We would like to receive assurances that the guidance laid out in the Air Quality Appendix 14.2, especially item 14.2.7, would be followed in relation to any development on the land at Chase Farm. Furthermore, the Parish Council requests that the Impact of increased traffic on Ickleford be included in this assessment of air quality, especially given that the village borders the town of Arlesey. We are particularly concerned about the negative impact on air pollution from a rise in the amount of traffic at school drop-off and pick-up times in the area around Ickleford Primary School in the centre of the village. The main road through Ickleford, which passes in front of the village school, provides a link between Arlesey and the town of Hitchin, and beyond to Luton, Luton Airport and the M1, and could carry a considerable amount of the traffic generated by any development of the land at Chase Farm.

In conclusion, we would like this objection about the lack of improvements to the road infrastructure resulting from the proposed development of the land at Chase Farm plus the detrimental impact that traffic from this proposed development may have on air quality in the surrounding area, to be taken into account when considering the planning application.

North Hertfordshire District Council No Comments

Internal Consultees:

CBC Archaeology No Objection, subject to the imposition of a condition to secure a written scheme of investigation.

CBC SuDs Engineer No Objection, subject to the imposition of a condition to secure a SuDs strategy and associated management plan.

CBC Ecology No Objection, subject to the imposition of a condition to secure a Biodiversity Management Plan (BMP).

CBC Infrastructure	Green	No Objection, the proposals represent a well thought through approach that places green infrastructure at the heart of the development, and demonstrates how the early consideration of multiple environmental and amenity benefits can shape a development overall.
CBC Highways		No Objection, subject to the imposition of conditions to secure highway mitigation and details required at the reserved matters stage.
CBC Development Officer	Housing	Objects, the scheme is expected to deliver a policy compliant level of affordable housing, with the provision of 35% affordable housing (up to 333 units).
CBC Officer	Landscape	No Objection, subject to the imposition of conditions to secure a landscape strategy and maintenance plan. The detailed design will need to strengthen landscape character with the use of locally native and appropriate ornamental trees, and incorporate trees of stature within sufficient space to create new feature trees and landmarks.
CBC MANOP		Consideration should be given to the needs of older people.
CBC Pollution		No Objection, subject to the imposition of the following conditions: <ul style="list-style-type: none"> • Details of all fixed plant, machinery and equipment • Commercial units hours of operation • Commercial deliveries • Scheme for protection of dwellings from noise from commercial buildings • Fumes and/or odours produced by cooking and food preparation • Scheme for protection of dwellings from noise from road noise. • Community building hours of operation • Community building noise • Community building fumes and odours • Sports pitches noise • Land contamination
CBC Public Art		No Objection, subject to the imposition of a condition to secure a public art strategy.
CBC Rights of Way		No Objection, subject to the imposition of a condition to secure a right of way scheme with any forthcoming relevant reserved matters application. Any scheme should include detail as to what is proposed for the route, including whether the path is to be incorporated into the design or diverted, landscape proposals for the path and details regarding any new routes and connections to be provided to the wider rights of way and

access network. The scheme must also include details regarding how the path is to be dealt with during construction.

CBC Self Build Recommends that considerations be given to the potential of self built plot provision within the scheme.

CBC Sustainable Growth No Objection, subject to the imposition of conditions to secure energy efficiencies.

CBC Trees & Landscape No Objection, subject to the imposition of conditions to secure detailed landscaping and associated management. Landscape detail will need to include the extensive use of native planting within these amenity areas concentrating on species that are prevalent within the surroundings where possible.

CBC Waste No Objection, subject to the imposition of condition to secure appropriate bin storage, collection and recycling facilities within the site. In addition that tracking be supplied in support any RM application to ensure that a refuse vehicle can service the plots.

CBC Private Sector Housing No Objection, foul and the surface water appear to be adequate. All other matters are matters are detail for consideration at a Reserve Matters stage.

CBC Countryside Access No Objection, believe the provision of public open space within the development is well provided. Conditions recommended to secure cycle route provisions and appropriate lighting of the cycle network.

External Consultees:

Anglian Water - No objection, subject to the imposition of conditions to secure a Foul water strategy and a Surface Water Disposal strategy.

Environment Agency No Objection, subject to the imposition of conditions to secure the following:

- 1) A remediation strategy to prevent pollution of controlled waters
- 2) A remediation strategy if contamination is found
- 3) A surface water disposal scheme
- 4) No piling or boreholes without consent of LPA
- 5) Foul sewerage scheme

Internal Drainage Board No Objection, subject to the imposition of a condition to secure a SuDs Strategy and to avoid discharge into Pix Brook.

Highways England A holding objection was placed the application until the 10th May and that will not change until a suitable mitigation at A1 J10 has been agreed, reviewed and safety audited.

However following the receipt of a safety audited mitigation scheme, the holding objection has been removed and no objection has been raised subject to the imposition of conditions to secure the mitigation schemes implementation or a contribution to secure its funding.

Sports England

The proposals for outdoor sports provision are supported subject to consideration being given to the design and layout of the open space that will include sports pitches and to the number and type of sports pitches/outdoor sports facilities proposed.

As the proposals for the sports pitches and the wider open space are only indicative in the outline application, a range of matters will need to be addressed through planning conditions and/or a section 106 agreement including:

- Design and layout of the public open space including the outdoor sports facilities to ensure that it is appropriately designed and responsive to local community needs;
- A sports pitch feasibility study (for the natural turf pitches) to ensure that the construction and design of the pitches is fit for purpose;
- Design specifications of any other sports facilities (e.g. artificial grass pitches, MUGAs, tennis courts etc. if proposed);
- Design and layout and specification of a sports pavilion and other ancillary facilities to ensure that they are fit for purpose.
- Provision for the costs of maintenance over a long term period to be secured;
- Provision for management arrangements for the facilities to be agreed and for a long term maintenance cost contribution;
- Appropriate phasing of the facilities to ensure that they are available for use before the majority of the new residents move into the development;

The project(s) that a financial contribution should be used towards delivering should be identified before a planning application is determined and this should be informed by the Council's leisure facilities strategy and discussions with the Council.

Other Representations:

Neighbours and others: Comments made as follows:-

- | | |
|--------------------------|-------------------------------------------------------------------------------|
| • 13 Chase Close | |
| • 2 David Haworell House | Positive |
| • 130a High Street | • Local centre, facilities for elderly, school and pedestrian and cycle links |
| • 1A The Hermitage | |
| • 44 Hitchin Road | Negative |

- 8 House Lane
- 5 Lewis Lane
- 6 Little Close
- 11 Livingstone Way
- 33 Lymans Road
- 1 The Poplars
- 36 Stotfold Road
- 2 Washington Avenue, Chicksands
- Does not address congestion at southern end of Arlesey
- Construction traffic must not come through High Street
- Roundabout will add to the congestion on A507
- Loss of employment area
- Capacity of railway network to cope with new development
- Danger of creating separate 'new' and 'old' Arlesey

Philips Planning Services (Representing Samuel Beadie)

Accompanied by a technical note provided by Phil Jones Associates.

The following key points are set out in the note:-

1. Considered in isolation, the development proposed by this application would result in an increase of approximately 30% in High Street traffic flows.
2. When considered on a cumulative basis with the approved sites as well as the outstanding scheme on sites 7, 8 and 9, the total traffic accessing the High Street would increase by 60% compared to the current levels today.
3. Based upon IEMA guidance, this could therefore result in a significant impact on environmental issues such as pedestrian amenity, delay, fear and intimidation. This has not been fully assessed in the application and is extremely important given the proximity of the development to the town's Lower School and the 20mph zone.
4. The link capacity of the High Street is also limited due to parked vehicles. This proposal would add further delay in terms of vehicles passing parked cars in the face of oncoming traffic in the High Street.

If this application was approved this would result in increased traffic using the High Street, and so a significant worsening of the highway conditions will arise until such time as the western relief road is delivered.

There are also concerns regarding the proposal's departure from the adopted masterplan by way of a significant reduction in the supply of employment land delivered by this site.

The delivery of the proposed development without the provision of the western relief road or some form of contribution to secure its delivery will be contrary to the wording of Policy MA8 and the spirit and intent of the policy in terms of that way it was supported by the town council, local people and the EIA inspector.

There are three potential options open to the Council in terms of the way in which this application can be considered.

1) The Council could adopt the view that development on the east side, ahead of the delivery of the western relief road would result in significant additional traffic accessing the High Street and without any guarantee of the western relief road ever coming forward this would be unacceptable, contrary to policy MA8 and so the application should be refused.

2) As it is recognised that there is a desire to see the site come forward and in that context, a second approach could be to approve the application but seek a financial contribution from the applicant towards the delivery of the relief road and the provision of the High Street Environment improvements. This would need to include sufficient funds to cover both the construction costs and the land costs involved in delivering the relief road including the formation of its unfunded junctions with the existing highways network. The contribution would be a proportionate cost based upon the scale of development proposed.

3) The Council could approve the application but strictly limit the quantum of development that may be brought forward prior to the opening of the western relief road to a level that would not result in the material worsening of traffic conditions.

Determining Issues:

The main considerations of the application are;

1. **Principle**
2. **Accordance with the Arlesey Cross Masterplan**
3. **The Environmental Statement**
4. **Neighbouring Amenity**
5. **Highway Considerations**
6. **Financial Obligations**
7. **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 originally allocated in the Site Allocations Development Plan Document (as Policy MA8) for the North of Central Bedfordshire which was adopted by the Council in 2011. Policy MA8 requires a minimum of 1000 new homes, new employment space, health facilities, a new school and other amenities as well as environmental improvements including provision of a relief road running north along the west of the High Street to the north-east of Arlesey and joining the A507.

1.2 Policy MA8 requires a masterplan to be produced to demonstrate how the individual development parcels could be delivered in a sustainable and coordinated manner. Individual development parcels can be considered provided

they do not prejudice the overall delivery of the masterplan. A Masterplan was produced and adopted as technical guidance in March 2014.

- 1.3 As an allocated site, the principle of residential development is therefore considered to be acceptable subject to compliance with policy MA8 and the Arlesey Cross masterplan, which is considered in detail in section 2 of this report below.

2. Accordance with Policy MA8 and the Arlesey Cross Masterplan

- 2.1 Policy MA8 and the accompanying masterplan lists several planning principles for the effective development of this area which include the requirement of a mixed use development providing residential, employment and service facilities including a new town centre hub, improvements to the highway and sustainable transport network including new connectivity proposals, community facilities including open space and leisure opportunities and the planning application should be assessed against these principles.

- 2.2 The principles set out in Policy MA8 relevant to this particular part of Arlesey Cross are:-

- 2.3
- New cycle and walking routes within Arlesey

New cycle and walking routes are provided as part of this scheme, connecting to existing footpaths to the north of the site, and providing the first part of the new western cycle and footpath route with a connection to the south.

- 2.4
- Provision of substantial areas of strategic, publicly accessible green infrastructure.

Each site will have different types and amounts of green infrastructure. In this location the green infrastructure mostly consists of the retention and inclusion of the County Wildlife Site.

- 2.5
- Provision of a town centre with a supermarket, associated retail units and other community facilities.

The parameter plans demonstrate the availability of land for the provision of retail and community facilities within a core hub of the site readily accessible to future and existing residents, in accordance with policy.

- 2.6
- Provision of health facilities including the relocation of the GP in an appropriate location, a new pharmacy and dentist.

The parameter plans demonstrate the availability of land for the provision of health facilities within a core hub of the site, readily accessible to future and existing residents, in accordance with policy.

- 2.7
- Provision of a new Lower School and an appropriate increase of capacity in the Middle and Upper schools.

The parameter plans demonstrate the availability of land for a new lower school and obligations are sought for the increase in capacity for the middle and upper schools.

- 2.8
- Provision of a high quality business park and other employment opportunities;

The applicant has through the submission of an Employment Study Report dated July 2017, provided an evidence base to justify the level of employment land proposed on the site. This report incorporated a Market Assessment and Employment Land Review update (July 2017) and a Property Market Review (May 2017), both produced by Central Bedfordshire Council.

The report concludes that the site serves a local property market, and a flexible approach to the quantum of employment land allocated for the site should be considered, with employment land allocations reduced at the site due to lack of direct access to the strategic road network.

Their research concluded that 10ha of B-use class employment land at this site is excessive, and suggest that a more site suitable strategy delivering a mix of office, retail, and social infrastructure to support the incoming residents and meeting the needs of the local property market.

The key conclusions from this review are that the local property market for industrial/warehouse space is relatively static, with limited development coming forward along the A507 corridor, and with existing availability of industrial stock. Demand is mainly from local occupiers seeking small scale flexible units to service the local population. There is demand across Central Bedfordshire for large scale B-use class employment land for both major office development for as well as industrial, warehousing, and logistics uses. However these occupiers are footloose and can chose the best sites with direct access to the strategic road network. As such the requirement for 10ha of B use class employment land at Arlesey is considered excessive, and would be detrimental to the overall mix of the scheme. It is anticipated that take up of this development would be slow and limited

The Council's own revised evidence base (The Central Bedfordshire Employment and Economic Study Stage 1 (GVA, 2012) and Stage 2 (GVA, 2012) provide an overall assessment of the employment and economic environment within Central Bedfordshire to inform the development of the council's Development Strategy and Local Development Documents for 2011-2031) suggests that:

- Land allocated for development at Arlesey Cross should be reduced due to lack of direct strategic road access. This reduction would have no detrimental impact on the supply and demand balance as there are sufficient employment land allocations in the wider area to meet occupier needs
- A flexible approach should be taken in terms of the quantum of B use class employment land, in favour of providing a more site suitable mix of both B and non-B class uses which will support the incoming population
- The Arlesey East site will play an important role in providing smaller-scale employment uses which will improve local choice in the network of towns and villages.

The evidence reviewed supports the reduction of employment land allocations at the site in favour of a smaller scale mix which will better support the needs of the incoming population.

The wider Arlesey Cross development consists of approx. 1500 homes, and the amount of employment land should reflect the need to match the amount of jobs to the amount of houses. The original masterplan for the site offered 10ha of employment land, without breaking down the mix of employment types and therefore the amount of jobs that the 10ha would provide.

Without consideration for the constraints of the site, it was considered feasible in the original framework that a high proportion of B8/B2 uses would generate approximately 1,200 new jobs to support the planned residential growth of this development, however on consideration of the constraints of the site which include high pressure gas mains it was considered that only 715 new jobs could be realised on this site with the high proportion of B8/B2 use as previously been envisaged. Having regard to these identified constraints and in relation to market signals, the applicant is applying for the following uses:-

Office - up to 7000 sq. m - which would deliver up to 464 jobs

Retail - up to 3000 sq. m - which would deliver up to 165 jobs

Healthcare - up to 600sq.m - which would deliver up to 16 jobs

School - which would deliver up to 20 jobs

Extra care - 85 bed care home should provide for 43 jobs

Leisure/Recreational Facilities up to 500sq.m - which would deliver up to 12 Jobs

Home Workers - which would deliver up to 55 jobs

Hotel - up to 2,200 sq.m - which would deliver up to 27 Jobs

Total jobs = 802 operational jobs

This would provide an appropriate mix with an appropriate level of job creation based on the allocation scale. Furthermore given the constraints of the site, it is acknowledged that proposed mix of use by the applicant would generate a higher level of employment than anticipated by the original mix of uses.

- 2.9
- Improvements to bus services and the provision of new routes; New cycle and walking routes within Arlesey and the provision of links to Stotfold and Fairfield Park.

The parameter plans supplied demonstrate the potential connectivity through the site for cycle and public transport provisions. The details of this would be matters for the detailed planning application stage.

- 2.10
- Provision of additional parking facilities for cars, motorcycles and cycles at Arlesey train station. The need for a contribution and the level of contribution to be sought will be considered in regard to the current position at the time any outline planning application is submitted for determination.

Contributions will sought for additional facilities at the Arlesey Train Station having regard to the viability of this development.

- 2.11
- Preparation of a Transport Assessment to help identify the impact of the development on the highway network. This assessment should specifically

include the impact on the A507 roundabout, High Street, Church Street, House Lane and Stotfold Road, and provision of appropriate mitigating measures, particularly parking on the High Street.

A transport assessment was supplied in support of the proposal which addresses the requirements of off site mitigation where impact has been identified. This mitigation would be secured through conditions to secure schemes and contributions towards the funding of the approved schemes.

- 2.12 • A contribution towards improvements/mitigation measures for the A1(M) Junction 10 following an area wide cumulative Transport Assessment of the impacts of allocations at Arlesey and Stotfold.

Contributions will be sought for improvements to the A1 (M) junction 10 having regard to the viability of this development.

- 2.13 • Provision of substantial areas of strategic, publicly accessible green infrastructure aimed in part at maintaining separation between Arlesey, Stotfold and Fairfield Park through long-term landscaping.

The parameter plans supplied show early consideration of the benefits of a multi functional green infrastructure network and the full context of this would be dealt with as part of any reserved matters application.

- 2.14 • Providing appropriate mitigation measures against the impact on listed buildings and archaeology sites.

Conditions will be imposed to secure appropriate investigations are carried out in accordance with the Council's Archaeologists advice.

- 2.15 • Provision of sufficient capacity within the public foul sewerage system to meet the needs of development.

No Objections, have been raised by the utility providers in this regard and a foul water scheme would be secured in any event by condition.

- 2.16 The application is accompanied by a Design and Access statement, an indicative masterplan and parameter plans. The purpose of the indicative parameter plan is to demonstrate that the level of development proposed in the planning application is able to be delivered and are content that the amount of development is possible having regard to the constraints and sensitivities of the surrounding pattern of development.

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

- 1) Creating a centre
- 2) Complimenting existing land uses
- 3) Creating a permeable development
- 4) Defining an edge to Arlesey Cross
- 5) Delivering environmental improvements

The indicative parameter plan creates the option for a mixed-use core at the junction between the High Street and the relief road which can take advantage of the activity node by creating a focal point for Arlesey and creating a centre.

In addition the indicative parameter plan provides for a holistic approach to the scale and type of land uses that are provided at Arlesey Cross planning for a viable mix to be delivered that compliments existing provision in Arlesey.

Consideration has been given to promoting sustainable modes of travel by enhancing pedestrian and cycle links, establishing new routes and by promoting improved bus services and thus creating a permeable development.

Open space and green infrastructure will provide a robust physical and visual landscaped buffer between Arlesey Cross, Fairfield Park and Stotfold therefore defining the edge of Arlesey Cross.

Off site Traffic calming measures and landscape and ecological opportunities are recognised through the plans and information supplied in support of the proposal in the interest of delivering environmental improvements.

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

i) Parameters for scale and massing. New development at Arlesey Cross will comprise predominantly 2 storey terraced, semi-detached and detached dwellings with a maximum height of 3 storeys where appropriate. It is likely that buildings within the local centre will be 2.5 and 3 storeys in height.

The indicative parameter demonstrates how up to 950 dwellings can be achieved on the site. Once a more detailed reserved matters application is received, then we will be able to assess and fix the mix and scale of dwellings in accordance with these parameters.

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

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

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

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

2.21 iv) Access point onto High Street

The indicative layout shows an access point onto the High Street, in accordance with the approximate location shown on the masterplan. Planning permission has already been granted for the eastern part of the relief road, between the High Street and the A507 in which this development is dependent on.

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

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

- 2.23 As such, based on the parameters plans and information supplied, it is considered that the development is broadly consistent with the Allocation policy MA8 and associated Masterplan. The is a departure from the masterplan in relation to the proportion of employment land planned however for the reasons identified in this section, this is considered to be acceptable.

3. The Environmental Statement

- 3.1 The development was subject to an Environmental Impact Assessment (EIA). A scoping opinion was made to the Local Planning Authority in July 2013, and agreed in September 2013. The application was accompanied by an Environmental Statement (ES). The purpose of the ES is to present the findings of the EIA, providing data to identify and assess any likely environmental effects and provides a description of the measures proposed in order to avoid, reduce or remedy these.
- 3.2 The ES considers the likely significant effects of the proposed development during construction and once it is completed. The technical chapters summarise the potential effects, proposed mitigation measures and subsequent residual effects. The technical chapters also provide a description of the cumulative effects. Overall, the development will result in the loss of agricultural land and will result in changes to the landscape. However, the mixed use development, in combination with development on the west side of Arlesey, will have overall beneficial cumulative effects.
- 3.3 The ES assessed the impact of the development in relation to the following elements:-
- Transportation
 - Ecology
 - Landscape and visual impact
 - Land contamination
 - Heritage and archaeology
 - Drainage and flood risk
 - Air quality
 - Waste
 - Noise and vibration
 - Loss of agricultural land and soils
 - Cumulative impacts

The ES is considered to assess each issue satisfactorily for the purposes of the 2017 Regulations. It is for the Local Planning Authority to consider whether it agrees or disagrees with the conclusions reached in each part of the ES and then to assess the impacts arising against planning policies and material considerations.

3.4 Transportation

The ES states that mitigation measures will be required during the construction phase of the development, and this will be addressed through the use of a Construction Environment Management Plan (CEMP). During the operational phase of the development, the Framework Travel Plan will be used to minimise the need for single occupancy motorised journeys, and mitigation works will be undertaken at 4 junctions, namely:

- Arlesey Road / Hitchin Road
- A507 Arlesey Road / Stotfold Road (roundabout)
- A507 Arlesey Road / Hitchin Road
- A507/A1(M) (roundabout)

This assessment is accepted, and a CEMP and a Travel Plan will be secured by Planning Condition.

3.5 Ecology

Construction on greenfield land will inevitably lead to some disruption to habitats. However, the design process seeks to minimise adverse impacts, losses in habitats and features, which are minimal, are compensated by habitat creation within the green open spaces.

This assessment is accepted, and a Construction Management Plan and Biodiversity Management Plan will be required to ensure that a net gain in biodiversity will be achieved.

3.6 Landscape and visual impact

The ES states that the predicted impact of the development upon the landscape will be limited, with the most significant impacts occurring in close proximity to the site. The views of the site will be seen in the context of the existing urban edge, but in the long term, the views will be of new housing assimilated into the existing landscape.

It is accepted that the landscape and visual impact of the development would be seen in the context of the existing urban edge. The requirement for a phasing plan, a masterplan and a design code will ensure that as the development progresses, any landscaping proposals will help to integrate the development into the existing setting of Arlesey.

3.7 Land contamination

The applicant has undertaken ground investigation works and subsequent risk assessment, and concludes that the site does not pose a significant risk to potential end users and no further mitigation measures are proposed.

It is accepted that the site does not pose a significant risk to potential end users. However, a planning condition will require mitigation measures to be implemented if anything is discovered during the development.

3.8 Heritage and archaeology

The ES stated that the effects of the proposed development will lead to increased suburbanisation and expansion of the development into a rural landscape, but goes on to say that there are no significant heritage assets whose setting would be significantly adversely affected, and that the effects of the development can be mitigated by a programme of archaeological investigation.

The effects of the development can be mitigated by a programme of archaeological investigation. This will be achieved by the investigation and recording of any archaeological deposits that may be affected by the development; the post-excavation analysis of any archive material generated and the publication of a report on the works. In order to secure this, a condition requiring a written scheme of archaeological investigation to be submitted and approved in writing by the Local Planning Authority is recommended.

3.9 Drainage and flood risk

The ES states that the effects of the proposed development will result in an increase in impermeable area, therefore the risk of flooding compared to the current situation is considered to increase. However the effects can be mitigated through the implementation of a Sustainable drainage strategy which can be secured through condition.

3.10 Air quality

There is the potential for other schemes and developments to be constructed in the study area while the proposed development is under construction. It is anticipated that any development would adopt appropriate mitigation measures and follow good practice in order to limit dust emissions. As such, considering that appropriate mitigation would be in place at all development sites within the study area, and considering the spatial separation between developments, any cumulative construction dust impacts are predicted to remain 'not significant'.

3.11 Waste

The implementation of Waste Management Strategies for occupiers of the site will ensure that this is managed and waste recycling is maximised.

3.12 Noise and vibration

The noise and vibration impact of the consented Eastern Relief Road, the proposed Western Relief Road (if constructed) and all allocated future development as shown on the Arlesey Cross Concept Masterplan document has been considered within this assessment. It is envisaged that these noise and vibration impacts could be reduced to either negligible or minor adverse impacts with appropriate mitigation asset out above. No other significant cumulative impacts are expected to affect the proposed development or existing sensitive receptors.

3.13 Loss of agricultural land and soils

Alongside other developments coming forward, the proposed development will result in the irreversible loss of agricultural land of Grade 2 (Very Good quality) & 3 (Moderate Quality), to which there is no mitigation other than to reuse topsoil and subsoil, where possible, within any proposed landscaping. Once the site is operational there would be no impacts on adjacent agricultural land as the site and its access roads would be self-contained.

3.14 Cumulative impacts

Construction Phase and Operational Phase impacts. Proposed mitigation measures include, but are not limited to:

Construction Phase:

- Construction Environmental Management Plan (CEMP) to incorporate:
- Dust Management Plan which will deal with site management, monitoring, operations of vehicles and machinery, water supply, use of skips, wheel washing facilities;
- Management of noise and waste arising from construction;
- Management of construction traffic;
- Measures to ensure that silt and contaminants do not enter surface water drainage and surface runoff does not exceed greenfield rate;
- Recommendations for the prevention of localised flooding during construction and details of temporary localised run off management;
- Soil Management Strategy covering appropriate techniques for stripping, storing and re-use of good quality soils;
- Identify specific areas for the protection of ecological features and provide details of avoidance or mitigation measures required; and
- Procedures for environmental emergencies.
- Preparation of a Site Waste Management Plan for implementation during the construction process;
- Re-use of topsoil and subsoil within site landscaping;
- Prior to development commencing undertaking check surveys for protected species;
- Any works near to habitats that support breeding birds to be undertaken outside of the breeding bird season and vegetation clearance between March and August shall not be undertaken until a detailed inspection for nesting birds has been carried out by a qualified Ecologist;
- Protection measures for fauna to be put in place whilst construction works are taking place; and Mitigation by one or more of the following responses, to be agreed in advance, to ensure archaeological mitigation:
- Mitigation by Design- where appropriate detailed design specification will seek to eliminate or reduce the magnitude of adverse effects on heritage assets.
- Open Area Excavation - in appropriate defined areas where there is reasonable certainty of archaeological remains, soils will be stripped under archaeological control and features excavated and recorded according to an agreed strategy. For areas where the extent of remains are less certain, provision will be made for a precautionary programme of monitoring during soil stripping.

3.15 Operational Phase:

- Off-site highway works are proposed to the Arlesey road/Hitchin Road, A507 Arlesey Road/Hitchin Road and A507 Arlesey Road/Stotfold Road (Roundabout) and A507/A1(M)(Roundabout)junctions;
- Implementation of Travel Plan and sustainability measures to reduce single occupancy Car borne journeys;
- Protection of all retained habitats throughout the lifetime of the proposed development;

- The proposed development will include extensive areas of semi-natural habitats as part of the new country park and other informal spaces to be created. The planting scheme will incorporate locally sourced native species wherever possible;
- A Biodiversity Management Plan will document a conservation-led plan detailing a set of objectives and associated management prescriptions for the proposed development;
- Surface water management through SuDS , both at source and through strategic surface water attenuation;
- On site attenuation and restricted outfall, controlling the site discharge at greenfield rates. This will also mimic the natural drainage catchment;
- Screening around individual external amenity areas where moderate adverse impacts from the relief road are predicted; and
- Designing in mitigation measures for the play areas, sports pitches and local centre at the detailed stage, such as appropriate buffers from dwellings;

3.16 Effects arising as a result of construction of the proposed development will primarily be addressed through the Construction Environmental Management Plan (CEMP). This document will be prepared prior to the commencement of construction and will act as a working document that will be adapted during the development. It will be expected to set a framework for environmental management responsibilities, construction activities and timing, plant and equipment, traffic and site logistics, utilities and services, emergency planning, pollution control, incident reporting and management and on-site control procedures. Project specific pollution control plans will form part of the overarching CEMP. These plans will include measures for refuelling of plant, fuel storage and dust control to protect the quality of the soil, geological and hydrogeological environments. The CEMP will also include measures to control construction traffic and will define traffic routes for contractors and their staff. The CEMP will also be the key mechanism of controlling construction traffic.

4. Neighbouring Amenity

4.1 Existing Occupiers

Potential neighbour amenity issues in respect of construction been raised. It is accepted that there will be construction noise. The development by its very nature will create construction noise but this is only temporary in nature. The requirement by planning condition of a Construction Management Plan will ensure that working hours can be controlled.

Considerations in respect of the detailed relationships between existing and proposed would be a matter for the detailed design stage.

4.2 Future Occupiers

The Councils Pollution Officer has raised no objection to the proposal however has recognised that the site will accommodate sport pitches and facilities which may present noise and light sources (from sports matches, training, play equipment use etc.) which may need accommodating in to housing design/position at the detailed stage in order to protect the health, wellbeing and amenity of future residents. These matters can be satisfactorily controlled through the imposition of conditions.

4.3 The Councils MANOP Officer was consulted as part of this application and has made representations that there is a basic need for elderly accommodation

within the area. Space for care home facilities have been considered and any further expectations for lifetimes homes which could facilitate additional needs for elderly accommodation could be realised at the detailed design stage.

- 4.4 The Councils waste officer is satisfied that there is sufficient spaces within the site to accommodate bin/storage facilities and as such is satisfied that this could be secured by condition as part of a planning permission. 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 Access and Internal Layout

Link road itself was the subject matter of a previous application and as such the access to the site has already been established and agreed.

Details of the Estate Street Phasing and Completion Plan shall be secured by condition and should set out the development phases and the standards to which the estate streets serving each phase of the development will be completed.

5.2 Parking

This provision would need to be consistent with the Councils Parking Standards however this matter would be fully addressed through a reserved matters submission.

5.3 Offsite Highway Mitigation

The development has the potential to have a severe impact at A1(M) Junction 10. Discussions about the impact of this development and its mitigation have followed since the submission date. It is clear that without mitigation, the queueing on the A1 southbound off-slip road in the AM peak and on the A1(M) northbound off-slip road in the PM peak could be exacerbated to the extent that there would be a high risk of a queue of stationary traffic forming on the main carriageways of the A1 and A1(M), respectively.

In response, the developer has put forward an improvement scheme comprising the partial conversion of the A1/A1 (M)/ A507 roundabout to traffic signal control; and the widening of the A1 roundabout exit, A1 (M) roundabout entry and A507 (west) roundabout entry and exit, to provide additional capacity at the junction. Highway Englands investigations have concluded that this would significantly improve the operation of the junction to the extent that it would effectively mitigate the impact of the proposed development on the A1/ A1 (M) and its slip roads. The improvement scheme has had a Stage 1 Road Safety Audit carried out by Highway Associates. Delivery of the scheme will be controlled by condition and through heads of terms.

In accordance with the allocation, the scheme must also ensure provisions are secured to mitigate against impact on other parts of highway network. The application has been accompanied with a Transport Assessment and schemes of potential mitigation have been put forward to both the Councils Highways Team to demonstrate appropriate mitigation on the High Street and the A507.

Offsite mitigation highway measures at the following junctions and would be secured through condition and relevant highways agreements:

- Junction of A507 and Hitchin Rd/Arlesey Rd Stotfold
- Junction of A507 and Arlesey Rd/Stotfold Rd
- Junction of A507 and Arlesey Rd/ Hitchin Rd Henlow

A scheme for reducing the speed limit on Stotfold Rd including appropriate visibility splays at the junction of the estate road with Stotfold Road is required and would be secured through condition.

Offsite mitigation highway measures of the Arlesey High Street, including but not limited to the provision of improved parking management would be required and can be secured by condition.

5.4 Sustainable Transport

In accordance with the requirements of the site allocation, a travel plan would be agreed in the interest of promoting sustainable movements to and from the site and would be controlled through condition.

A commitment has been made by the applicant, in accordance with the requirements of the masterplan, to contribute to improving the bus network and cycle provision from the site to key facilities within Arlesey including the Station.

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. Financial Obligations, Affordable Housing & Infrastructure Mitigation

6.1 Planning contributions have been sought, following on from the guidance that states that any contribution must be:-

- necessary to make the development acceptable in planning terms
- directly related to the development
- fairly and reasonably related in scale and kind to the development

Due to regulations introduced in 2015, restrictions on the use of s106 planning contributions have been limited for all Local Planning Authorities. The impact of this is that authorities will only be able to accept a maximum of five contributions towards each infrastructure project.

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

6.3 Financial contributions will be required relating to the following:-

- Affordable Housing: 20% with tenure split as Policy
- Education: Contributions towards construction of new three form entry Lower school amounting to £5,677,833; and contributions to Middle & Upper Schools of £4,751,944.08 and £3,868,731.36 and respectively in line with Policy. Timing of contributions to be in line with occupation of dwellings with agreed trigger points.

- Education: Donation of 1.8Ha of serviced land for free. Location to be agreed.
- Community Facility: Provision of capital contribution of £1.4m towards the construction of a community building
- Health: Provision of a new doctors surgery and dentist with timing of provision to be in line with occupation of dwellings with agreed trigger points.
- Highways: Provision of a new link road with junctions between the A507 and High Street, including cycleways and footpaths, illumination, landscaping, bus stops and pedestrian crossings.
- Highways: Provision of a new footbridge/cycle bridge over the A507 upgraded to accommodate equine use, linking in with footpaths in Etonbury Wood.
- Contribution to signalisation of A1M/A507 slip road
- Contribution to possible parking bays along High Street
- Contribution to public transport provision of £500K
- Contribution to the provision of additional parking facilities for cars, motorcycles and/or cycles at Arlesey Train Station of £50k
- Sports & Recreation: Creation of new sports facility together with changing facilities and clubhouse and car park. Includes floodlighting and drainage. (extent and timing to be agreed).
- Sports & Recreation: Creation of 6Nr LEAP's and 1Nr NEAP, along with 7Nr smaller play areas.
- Informal Open Space: Creation of landscaped public open space with access to meadowland and ponds/lakes. Plus provision of community orchard.
- A delivery clause committing the site to an appropriate number of dwellings within a 5 year and 10 year period.

7. Other Considerations

7.1 Affordable Housing

Policy CS7 of the Core Strategy of the North requires that residential proposals of 10 dwellings or more, propose a 35% provision of affordable housing. Only 20% is proposed by the applicant below the policy compliant affordable housing requirement however this is proposed at the appropriate policy compliant tenure mix and is considered acceptable due to the viability issues raised which have been independently reviewed and concluded as being as a result of heavy infrastructure costs. A review mechanism will be included as part of any s106 agreement to capture an uplift in affordable housing if market conditions improve.

7.2 Archaeology

The proposed development will have a negative and irreversible impact upon the surviving archaeological deposits the site is known to contain, and, therefore, upon the significance of the heritage assets with archaeological interest. This does not present an over-riding constraint on the development providing that the applicant takes appropriate measures to record and advance understanding of the archaeological heritage assets. This will be achieved by the investigation and recording of any archaeological deposits that may be affected by the development; the post-excavation analysis of any archive material generated and the publication of a report on the works. If the proposal were considered otherwise acceptable, such matters could be controlled by condition and as such, no objection has been raised by the Council Archaeologist. Therefore the proposal is

considered to accord with policies CS18 & DM15 of the Core Strategy for the North and Section 11 of the NPPF.

7.3 **Climate Change**

Policy DM1 requires all development above 10 dwellings to deliver 10% of the development's energy demand from renewable or low carbon sources. The proposed development is over the policy threshold. Policy DM2 requires all new residential development to meet CfSH Level 3. The energy standard of the CfSH Level 3 is below standard required by the Part L2013 of the Building Regulations. All new development should therefore as minimum comply with the new Part L2013 of the Building Regulations and deliver 10% of their energy demand from renewable sources to meet requirement of policy DM1. The Councils Sustainability Officer would wish to encourage the developer to achieve a higher energy efficiency standard than this prescribed by the 2013 part L of the Building Regulations, as energy efficient fabric leads to lower energy demand and smaller renewable energy installation to satisfy the requirement of policy DM1. If the proposal were considered otherwise acceptable, such matters could be satisfactorily resolved as part of any forthcoming reserved matters application and could be controlled by condition. As such, the proposal would conform with policies DM1 & DM2 of the Core Strategy for the North and Section 10 of the NPPF.

7.4 **Ecology**

The illustrative masterplan shows existing habitat features such as the brook, hedgerows and tree cover to be retained and buffered in most cases which is welcomed. Mitigation is proposed to address any adverse effects which have not been resolved through layout. As development progresses a Biodiversity Management Plan will guide a conservation led plan detailing management prescriptions to ensure long term benefits to biodiversity are secured throughout the life of the development and also provide for enhancements for biodiversity within the built development. If the proposal were considered otherwise acceptable, such matters could be satisfactorily resolved as part of any forthcoming reserved matters application and could be controlled by condition. Therefore the proposal is considered to accord with policies CS18 & DM15 of the Core Strategy for the North and Section 11 of the NPPF.

7.5 **Flood Risk/SuDS**

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. A drainage strategy was supplied for consideration as part of the application and 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 at the reserved matters stage. In addition, neither the Internal Drainage Board or Anglian Water have wished to raise an objection to this application, subject to conditions of control of the provision as suggested by our SuDs officer. As such it is considered that the proposal accords with the Councils adopted SuDs guidance and the section 10 of the NPPF.

7.6 Neighbourhood Plan

Arlesey Town Council has produced a Neighbourhood Plan. On 30th November 2017 all Arlesey residents were asked to vote in a referendum to accept or reject the Arlesey Neighbourhood Plan. The results of the was to accept the Neighbourhood Plan and as such weight can now be attributed accordingly. The Neighbourhood Plan reiterates the Parish Council's wishes to ensure that the proposals contained within the Arlesey Cross Masterplan are implemented comprehensively, in the most sympathetic way possible to blend in with the current settlement, and deliver the infrastructure - social, green, transport and associated facilities - necessary to support it. It also wishes to ensure that individual development proposals are co-ordinated and in accordance with the design and other guidance set out in the Masterplan. Of particular concern is the delivery of the proposed Arlesey Relief Road, the provision of which in its entirety is viewed as a vital part of the Development Plan and Masterplan proposals for the area.

7.7 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. However it is considered that a public art strategy is not necessary to make a scheme of this scale acceptable.

7.8 Human Rights issues

The proposal raises no Human Rights issues.

Equality Act 2010

The proposal raises no issues under the Equality Act.

Recommendation:

That Outline Planning Permission be APPROVED subject the following:

RECOMMENDED CONDITIONS

- 1 **Approval of the details of the appearance, landscaping, layout and scale of the development within each area or sub-area as identified in condition 3, (herein called 'the reserved matters') shall be obtained in writing from the Local Planning Authority before development is commenced within that area or sub-area. The development shall be carried out in accordance with the approved details.**

Reason: To comply with Part 3 Article 6 of the Town and Country Planning (Development Management Procedure) Order 2015.

- 2 Application for approval of the reserved matters for each area or sub-area, as identified in condition 3, shall be made to the Local Planning Authority before the expiration of 10 years from the date of this permission. The development shall begin not later than two years from the final approval of the reserved matters or, if approved on different dates, the final approval of the last such matter to be approved.

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

- 3 Prior to the submission of the first reserved matters, an areas plan for the entire application site shall be submitted to and approved in writing by the Local Planning Authority. The areas plan shall show a minimum of 5 character areas (which could be divided into smaller sub-areas) and shall define the location and extent of the employment area, local centre, school and each residential area and the approximate number of dwellings in each area; and also define how they relate to the movement network, vehicular access point(s), structural landscaping, open space and play areas and surface water attenuation areas for each area detailing how the delivery of the development and associated infrastructure will be co-ordinated. The development shall be carried out in accordance with the approved areas plan and associated phasing unless otherwise agreed by the Local Planning Authority.

Reason: To ensure that the details and appearance of the development are acceptable to the Local Planning Authority in accordance with Policy DM3 of the Core Strategy for the North and Section 7 of the NPPF and to ensure that the Arlesey Cross Masterplan is implemented in a comprehensive and co-ordinated way, in accordance with Site Allocation Policy MA8.

- 4 No more than 950 No. dwellings and an 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, shall be constructed on the site pursuant to this planning permission.

Reason: To ensure that the details and appearance of the development are acceptable to the Local Planning Authority in accordance with Policy DM3 of the Core Strategy for the North and Section 7 of the NPPF.

- 5 The details required by condition 1 of this permission, shall include a Landscape and Open Space Strategy for that area, as defined by the areas plan required by condition 3, (including details of public footways and cycle routes in terms of surfacing and lighting). The Landscape and Open Space Strategy shall set out the in principle requirements for treatment of the areas of landscaping and open space and their relationship with Sustainable Urban Drainage Systems (SUDS) and shall include:

- a) a programme for implementation, particularly with regard to advanced planting;
- b) long-term design objectives for the laying out of areas of green infrastructure and open space within the residential development areas including any replacement planting;
- c) short and long-term management responsibilities;
- d) maintenance schedules for all hard and soft landscape areas and open spaces (other than privately owned domestic gardens), and any associated features

The development shall be carried out in accordance with the approved overarching Landscape and Open Space Strategy.

Reason: To provide for the consideration of the Landscape and Open Space Strategy ahead of the commencement of development to ensure a satisfactory appearance of the development in accordance with policies CS14 and DM3 of the Core Strategy for the North and Section 7 of the NPPF.

- 6 The details required by condition 1 of this permission, shall include a SuDs Strategy, based on the approved Flood Risk Assessment and Drainage Strategy (March 2017) and assessment of the hydrological and hydro geological context of the development for that area, as defined by the areas plan required by condition 3. The scheme shall include provision of attenuation for the 1 in 100 year event (+40% allowance for climate change) and a restriction in run-off rates to Q_{bar} as outlined in the Flood Risk Assessment. Any revisions to the agreed strategy shall be fully justified and approved before the development of that area is completed and shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan. Details of how the system will be constructed including any phasing of the scheme, and how it will be managed and maintained after completion will also be included. The scheme shall be implemented in accordance with the approved final details before the development is completed, and shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: 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 para 103 NPPF.

- 7 The details required by condition 1 of this permission, shall include a Play Space Strategy for that area where applicable, as defined by the areas plan required by condition 3. The Play Space Strategy shall set out the in principle requirements for the provision of appropriate numbers of play areas, in relevant locations in relation to the Phasing approved by Condition 3 and shall include:
- a) A programme for implementation
 - b) Play equipment specifications for each area
 - c) Short and long term management responsibilities
 - d) Maintenance schedules for the play equipment and associated open spaces

The development shall be carried out in accordance with the approved overarching Play Space Strategy.

Reason: To provide for the consideration of the Play Space Strategy ahead of the commencement of development and to ensure appropriate facilities for the provision of play areas are provided, in accordance with policies CS3 of the Core Strategy and Development Management Policies 2009.

- 8 **With the exception of any enabling site wide infrastructure works, no development shall commence until a "Foul Water Drainage Strategy" for the entire site has been submitted to and approved in writing by the Local Planning Authority. No building shall be occupied in any plot or phase until the approved foul water drainage works for that plot or phase have been carried out in accordance with the approved drainage strategy.**

Reason: to ensure a satisfactory method of foul water drainage, to prevent the increased risk of flooding and / or pollution of the water environment, and ensure no surface or ground water infiltration into the receiving system in accordance with section 11 of the NPPF.

- 9 No development shall be occupied within an area as defined by the areas plan required by condition 3, until the pre-occupation measures set out in the approved Framework Travel Plan dated February 2017 for that area are implemented, together with the management, targets and monitoring structures outlined in the travel plan submitted with the application.

Reason: to ensure that the local and strategic road networks continue to serve the future needs to existing and future occupiers in accordance with Section 4 of the NPPF.

- 10 No reserved matters for an area of the site shall be submitted until an Area Design Code ('ADC') for that area, has been submitted to in writing by the Local Planning Authority in relation to that area or sub-area.

The ADC for each area shall include the following:

- a) The overall vision of the development and how each Area Design Code relates to this
- b) Principles of layout and character areas
- c) Movement network including route hierarchy and footpaths and cycleway links
- d) Typical street cross sections which will include details of tree planting, tree species underground utility trenches and on street parking
- e) Block principles to establish use, density, and building typologies. In addition, design principles including primary frontages, pedestrian access points, fronts and backs and threshold definition shall be provided
- f) Key groupings and other key buildings including information about height, scale, form, amount of building enclosure, building materials and design features.
- g) Approach to the incorporation of ancillary infrastructure / buildings such as substations, pumping stations, pipes, flues, vents and meter boxes.
- h) Details of the approach to vehicular parking across the site including the location and layout of parking for people with disabilities and provision for electric vehicle charging points.
- i) The approach to cycle parking for all uses and for each building type, including the types of rack and spacing
- j) Outdoor sports and children's play space strategy
- k) Public art and public realm strategy
- l) Lighting strategy
- m) Water use minimisation
- n) Bin storage

o) ADC review procedure

Each ADC shall explain its purpose, structure and status and set out the mandatory and discretionary elements where the ADC will apply, who should use the ADC, and how to use the ADC. The relevant subsequent reserved matters application pursuant to each ADC shall accord with the principles of the approved ADC and be accompanied by a statement which demonstrates compliance with the ADC.

Reason: To ensure that the ADCs are of a localised nature and are produced to assist in setting out the details of the development in a planned manner and to ensure that the details and appearance of the development are acceptable to the Local Planning Authority and in accordance with Policy DM3 of the Core Strategy and Section 7 of the NPPF.

11 **No development shall commence within an area as defined by the areas plan required by condition 3, until a Construction Environmental Management Plan (CEMP) for that area has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include details of:**

- **Dust Management Plan which will deal with site management, monitoring, operations of vehicles and machinery, water supply, use of skips, and how the roads would be kept free of mud & debris;**
- **Management of noise, vibration and waste arising from construction;**
- **Management of construction traffic routes and points of access/egress to be used by construction vehicles;**
- **Details of site compounds, offices and areas to be used for the storage of materials;**
- **Contact details for site managers and details of management lines of reporting to be updated as different phases come forward;**
- **Measures to ensure that silt and contaminants do not enter surface water drainage and surface run off does not exceed green field rate;**
- **Recommendations for the prevention of localised flooding during construction and details of temporary localised runoff management;**
- **Soil Management Strategy covering appropriate techniques for stripping, storing and re-use of good quality soils;**
- **Identify specific areas for the protection of ecological features and provide details of avoidance or mitigation measures required; and**
- **Procedures for environmental emergencies, site contacts and complaints procedures.**

Development shall be carried out only in accordance with the approved CEMP for that area.

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

12 Prior to or concurrently with the submission of the first of the reserved matters applications for development at the site, a site wide Ecological Conservation Management Plan shall be submitted to, and be approved in

writing by, the Local Planning Authority prior to occupation of the 100th building on the development. This shall set out how the development will improve the net biodiversity value of the site and shall accord with and give effect to the principles for such a Plan proposed in the Environmental Statement submitted with the application and shall include a Biodiversity Management Plan (BMP) for the strategic open space areas and structural landscaping defined by the plan to be submitted under condition 3 of this permission. The content of the BMP shall include the following:

- a) Description and evaluation of features within the strategic open space areas defined by the plan to be submitted under condition 3 to be managed in accordance with Section 9.8 of the Environmental Statement
- b) Aims and objectives of management.
- c) Appropriate management options for achieving aims and objectives.
- d) Prescriptions for management actions.
- e) Preparation of a work schedule (including an annual work plan capable of being rolled forward).
- f) Details of the body or organization responsible for implementation of the plan.
- g) Ongoing monitoring and remedial measures.

The BMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the BMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: To ensure existing or new habitats affected by development are managed effectively over an established period and in the interest of ensuring a net gain in biodiversity in accordance with Section 11, NPPF.

- 13 **No development shall take place within an area, as defined by the areas plan required by condition 3, until a written scheme of archaeological investigation for that area in accordance with Section 12 of the Environmental Statement and the Albion Archaeology Trial Trenching Report dated 24th January 2017 has been submitted to and approved in writing by the Local Planning Authority. The written scheme shall include details of the following components:**

- **A method statement for the investigation of any archaeological remains present at the site;**
- **A programme of interpretation, public outreach and community engagement**
- **A outline strategy for post-excavation assessment, analysis and publication**

The said development within each area shall only be implemented in full accordance with the approved archaeological scheme for that area 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 the archaeological investigation, which shall be monitored by the Local Planning Authority;

The submission within six months of the completion of the archaeological investigation (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 investigation (unless otherwise agreed in advance in writing by the 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. Implementation of a programme of public outreach and community engagement.”

Reasons: In accordance with paragraph 141 of the National Planning Policy Framework; to record and advance the understanding of the significance of the heritage assets with archaeological interest which will be unavoidably affected as a consequence of the development and to make the record of this work publicly available. This condition is pre-commencement as a failure to secure appropriate archaeological investigation in advance of development would be contrary to paragraph 141 of the National Planning Policy Framework that requires the recording and advancement of understanding of the significance of any heritage assets to be lost (wholly or in part).

14 No occupation of any permitted building within an area, as defined by the areas plan required by condition 3, shall take place until the following has been submitted to and approved in writing by the Local Planning Authority:

a) A Validation Report by means of which the effectiveness of the removal of any Asbestos Containing materials shall be demonstrated to the Local Planning Authority (to incorporate photographs, reports and waste transfer notes).

b) In the event that contamination is found at any time when carrying out the approved development, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall then be undertaken by a competent person, in accordance with 'Model Procedures for the Management of Land Contamination, CLR 11'. A written report of the findings should be forwarded for approval to the Local Planning Authority. Following completion of remedial measures a verification report shall be prepared that demonstrates the effectiveness of the remediation carried out. No part of the development should be occupied until all remedial and validation works are approved in writing.

Reason: To ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990 and in the interest of human health in accordance with section 8 of the NPPF.

- 15 Details of all fixed plant, machinery and equipment to be used for any non - residential use, by reason of the granting of this permission (including acoustic specification) shall be submitted to 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. (Policy DM3 of the Core Strategy for the North and Section 7 of the NPPF)

- 16 **Development shall not commence in an area as defined by the areas plan required by condition 3, until a noise mitigation scheme for protecting the proposed dwellings from road traffic noise and other noise sources as a result of this development including noise associated with the community use floorspace, sport/play facilities and the commercial units adjacent and attached to the proposed residential 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 before any permitted dwelling of that area is occupied and thereafter maintained in accordance with the approved details.**

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

- 17 The details required by condition 1 of this permission for the retail (A1-A5), hotel (C1), leisure/community and education (D1) Floorspace hereby approved as part of this development shall include the method of odour abatement and all odour abatement equipment, including predicted noise levels of the equipment in operation, to be used to effectively suppress and disperse fumes and/or odours produced by any cooking and food preparation. The approved equipment shall be installed and in full working order to the satisfaction of the Local Planning Authority prior to the use hereby permitted commencing.

Reason: In order to prevent the adverse impact of odours arising from cooking activities on the amenity of nearby residents (Policy DM3 of the Core Strategy and Section 7 of the NPPF)

- 18 The community use floorspace hereby approved shall not be used except between 0700 hours and 2400 hours on any day without the prior agreement in writing of the Local Planning Authority.

Reason: To protect the amenity of neighbouring residents in the interests of policy DM3 of the Core Strategy and Section 7 of the NPPF.

- 19 **No external lighting in relation to non-residential premises, shall be erected or installed in any, area as defined by the areas plan required by condition 3, until details including the design of the lighting unit, any supporting structure and the extent of the area to be illuminated within that area of the site, has been submitted to and approved in writing by the Local Planning Authority. Artificial lighting to the development must conform to requirements to meet the Obtrusive Light Limitations for Exterior Lighting Installations for Environmental**

Zone - E2 contained within Table 1 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01, dated 2005. Works shall then be carried out in accordance with the approved details.

Reason: In order to safeguard the amenities of adjoining residential occupiers in the interests of policy DM3 of the Core Strategy and Section 7 of the NPPF.

- 20 The details required by Condition 1 of this permission for each area, as defined by the areas plan required by condition 3, shall include where relevant to that particular area, details of sound attenuation and noise protection measures associated with the proposed sport pitches, formal and informal play areas, community hall and commercial uses. The agreed measures shall be implemented in full prior to first use and shall thereafter be permanently maintained.

Reason: In the interest of protection of amenities of future and existing occupiers in accordance with Policy DM3 of the Core Strategy and Section 7 of the NPPF.

- 21 Details required by condition 1 of this permission for each area, as defined by the areas plan required by condition 3, shall include details of how renewable and low energy sources would generate 10% of the energy needs of the development and also showing water efficiency measures achieving 110 litres per person per day. The works shall then be carried out in accordance with the approved details.

Reason: In the interests of sustainability. (Policy DM2 of the Core Strategy for the North & Section 10 of the NPPF)

- 22 The details required by Condition 1 for each area of the site shall include a detailed waste audit scheme for the residential units in that area. The waste audit scheme shall include details of refuse storage and recycling facilities. The scheme shall be carried out in accordance with the approved details.

Reason: To ensure that development is adequately provided with waste and recycling facilities in accordance with Policy DM3 of the Core Strategy for the North & Section 7 of the NPPF)

- 23 The details required by condition 1 of this permission for each area, as defined by the areas plan required by condition 3 shall include the following;
- Estate roads designed and constructed to a standard appropriate for adoption as public highway.
 - Pedestrian and cycle linkages to existing routes
 - Vehicle parking and garaging in accordance with the councils standards applicable at the time of submission
 - Cycle parking and storage in accordance with the council's standards applicable at the time of submission.

Reason: To ensure the development of the residential site is completed to provide adequate and appropriate highway arrangements at all times. (Policy DM3 of the Core Strategy for the North & Section 4, NPPF)

- 24 **No development shall take place until a Section 106 agreement has been entered into to secure the provision of an affordable housing scheme, infrastructure contributions and off site highway works on the Heads of Terms form of the draft attached hereto.**

Reason: To secure appropriate contributions towards the social and community infrastructure needs of the local community, in accordance with the NPPF.

- 25 **Development shall not be commence in an area of the site, as defined by the areas plan required by condition 3, until an Estate Street Phasing and Completion Plan for that area has been submitted to and approved in writing by the Local Planning Authority. The Estate Street Phasing and Completion Plan for each area shall set out the phasing of development within it and the standards to which the estate streets serving that area of the development will be completed. No dwelling or dwellings shall be occupied in that area, until the estate street(s) affording access to those dwelling(s) has been completed in accordance with the Estate Street Development Plan.**

Reason: - To ensure that the estate streets serving the development are completed and thereafter maintained to an acceptable standard in the interest of residential / highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway, in accordance with the relevant policy DM3 of the Core Strategy for the North and Section 4 of the NPPF.

- 26 Development shall not commence in an area of the site, as defined by the areas plan required by condition 3, until details of the proposed arrangements for future management and maintenance of the proposed streets within that area have been submitted to and approved by the local planning authority. The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under section 38 of the Highways Act 1980 or a private management and maintenance company has been established.

Reason: To ensure that the estate streets serving the development are completed and maintained to the approved standard, and are available for use by the occupants, and other users of the development, in the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway, in accordance with the relevant Policies of the Development Plan.

27 **Development shall not commence in an area, as defined by the areas plan required by condition 3, until full engineering, drainage, street lighting and constructional details of the streets proposed for adoption in that area have been submitted to and approved in writing by the Local Planning Authority. The development shall, thereafter, be constructed in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority.**

Reason: In the interest of highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the approved development; and to safeguard the visual amenities of the locality and users of the highway in accordance with Policy DM3 of the Core Strategy & Section 4 of the NPPF.

28 No dwelling to be accessed off Stotfold Road shall be occupied until a scheme for reducing the speed limit on Stotfold Rd including appropriate visibility splays at the junction of the estate road with Stotfold Road has been submitted and approved by the Local Planning Authority. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed estate road from its junction with the channel of the public highway and 43m measured from the centre line of the proposed estate road along the line of the channel of the public highway. The vision splays required shall be provided and defined on the site by or on behalf of the developers and be kept free of any obstruction above the adjacent carriageway level.

Reason: To provide adequate visibility between the existing highway and the proposed access(es) and to make the access(es) safe and convenient for the traffic which is likely to use it (them) in accordance with Policy DM3 of the Core Strategy and Development Management Policies for Central Bedfordshire (North) 2009 and Section 4 of the National Planning Policy Framework

29 Prior to the occupation of 50 dwellings a scheme for offsite mitigation highway measures at the following junctions shall be submitted and approved in writing by the Local Planning Authority:

- Junction of A507 and Hitchin Rd/Arlesey Rd Stotfold
- Junction of A507 and Arlesey Rd/Stotfold Rd
- Junction of A507 and Arlesey Rd/ Hitchin Rd Henlow

The approved scheme shall be fully implemented prior to the occupation of the 201st dwelling.

Reason: To ensure the provision of appropriate mitigation measures in the interests of highway safety in accordance with Policy MA8 of the Core Strategy and Development Management Policies for Central Bedfordshire (North) 2009 and Section 4 of the National Planning Policy Framework.

- 30 Prior to the occupation of 100 dwellings a scheme for offsite mitigation highway measures of Arlesey High Street to reduce the traffic on the High Street, including but not limited to the provision of improved parking management shall be submitted and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to the occupation of the 201st dwelling.

Reason: To ensure the provision of appropriate mitigation measures in the interests of highway safety in accordance with Policy DM3 of the Core Strategy and Development Management Policies for Central Bedfordshire (North) 2009 and Section 4 of the National Planning Policy Framework.

- 31 Prior to occupation of the first unit, the proposed mitigation scheme (shown on drawings number 16254-ARLE-5-158 B and 16254-ARLE 5-161 A) is to be constructed at the A1 (M) junction 10 OR in conjunction with Highways England an equivalent sum of monies is paid to the planning authority for a wider mitigation scheme at this junction.

Reason: To ensure that the strategic road network can continue to operate as part of the national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980 and to satisfy the reasonable requirements of safety for traffic on the strategic road network and ensure the provision of appropriate mitigation measures in the interests of highway safety in accordance with Policy MA8 of the Core Strategy and Development Management Policies for Central Bedfordshire (North) 2009 and Section 4 of the National Planning Policy Framework.

- 32 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers Site location plan (16754-KSS-00-XX-DR-A-0001-001 Rev P04), Stotfold Road Access Plan (16254-ARLE-5-527), 16254-ARLE-5-130C General Arrangement Key Plan (Roundabout planning), 16254-ARLE-5-131 c General Arrangement Sheet 1 (Roundabout planning), 16254-ARLE-5-132 C General Arrangement Sheet 2 (Roundabout planning), 16254-ARLE-5-133 B General Arrangement Sheet 3 (Roundabout planning), Planning Supporting Statement dated February 2017, Environmental Statement dated February 2017, Arboricultural Assessment dated February 2017, Utilities Report dated February 2017 , Employment Land and Economic Benefits Review dated January 2017, Statement of Community Involvement & Employment Land review Update dated July 2017.

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 to obtain the written approval of the Local Highway Authority for the details required for Highways Conditions, prior to the submission of such details to the Local Planning Authority in seeking to discharge the said condition. Such details, as may be submitted to the Local Highway Authority, could be subject to technical and safety assessments / audits, which may result in changes to the layouts and alignments as shown on any indicative layout(s) approved by virtue of the planning permission. The applicant is advised that the Local Planning Authority may reject details submitted to them for the discharge of the condition without evidence of technical approval from the Local Highway Authority.
 - The applicant is advised that to discharge the relevant highway condition of this permission, the local planning authority requires a copy of a completed agreement between the applicant and the local highway authority under Section 38 of the Highways Act 1980 or the constitution and details of a Private Management and Maintenance Company confirming funding, management and maintenance regimes.
 - The applicant is advised to obtain a technical approval for all estate street details from the Local Highway Authority prior to the submission of such approved details to the Local Planning Authority to discharge the relevant highway condition of this consent.
 - The applicant is advised that in order to comply with the 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.
 - 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.
 - 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 Control Group, Development Management Division, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.

- The applicant is advised that in order to comply with Condition 1 and 8 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 Highways Contract Team, Central Bedfordshire Highways, , Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.
highwaysagreements@centralbedfordshire.gov.uk

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

.....
.....
.....
.....