

An aerial photograph of the Arlesey Cross area in Bedfordshire, showing a mix of urban development, agricultural fields, and roads. The town of Arlesey is visible on the left, with a large roundabout and a road junction in the center. The surrounding area is mostly agricultural, with various colored fields. The text 'Arlesey Cross Masterplan Document' is overlaid in the center.

Arlesey Cross Masterplan Document

Adopted as Technical Guidance by Central Bedfordshire Council March 2014

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The Arlesey Cross Masterplan has been prepared by Hankinson Duckett Associates and Woods Hardwick Planning Ltd in collaboration with Central Bedfordshire Council. It has been subject to public consultation between 9 November and 16 December 2013. During this period it was available for members of the public and stakeholders to view and provide comments. Following this consultation period all comments received were considered and amendments have been made to this final Masterplan Document.

The Masterplan Document has been considered by Central Bedfordshire Council and subsequently approved as Technical Guidance for Development Management purposes. It informs the future detailed masterplanning of the site and provides a framework within which development proposals will be prepared.

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1 Introduction

1.1 This Masterplan Document, along with the supporting Interim Transport Assessment (ITA) have been prepared to guide the development of allocated land at Chase Farm, north-east and west of High Street, Arlesey, hereafter referred to as 'Arlesey Cross'. The Arlesey Cross Masterplan Document seeks to demonstrate, at a high level, how the allocated land can be comprehensively masterplanned to deliver a coordinated development accommodating the land uses identified by Policy MA8.

Background & Planning Policy Context

1.2 Arlesey Cross is allocated for a mixed use development of a minimum of 1,000 new homes and 10 hectares of employment land. This means that the principle of development at this site is already established as will be explained below.

1.3 The allocation was confirmed by the adoption of the Central Bedfordshire (North) Site Allocations Development Plan Document (DPD) in April 2011. The Site Allocations DPD is one of a suite of documents that makes up what is known as the Local Development Framework (LDF) or Development Plan for this part of Central Bedfordshire. Policy MA8 sets out the detail of the allocation and is discussed in more detail below.

1.4 The first document prepared as part of the LDF was the Core Strategy and Development

Management Policies DPD. This document established the principle of the scale of growth proposed at Arlesey as part of a wider development strategy for delivering new development required in Central Bedfordshire to meet central Government set housing and employment targets. The Core Strategy identified a number of issues in Arlesey, such as:

- the need for an identifiable focal point due to its long linear settlement form;
- local congestion on the main route through the town of High Street, House Lane and Stotfold Road, which creates an environment that discourages walking and cycling and;
- modern employment provision.

1.5 Over many years Arlesey has experienced small-scale piecemeal redevelopment within its built up area. Such developments have not brought about additions or improvements to facilities and services in the town. For this reason, Arlesey Town Council promoted larger-scale growth east and west of the High Street through its 2004 Town Plan and when Mid Bedfordshire District Council carried out a call for potential development sites in 2006. Central Bedfordshire Council (CBC) opted to include provision for large-scale mixed used development (Policy CS1 of the Core Strategy), to bring about improvements in service provision and local traffic conditions. Policies CS5 and CS10 confirmed the requirements for

provision of a minimum of 1,000 dwellings and 10 – 15 ha of employment respectively as part of this development.

1.6 The Core Strategy and Development Management Policies DPD was adopted in 2009. Copies of Policies CS1, CS5 and CS10 are included at Appendix A of this document. Prior to adoption the Core Strategy had been the subject of considerable public consultation in accordance with statutory plan-making requirements. It was also independently examined by a Central Government Planning Inspector and found to be sound.

1.7 In order to deliver the requirements of the Core Strategy, particularly in respect of housing and employment needs, CBC subsequently prepared the Site Allocations DPD which identified new development sites in the north of Central Bedfordshire. This underwent two 6 week periods of public consultation in 2008 and 2009 and a further 6 week public consultation in 2010. As part of the 2008 consultation a public exhibition was held in Arlesey. The Site Allocations DPD was also the subject of independent examination and found to be sound by a Central Government Planning Inspector before being adopted in April 2011. The consultation and preparation processes for both the Core Strategy and Site Allocations DPDs are indicated on the timeline at figure 1.1.

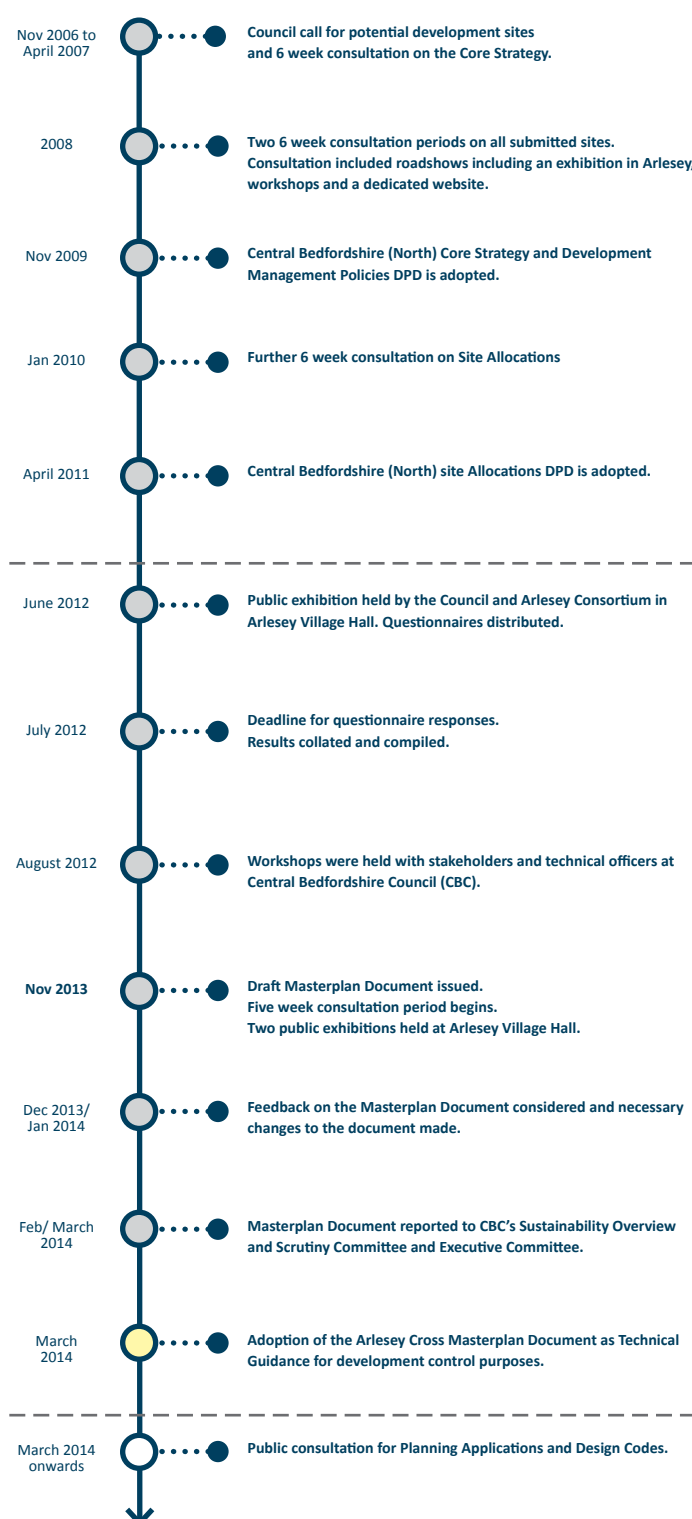


Figure 1.1 Timeline

1.8 Policy MA8 of the Site Allocations DPD sets out the Council's requirements for development within the 77.26ha site at Chase Farm, north-east and west of High Street, now referred to as Arlesey Cross. The details of Policy MA8 are shown at figure 1.2.

1.9 Other relevant planning policy includes that in the National Planning Policy Framework (NPPF), which was adopted in March 2012 and sets out Government policy on planning and achieving sustainable development. The NPPF introduced a presumption in favour of sustainable development and requires local planning authorities such as CBC to positively seek opportunities to meet the development needs of their area and to approve development proposals that accord with the Development Plan without delay.

Purpose of the document

1.10 One of the specific requirements of Policy MA8 is that a Masterplan be produced to guide mixed-use development at the site. This Masterplan has been prepared in response to this requirement. It is a technical document, that will sit above subsequent design codes and planning applications for the Arlesey Cross site and assist the Council in determining such applications. The Masterplan will provide guidance for developers and the community on the nature, form, scale and design of the

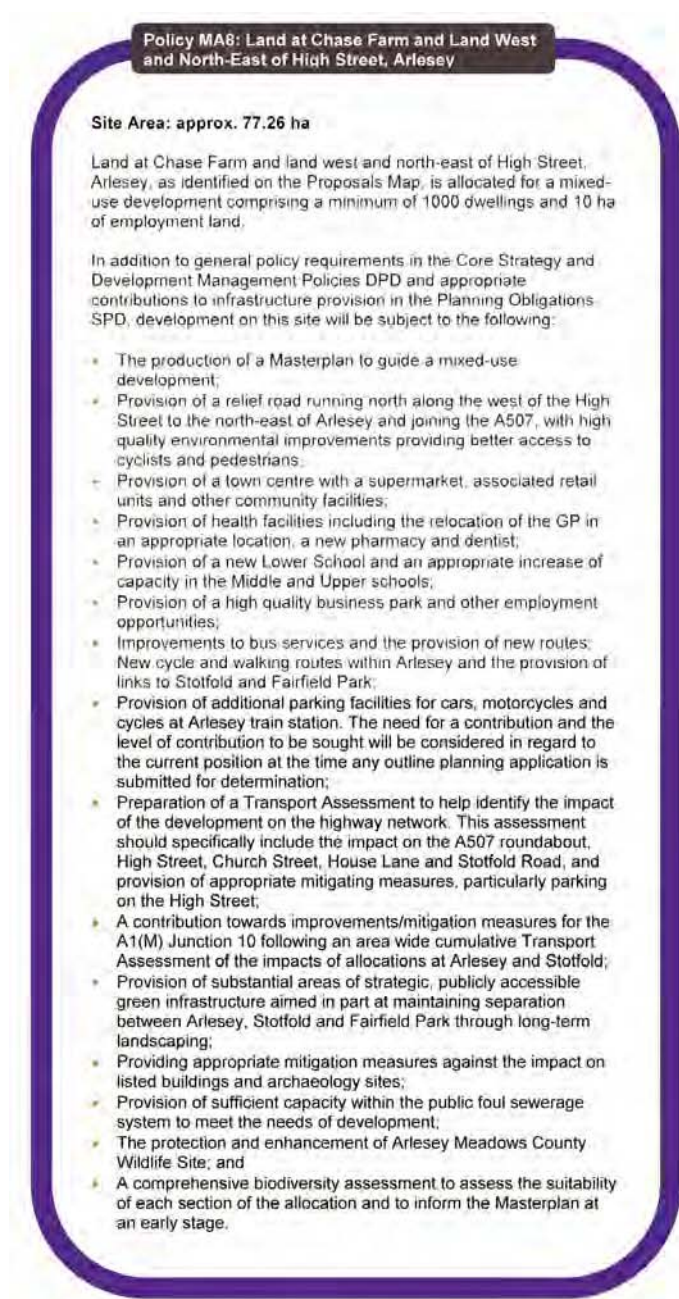


Figure 1.2 Development Management Policy MA8

proposed development – in accordance with national and local policy. Given the technical nature of this document a glossary has been provided at Chapter 11 to explain terminology that may not be familiar to all readers.

1.11 This Masterplan aims to ensure that quality design is achieved throughout the development and it integrates well with the existing settlement by establishing key overarching design principles. These will be built on in subsequent design codes to be prepared and submitted either with an outline planning application for the site, or prior to the determination of reserved matters applications (matters of detail).

1.12 Proposals should come forward that are sustainable and seek to create an attractive environment that meets the needs and aspirations of both current and future residents of Arlesey. This will be reflected through compliance with local policy and inclusion of ideas generated through feedback from the consultation process.

1.13 The Aims of this Masterplan are to:

- Establish an urban design framework for Arlesey Cross based on site constraints and opportunities and planning policy requirements. Design codes will be used to help promote a development that is visually attractive and well laid out;
- Provide certainty for prospective developers and members of the public as to the future development of Arlesey Cross through a series of design principles that would need to be addressed as part of design coding and in detailed proposals in future planning applications for development;
- Explain the mechanism of the consultation process, showing how members of the public have been involved in the development of the site Masterplan, set out the findings of the consultation and interpret the results;
- Confirm the nature of the technical work required to support any planning applications for the development of the Arlesey Cross site; and
- Provide an indication of the likely planning obligations required to support development on the site.

1.14 Given local concern surrounding existing traffic issues in Arlesey and the potential impact of the scale of development proposed in the MA8 Allocation, an Interim Transport Assessment (ITA) has been prepared by Transport Consultants, Woods Hardwick Infrastructure. It includes details of traffic modeling carried out to date, which has informed the preparation of the Masterplan. The ITA has been published as a standalone document in support of the Masterplan with a Non-Technical Summary provided at Appendix B of this Masterplan.

Status of the document

1.15 This Masterplan document has been endorsed by the Council as technical guidance. The approved Masterplan is a material consideration in guiding and informing development management decisions in respect of any future planning applications for Arlesey Cross.

Masterplan Document Consultation

1.16 Consultation on the Masterplan Document, as illustrated on the timeline at figure 1.1, began in June 2012 with a two day public exhibition at Arlesey Village Hall. This was to present and obtain feedback on the 'baseline' information that had been collated up to that point, particularly in respect of site constraints and opportunities. The consultation utilised questionnaires and interactive consultation methods at the exhibition itself. Members of the public were given four weeks to respond to the information provided at the exhibition. The results of the consultation, which are described in Section 2 of this document, were summarised and posted on the Arlesey Cross website and were also presented at the Arlesey Town Council meeting on 4 September 2012

1.17 The June 2012 exhibition was then followed up with two stakeholder/ design workshop meetings in August 2012. Invitations were sent to Central Bedfordshire Council (CBC) Local Planning Officers, organisations

within Arlesey at that time, Ward Members and technical officers within different CBC departments. The first design workshop covered feedback from the exhibition and then specific issues were discussed including, transport and highways, drainage and utilities, employment, retail, community uses, education, housing, green infrastructure, biodiversity and play and open space. The second design workshop involved the presentation of three potential options for a concept plan. The attendees were then split into three groups for discussions before feedback was provided.

1.18 This Masterplan was prepared taking into account the feedback gathered at the June 2012 exhibitions and August 2012 workshops, along with technical work on constraints.

1.19 The Draft Masterplan and supporting ITA was published for a five week consultation period from 9 November to 16 December 2013. Two public exhibitions were held on 9 and 16 November to enable members of the public, groups and organisations the opportunity to ask questions of and find out more information from Officers and the Consultant Team. A consultation questionnaire was created for members of the public to complete with their comments.

1.20 Further consultation will be expected to take place in advance of the submission of planning applications on more detailed proposals for the site as these evolve. This may include further workshops and public exhibitions.

2 Context

Location

2.1 Arlesey is located in Central Bedfordshire, approximately 12 miles north of Stevenage, with the A1 to the east and the East Coast Mainline Railway running to the immediate west of the town.

Settlement Analysis

2.2 Arlesey is characterised by early linear development and mid twentieth century estates, with dwellings and residential estates east and west of Hitchin Road, the High Street, House Lane and Church Lane. There are attractive areas of Victorian housing (Hospital Road) to the southern end of Arlesey and a small historic enclave around St Peter's Church.

2.3 Most of the facilities in Arlesey are at, or close to, the Arlesey Resource Centre and the Gothic Mede Lower School. Located centrally on the High Street, this civic amenity area accommodates the existing doctors surgery, library, a nursery, youth club with the school and Town Council offices adjacent and is highlighted on the plan at figure 2.2 as a key destination. Shops and pubs are dispersed along the principal route through the settlement and are also identified on the plan. The proposals should seek to provide good access to the existing town shops and amenities. New development should complement and avoid duplicating existing valued town facilities.

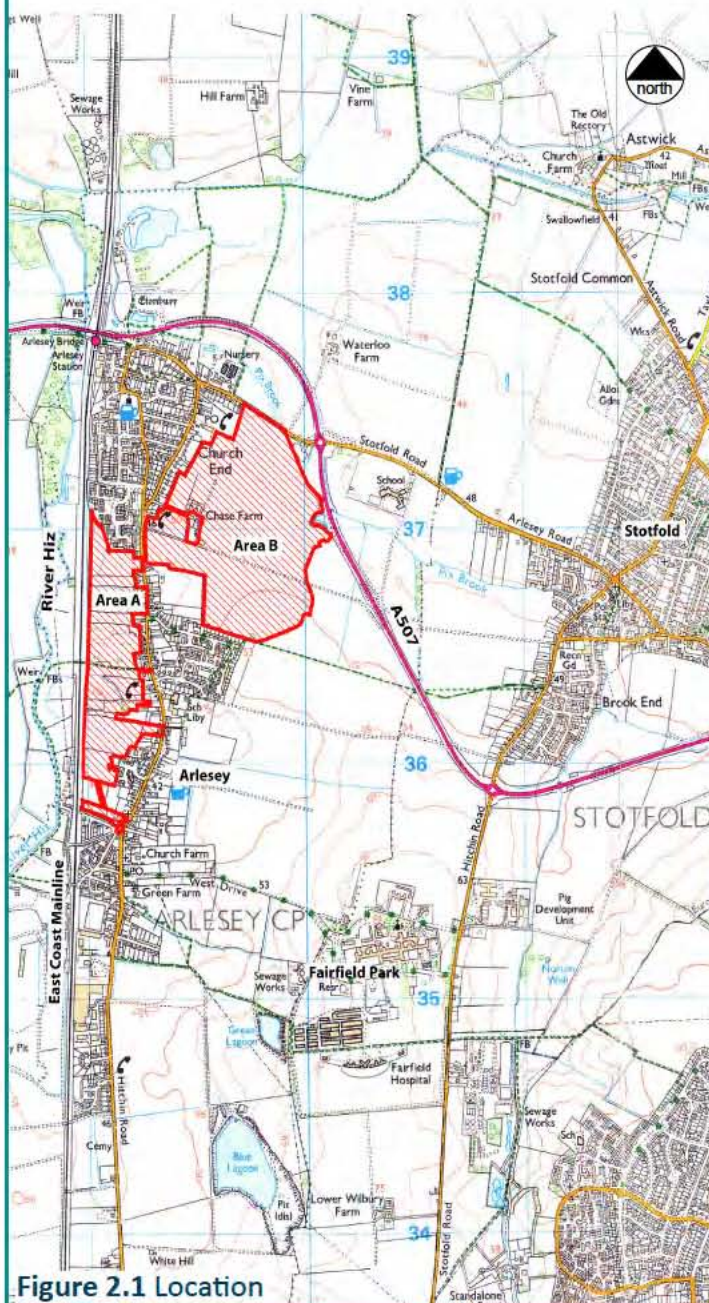


Figure 2.1 Location

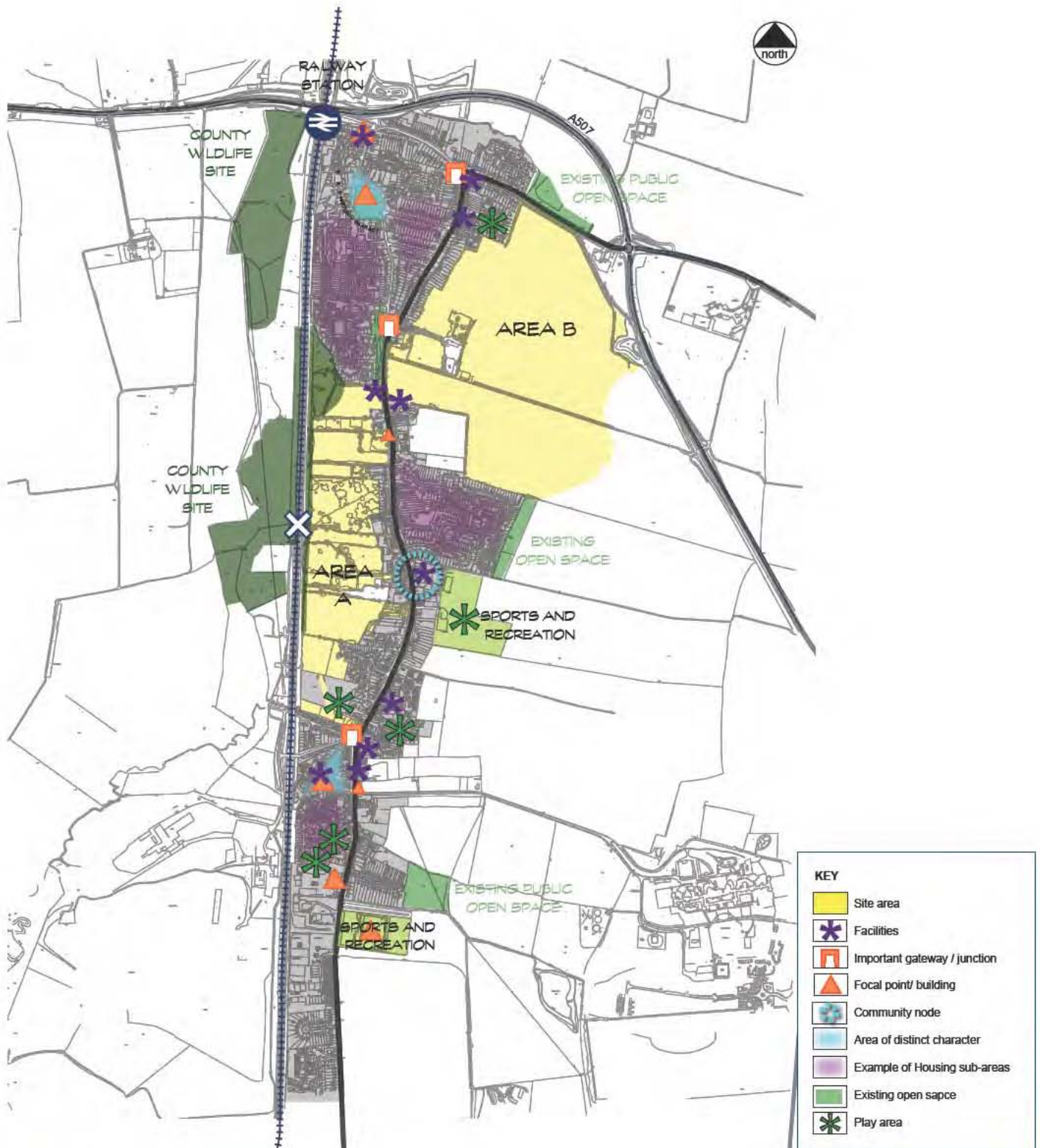


Figure 2.2 Settlement Analysis

2.4 Arlesey has a large public open space behind the civic amenity area with youth facilities and allotments. There are also a number of smaller public open spaces and play areas within residential estates. Arlesey Town Football Club is on the southern edge of the town.

2.5 Between areas of housing and built development, trees and hedgerows create a sense of separation between the northern and southern parts of Arlesey. There are some limited views from the High Street into the site and wider countryside.

2.6 Arlesey Cross comprises two areas, described as Area A - 'land west of the High Street' and Area B 'land at Chase Farm and north-east of the High Street'. These areas are indicated on the location plan at figure 2.1.



Cream brick Victorian pub (vacant)



House Lane linear development



Thatched pub

Figure 2.3 Settlement Photographs



Example of characteristic cream brickwork



Cream brick Victorian terrace of 7 dwellings.
Many of the front gardens have been paved over to provide off-street parking



Late C20 housing



Recent urban edge development fronting central green space



Single storey community facilities informally centred around a small green



Mid C20 housing frames a pleasant green space with mature trees and hedging

Transport and Access

2.7 The railway runs north-south immediately to the west of Arlesey with a railway station to the north of the settlement. The railway forms part of the East Coast Mainline and provides a regular service to London King's Cross and Peterborough.

2.8 The single vehicular route of Hitchin Road, High Street and House Lane, which runs broadly north-south, forms the backbone to the settlement. This principal route through Arlesey is currently the only north - south movement route for vehicles and pedestrians.

2.9 Many of the properties in Arlesey were not designed with off road parking leading to on-street parking and congestion on the principal roads through the town. Although currently some HGV's use this route the relief road will reduce impacts on the High Street. The car parking at the station is insufficient to meet the needs of the number of commuters that use the trains. As a result, problems have been identified with commuters parking in residential streets adjacent to the station, causing traffic congestion in these areas. A new car park has recently opened on the western side of the railway line, which should reduce parking pressure from those outside of Arlesey. Consideration is also being given to implementing a scheme of parking restrictions in the streets near to the station.

2.10 Arlesey has a number of footpaths, leading to Stotfold and Fairfield Park as well as through Glebe Meadows and along the River Hiz. Footpaths also link Arlesey to the wider countryside, particularly to the north and west. To the east of Arlesey, two footpaths run from the existing spine road to Fairfield Park and Stotfold. There are no north to south footpaths, other than pavements running next to roads. A footpath runs to the west of Arlesey, crossing over the railway via a pedestrian bridge and linking to a footpath network in the River Hiz valley. A Sustrans cycle route on Stotfold Road links with the station and Stotfold to the east.

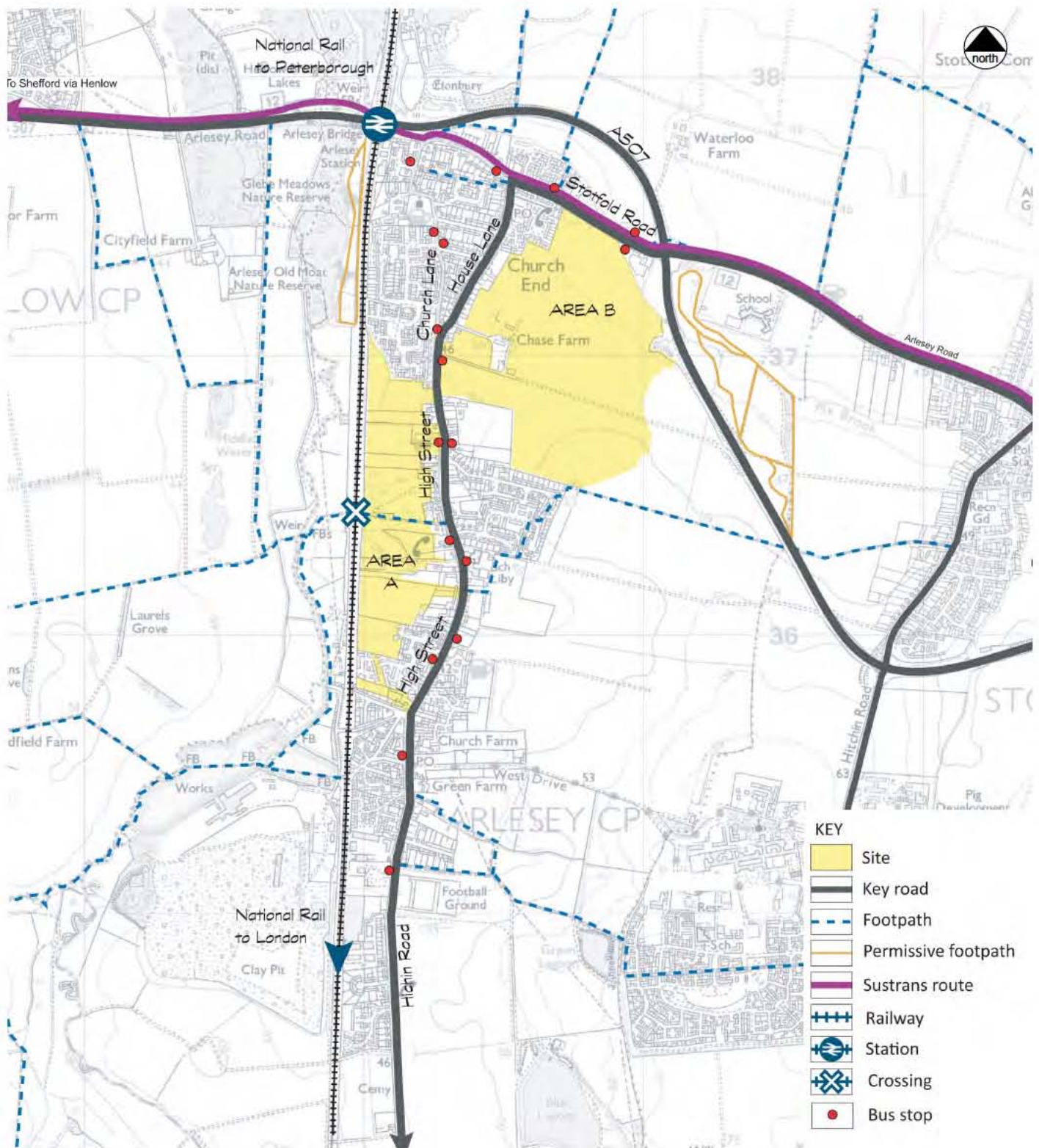


Figure 2.4 Transport and Access

Site Context

2.11 Area A consists of a patchwork of small fields, contained by hedgerow, scrub and the railway with associated vegetation to the west. A footpath runs across the site from the High Street in the east, over the railway crossing, to the River Hiz valley in the west.

2.12 Area B comprises large, open arable fields with little enclosure and no internal vegetation structure. The existing edge of Arlesey is open and exposed, but the north and east of Area A is enclosed by woodland and hedgerow, screening the site from Stotfold.



Area B: Open hedgerow alongside a farm track with views across arable farm land.



Area A: Woodland and hedgerow line the route of a Public Right of Way.



Area A: Vegetation partially screens the built edge of Arlesey



Figure 2.6 Site Photographs

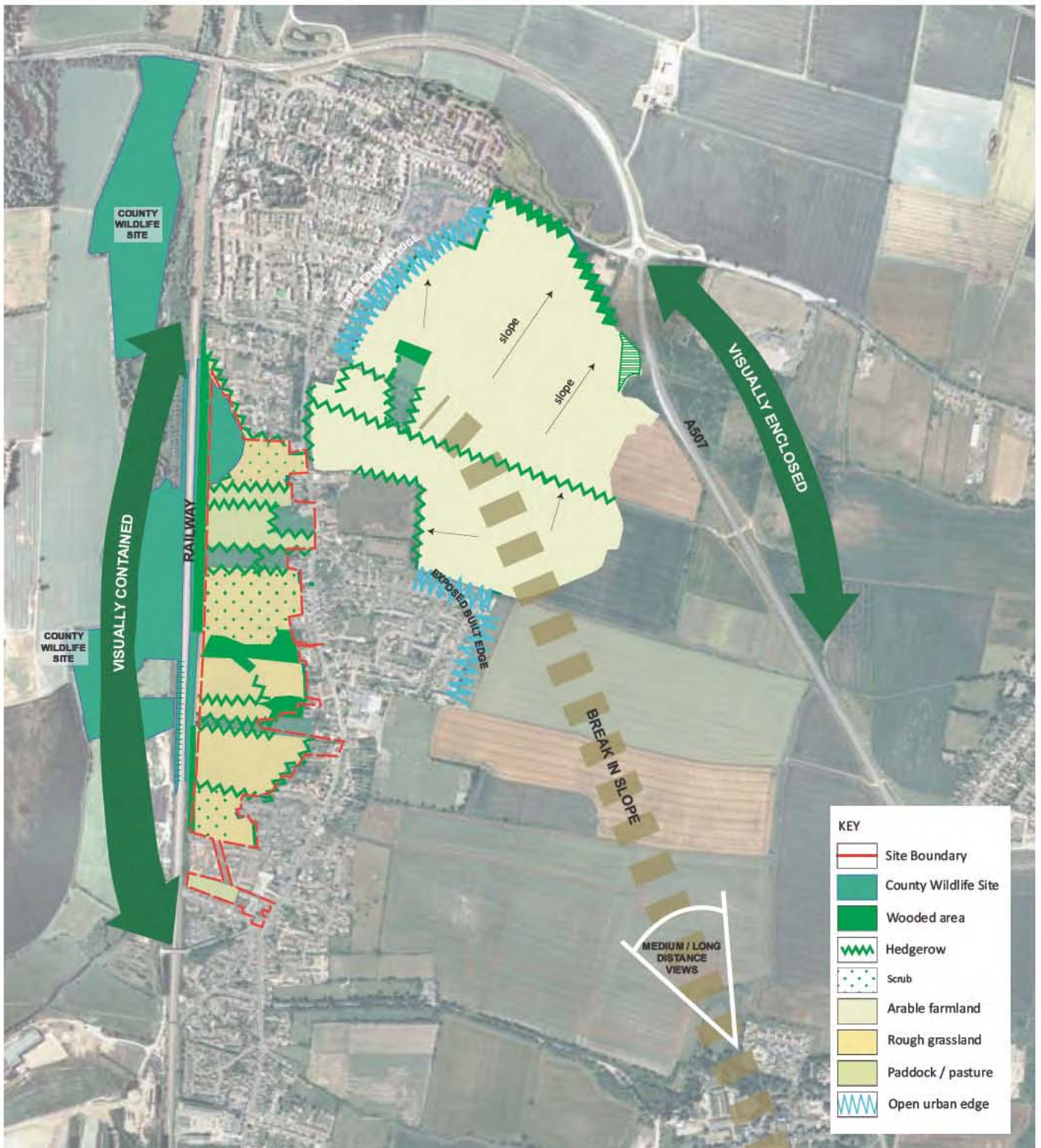


Figure 2.5 Site Analysis

Early Masterplan Document Consultation

2.13 The full consultation process, that preceded the site allocation, and future consultation events planned in conjunction with the preparation of this document, are described in Chapter 1 and illustrated on the timeline at figure 1.1. Near the start of the masterplanning process a public exhibition was held on the 22nd and 23rd of June 2012 by Central Bedfordshire Council and the Arlesey Consortium (a group of landowners and developers with an interest in the Arlesey Cross site) as part of the community engagement on proposals for the site. The feedback from this exhibition has helped inform the preparation of this Masterplan Document.

2.14 The exhibition provided information and background to the site allocation; set out the ongoing and planned background studies; presented an analysis of the town and the allocated site and; illustrated potential constraints and opportunities. The objective of this exhibition was to hear the views of residents and stakeholders at an early stage. To help inform amenity improvements to the town and shape future development consultation focused on Arlesey at present and the requirements of Policy MA8.

2.15 The event was widely publicised by way of a public notice in the local press, notices posted around Arlesey and on the CBC, Arlesey

Town Council and Arlesey Cross websites. Questionnaires were available for attendees to complete and the exhibition boards were published online, along with copies of the questionnaire to download.

2.16 The results of the feedback, which helped inform the proposals in this document, is briefly summarised opposite:



Figure 2.7 Consultation

Arlesey

Respondents liked Arlesey's village feel, the people and community and the countryside setting but felt that on-street parking and through traffic were issues that needed be addressed.

Traffic and parking

Concerns highlighted the conflict between High Street parking and through traffic exacerbated by HGV's –and also commuter parking on residential roads close to the station.

Pedestrians and cyclists

Respondents identified that traffic and parked cars make the main route through the town particularly difficult for pedestrians and cyclists. Respondents supported the idea of a north-south cycle path through the length of the town as an alternative to the existing spine road.

Environmental Improvements

Tree planting, reduced traffic speeds, removing unnecessary street clutter and widening pavements were popular amongst suggestions for improvements to the High Street which could be delivered with the development.

Bus services

A more frequent service and additional routes would provide a greater incentive to use public transport.

Community facilities

Some of the more popular suggestions for new facilities as part of the development included a café, youth facilities and health and fitness facilities. People also indicated that the existing schools and doctors surgery would need to be expanded or improved.

Local centre

The majority of those who responded felt that the most appropriate location for a local centre would be between the northern and southern parts of the town close to Chase Farm. Some also commented that any new local centre should be, sensitive to, and complement the existing amenities and facilities in the town.

Green Infrastructure and Open Space

Play spaces for children, recreation for teenagers and open space which could provide active recreation for all ages were common themes for the types of open space that should be provided as part of the new development.

Employment

The types of employment facilities preferred were smaller scale employment space for start-up businesses, retail and light industrial space. Respondents also thought that existing under used employment facilities should be upgraded.

Arlesey Cross Constraints and Opportunities

2.17 The baseline information and feedback from the exhibition, described in the first part of this section, has informed the constraints and opportunities which are summarised opposite and on Figures 2.8 and 2.9:

Constraint: Arlesey is an extended north-south linear settlement.

Opportunity: Form a more nucleated settlement with improved east-west and north-south access for pedestrians and cyclists.

Constraint: The railway station is on the northern edge of Arlesey.

Opportunity: Strengthen and build upon existing sustainable links to the station. This should include a north-south collector route or greenway for pedestrians and cyclists connecting with the existing Sustrans cycle path on Stotfold Road between the station and the A507 underpass.

Constraint: The main roads through Arlesey are narrow in places restricting the flow of traffic.

Opportunity: Provide a new alternative route between the south of Arlesey and a new junction on the A507 through the development, to alleviate traffic through Church End and the northern part of the High Street.

Constraint: The volume of traffic on High Street detracts from the environment for pedestrians and cyclists .

Opportunities: Introduce traffic calming measures in conjunction with the provision of the relief road to reduce vehicle speeds encouraging traffic to use the relief road and make for a better environment for residents.

Constraint: There are a limited number of landmarks to aid legibility through the town.

Opportunities: Structure development around a central core, between the northern and southern parts of the town. Locate new facilities and a town park at this junction to take advantage of this activity node.

(continued overleaf)

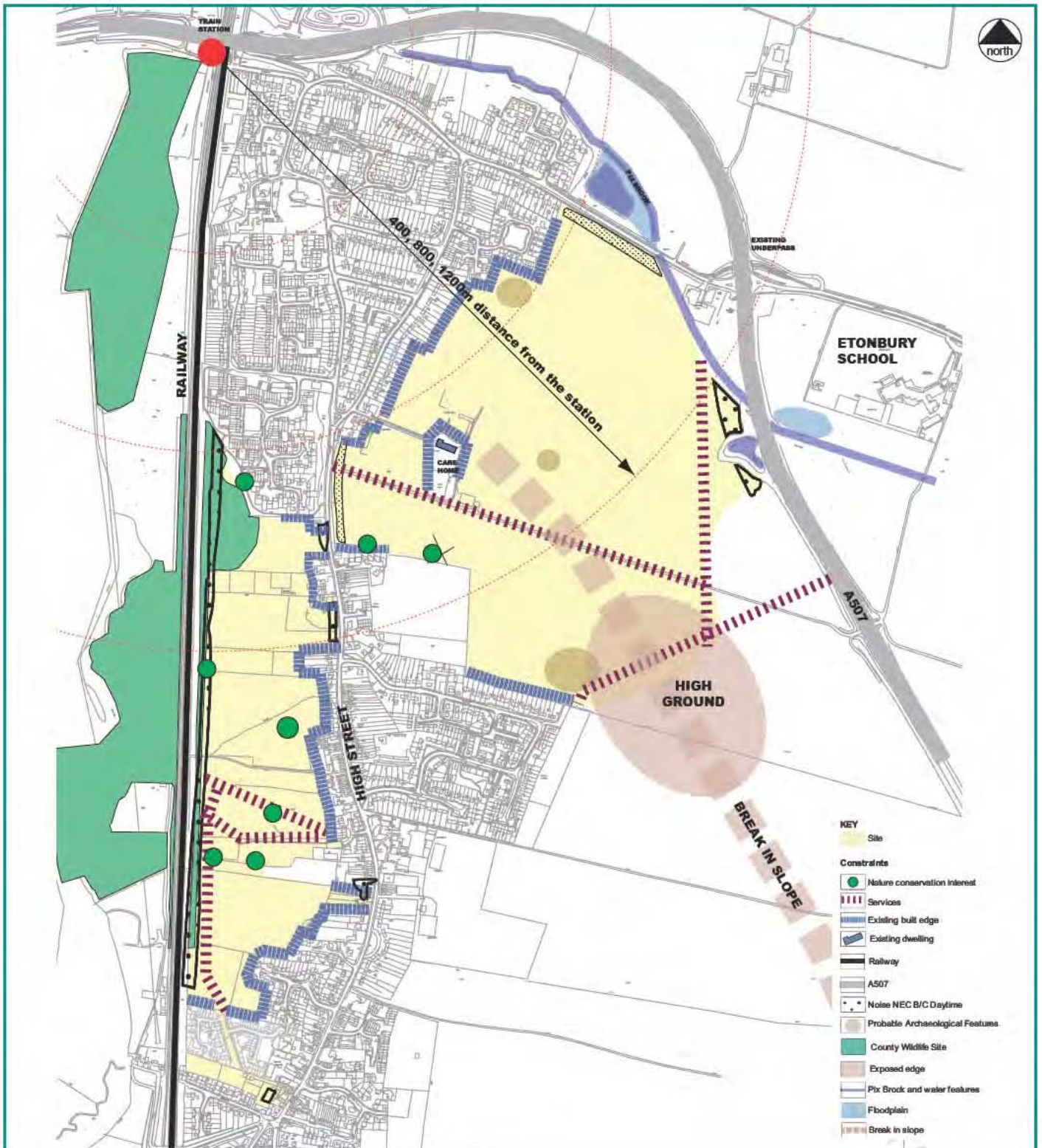


Figure 2.8 Constraints

Constraint: Existing cul-de-sac development in the town leads to limited permeability.

Opportunity: Ensure that all areas of the development have good pedestrian and cycle access to provide linkages to existing parts of the town.

Constraint: The eastern site area has an exposed edge, which is open in views from the wider countryside.

Opportunities: Create a new eastern edge to Arlesey with significant public open space. Utilise higher ground for green infrastructure including sports pitches and amenity open space.

Constraint: Existing noise from the A507.

Opportunity: Locate employment zones adjacent to the A507. This would provide a noise buffer to residential areas as well as a business frontage to the A507.

Constraint: Development should maintain appropriate stand-offs to gas and water services which transverse the site.

Opportunity: Locate appropriate land uses such as open space and parking areas where other forms of development are prohibited.

Constraints: Retain habitat and appropriate stand-offs within areas of ecological interest and existing landscape features such as trees, hedgerow and ditches wherever possible

Opportunities: Maintain and enhance natural and semi-natural open space to consolidate the existing green corridors of the River Hiz and Pix Brook. Utilise sustainable drainage features such as ponds to enhance wildlife habitat diversity. To manage these areas for wildlife and public enjoyment.

Constraint: The developments can only make improvements to land included within the allocation, or in Central Bedfordshire Council's ownership.

Opportunity: Utilise Central Bedfordshire Council land beyond the site's allocation to extend green infrastructure and open space to provide sports pitches and an enhanced landscaped edge to the town.

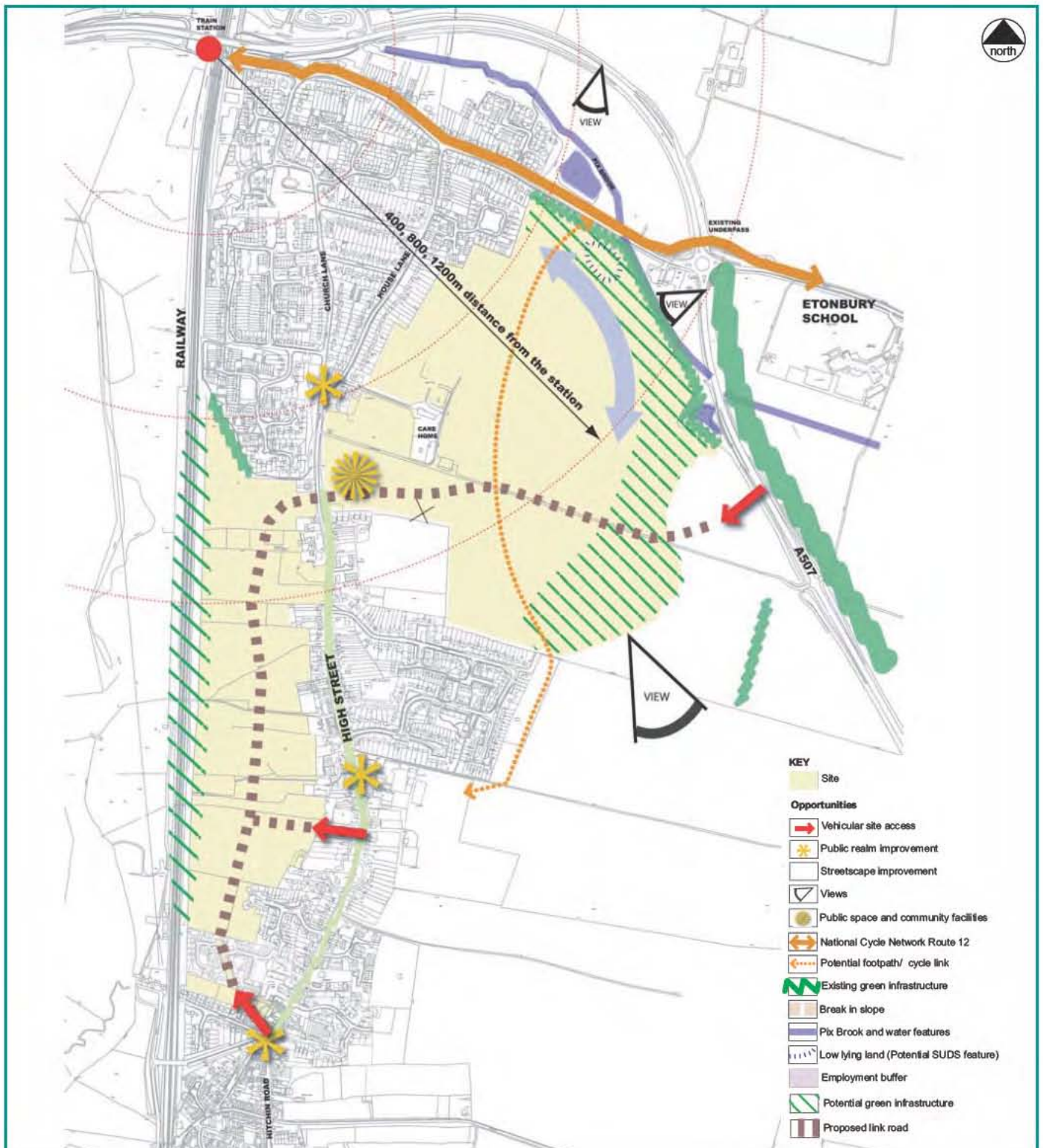


Figure 2.9 Opportunities

3 Vision for Arlesey Cross

3.1 The Vision for Arlesey Cross has been informed by the baseline information, feedback from the public exhibitions and the constraints and opportunities which are described in the proceeding section.

Arlesey Cross shall help meet Central Bedfordshire's housing and employment needs through high quality planned growth to the east and west of Arlesey. Arlesey Cross will seamlessly integrate with the existing settlement, providing a new retail focused local centre with a town park, complementing existing valued amenities in the town which will be retained and improved. There will also be improved local economic opportunities through the provision of new employment land as part of the development.

An important element of the vision is to enhance the pedestrian environment for the people of Arlesey

The development will place a great emphasis on sustainable transport modes. The development will provide attractive green routes to walk or cycle linking with existing footpaths, cycle paths and the Sustrans route at Stotfold Road. An additional crossing over or under the A507 as part of the development will be provided to improve connectivity to Stotfold, including Etonbury Academy and Etonbury Wood. The development will create an improved environment in the High Street and Church End where traffic will be alleviated by a development spine road, which will act as a relief road with a new junction on the A507.

Integral to the scheme will be open space and green infrastructure. An extended area of publicly accessible open space with sports pitches, informal amenity areas and woodland will establish an attractive south eastern edge to the town. Development to the west of High Street will have a tighter urban grain structured around a patchwork of smaller informal open spaces and a community orchard.

The layout and density of the built environment will allow residents to have a good quality of life where there is a range of homes. The design will protect the amenity of the existing community and care and consideration will be given to the adjoining land owners and boundary treatments. Green space will influence the style of buildings and help integrate new homes and employment into the landscape.

4 Masterplan Proposals

4.1 As described in Section 1 of this document three concept masterplan options were discussed at a design workshop in August 2012. This followed feedback on the site constraints and opportunities gathered at the public exhibition in June 2012 and in the first design workshop. Within the parameters of the policy requirements and constraints and opportunities, the three concept masterplan options presented various land use disposition and access options. A preferred concept masterplan was settled upon following the final workshop.

4.2 The concept plan for Arlesey Cross presented at figure 4.1 opposite is derived from the preferred concept masterplan. The plan illustrates how the quantum of development required under Policy MA8 could be accommodated and key principles such as the potential route for the relief road to take traffic off the High Street and the Church End area of Arlesey.



































	Policy MA8 allocation
	Land outside of the site allocation
	Land with Planning Permission Ref CB/10/1830 FULL
	Land with Planning Permission Ref CB/10/1831 OUT and CB/12/02664
Existing	
	Existing facilities
	Existing public open space
	Cyclepath
	Public rights of way
	Watercourse/ pond
	Bridge/Underpass
Environmental improvements	
	Potential off-site improvements
Site features	
	Retained vegetation
	Retained ponds
Proposed land uses and key frontages	
	Residential
	Employment
	Extra care facility
	Local centre
	Small supermarket
	Community building
	First school and grounds
Proposed open space and green infrastructure	
	Public open space
	Sports pitches
	Potential all-weather sports pitches/MUGA
	Attenuation feature (Potential location)
	Community Orchard
	Local equipped play area
	Neighbourhood equipped play area
Proposed movement and access	
	Green pedestrian and cycle paths
	Primary Route through the site
	Secondary Route through the site
	Key destination
	Potential pedestrian connections
	Potential grade seperated crossing
	Potential parking provision on West Drive



Figure 4.1 Concept Masterplan

Land Use Mix and Quantum of Uses

4.3 Policy MA8 sets the requirement for different land uses to be provided as a part of the development. Those indicated on the Masterplan are as follows:

- **Residential** Around 1,000 dwellings, including a mix of types, sizes and tenures;
- **Extra Care/Assisted Living** A 1.09 ha (gross) area for extra care accommodation for older people is indicated on land east of High Street and 0.48 ha (gross) assisted living area to the west of High Street;
- **Employment** 10 ha of employment. This is made up by both traditional employment areas and other land uses which involve job creation, including extra care and retail;
- **Local Centre** A 1.67 ha area comprised of a small supermarket, complimentary small-scale retail units and a community building;
- **Education** A new first school site of 1.8 ha;
- **Formal open space** This will comprise circa 5.5ha. of sports provision within a 1km walking distance of all parts of the site.
- **Informal open space and green infrastructure** (circa. 25ha.) This will comprise accessible natural and semi-natural green space within 300m of all parts of the site, amenity green space within 100m of all parts of the site and informal recreation within a 5 minute walk of all parts of the site.
- **Equipped children's play space** (circa. 0.5ha.) This will comprise a range of play facilities for children of all ages which will be integrated into the development. These will include Local Equipped Play Areas (LEAPS) within 400m and Neighbourhood Equipped Play Areas (NEAPS) within 1000m of all parts of the development.
- Provision should also be made for teenage facilities within a 15 minute walking distance of all parts of the site.

Overarching Design Principles

4.4 The layout of the scheme has been informed by the constraints and opportunities together with the urban design principles set out in the Council's adopted Design Guide. It should be based on the 'perimeter block' approach, providing strong frontages throughout, corner turning buildings as required and focal points at key locations.

4.5 The design principles that will be key to the success of the Masterplan include:

Principle 1: Creating a centre

A mixed-use central core will be provided between the northern and southern parts of Arlesey and development east and west of the High Street. A mixed-use core at the junction between the High Street and the relief road will take advantage of this activity node by creating a focal point for Arlesey. This central area will comprise a town park, retail provision, parking and facilities for local people to compliment the existing valued amenities in the town. The character of the junction between the High Street and relief road will be important. The design of the junction will give priority to pedestrian and cycle movement to ensure good north-south and east-west permeability. The junction will also be designed in such a way that the new road is the primary vehicle route through the town for HGV's and cars and the High Street becomes a secondary route for local traffic. The mixed-use core will have significant tree planting and landscaping, high quality local materials and built form that responds to the local vernacular.

Principle 2: Complimenting existing land uses

A holistic approach to the scale and type of land uses that are provided at Arlesey Cross is required to ensure that a viable mix is delivered that compliments existing provision in Arlesey. Arlesey Cross will provide a town park, retail and community uses. The development will also provide complimentary local amenities to include an additional first school, attractive open spaces, playing pitches, children's play areas and a community orchard. All new land uses, their layout and design, will consider and respond to the form and function of the existing settlement. The school will be in a central location co-located with playing pitches on the main pedestrian/ cycle greenway close to the existing school. Important landscape features and wildlife assets will form an established structure to the development.

PRINCIPLE 3: Creating a permeable development

Arlesey Cross will promote sustainable modes of travel by enhancing north-south pedestrian and cycle links, establishing new east west routes, including a further crossing over or under the A507 in the location of the proposed new junction, and by promoting improved bus services. This will include a new off-road green corridor for pedestrians and cyclists to link the northern and southern parts of the town, enhancing existing north-south links through the town and environmental improvements to the High Street. The north-south greenway will link established amenities at the resource centre to the south and the A507 underpass and the railway station to the north. East-west footpath links will be utilised to link adjacent residential areas, open spaces and the footpath network that extends into the wider countryside.

The character of the relief road will be an important consideration. The relief road should provide a clear route through the development for vehicles, cyclists and pedestrians that relieves traffic from other parts of Arlesey. Footpaths should run parallel to the road behind grass verges with significant tree planting. To encourage slower considerate driving, most of the relief road will be overlooked by groups of houses which will be accessed by shared driveways. Pedestrian crossings marked by textured surface materials and raised tables will help ensure it is not considered a barrier to pedestrian movement.

PRINCIPLE 4: Defining an edge to Arlesey Cross

An extended open space south and east of the development will create a permanent parkland edge to the town. This open space and green infrastructure will provide a robust physical and visual landscaped buffer between Arlesey Cross, Fairfield Park and Stotfold. West of Arlesey Cross the railway and County Wildlife Site (CWS) already form a robust edge. The development should provide natural and semi-natural open space as a buffer to the County Wildlife Site. Open space will help facilitate the transition from the built character to the attractive River Hiz valley and CWS west of the railway. Care and consideration will be given to the garden boundaries of adjoining land owners to provide appropriate relationships.

PRINCIPLE 5 Delivering environmental improvements

To improve the environment on the High Street, in conjunction with delivery of the relief road traffic calming measures to complement those already planned will be introduced to dissuade through traffic from using it and encourage use of the relief road instead creating a better environment for pedestrians and cyclists. Significant tree planting and a potential weight limit on HGVs will also be considered. The proposals will enhance the High Street as a place by providing an attractive, safe environment for pedestrians and cyclists. A unified palette of high quality materials that respond to the local vernacular will be used.

Concept Plan Layout

4.6 The indicative concept plan at figure 4.1 demonstrates at a high level how the site could be developed to deliver the broad mix of uses required by Policy MA8 and a relief road for the High Street. A larger version of the concept plan is included at Appendix C. This high level framework for development will be subject to more detailed design testing at the point of preparing design codes and any future planning applications for the site. Planning applications submitted for the Arlesey Cross site will need to be in general conformity with the concept plan unless satisfactory justification can be provided for an alternative approach.

4.7 The disposition of land uses has been informed by the following design considerations:

- **A local centre** comprising a small supermarket, other small retail and service units, doctor's surgery and other potential community uses will be located at the western end of land to the east of the High Street (Site B) where there is a frontage onto the High Street. This will be immediately adjacent to the new junction where the relief road crosses the High Street and the existing north-south settlement meets the new east west development. It is therefore the ideal location to create a focal point for Arlesey to complement existing amenities.
- **A 'town park'** is proposed as part of the overall public open space to be delivered on the eastern land (Area B), to the immediate north of the local centre, to further add to the creation of a focal point for the whole community.
- **An 'extra care' older persons' facility** is proposed east of the local centre, so that it will be close to the proposed facilities and services referred to above. This would provide a range of accommodation for older people covering different levels of dependency.
- **Employment** The principle employment area will be located on the eastern side of Area B. This will allow a direct access into the employment land to be taken from the new relief road close to the proposed junction on the A507, ensuring that commercial traffic, particularly HGVs, do not need to travel through the town. This direct access to the A507 will also be important in making the employment land as marketable as possible, something that will be paramount given that economic conditions remain difficult. A secondary employment area is shown on the south side of the relief road, opposite the local centre. This is likely to be an area for small-scale employment units, such as offices, subject to there being local demand.

- **A new ‘first’ school site** will be provided in a central location on Area B (eastern land) as the existing Gothic Mede Lower School does not have the capacity to serve the proposed development as well as the existing housing in Arlesey. It has not been decided yet whether this new site would be a separate school to Gothic Mede, or allow for its expansion so that it is run on two sites (there is not enough room for it to expand on the existing site). The Board of Gothic Mede would be invited to bid for the right to manage the new school under the tender process. The new school site is on the main north-south pedestrian and cycle greenway providing a 500m walk to the existing school site. The school site is also co-located with sports pitches to benefit from potential dual use community uses.

- **Sports pitches with public open space and green infrastructure** are indicated to the south-east of Area B, which is both relatively flat and in a prominent position visually and will therefore help to provide a softer edge to the development. The area of pitches to be provided meets the Council’s adopted guidance for the scale of development likely across both the eastern and western land as from a management perspective it is more efficient for the sports pitches to be located in one place. The location and character of Area A adjacent to the railway line is also

considered to make it unsuitable for sports pitches. The proposed location for the sports pitches on the eastern land is adjacent to the proposed first school site and would allow for shared changing facilities and community uses. The sports pitches have partly been shown on land outside of the allocation boundary, within CBC’s ownership, to provide an enhanced landscape edge to the town. This has been discussed and agreed with CBC Planning Officers.

- **Structural landscaping** is also provided along the north eastern edge of the development. This will create an attractive setting to the employment area alongside the Pix Brook. Landscaping with significant tree planting will also soften views of this edge of the development.

- **A green route for pedestrians and cyclists** is shown running north - south centrally through the eastern land and then behind existing housing wrapping around Gothic Mede Lower School before connecting with an existing footpath and joining the High Street. This will provide a safe, lit route to the A507 underpass and the railway station. This green corridor will be traffic free with pedestrian priority where road crossings are unavoidable. The majority of the greenway will be overlooked by frontage development on one or both sides. The footpath/ cycleway

will follow a route through public open spaces and grass verges which are wide enough for significant tree planting. There will also be similar east west routes, which may in part use shared surface roads. An additional crossing over or under the A507 is to be provided to ensure a safe and convenient crossing to Etonbury School and Etonbury Wood. The green pedestrian and cycle corridors will help connect all parts of the town by providing legible, safe and secure routes to the A507 underpass, existing town resource centre, proposed amenities and the railway station.

- **An indicative route for the relief road** is shown on the Concept Plan running from a new junction on the A507 west to the High Street where a new roundabout is to be created. The relief road then runs south from this junction through the western land parallel with the High Street to the proposed 5 ways junction, which already has planning permission. The relief road is likely to take the form of a 7.3m wide vehicular carriageway with footpaths and cycle ways on either side. It will be expected to have a design speed of no more than 30 mph as it will pass through residential areas in the new development and the route will be calmed in areas where pedestrian and cyclist crossings are proposed. In order to make the relief road the most attractive route for through traffic it will be

kept clear of parked cars so that traffic is able to flow and the perceived problems on the existing route through Arlesey are not repeated.

- **Open space on the western land** will comprise a patchwork of natural and semi-natural spaces. These spaces will retain existing hedgerow, ditches and trees wherever possible. Where appropriate existing wildlife habitats associated with the adjacent County Wildlife Site will be enhanced. This could include the creation of sustainable drainage features to provide additional wetland habitat. A community orchard is proposed where evidence of remnant orchards remain. Fruiting trees of local provenance will be retained or propagated.
- **Play areas** will be located within open space where there is passive surveillance provided by active land uses such as the new local centre, residential dwellings, secondary roads and footpaths.

Residential

4.8 The exact number of dwellings will be determined at application stage, taking into account viability considerations in relation to the infrastructure to be provided and detailed design and layout considerations reflecting the requirements of the Central Bedfordshire Design Guide and appropriate densities.

4.9 Affordable housing will meet the Council's requirement at the time of the application, subject to viability. This is likely to be 30% based on the target in the emerging Central Bedfordshire Development Strategy, this will replace policies in the Core Strategy once adopted. Arlesey residents will be eligible to apply for affordable housing if they are registered on the housing waiting list. Housing will be allocated in accordance with the Council's Choice Based Letting Scheme.

4.10 Policy DM10 of the Core Strategy and Development Management Policies DPD on Housing Mix sets out the Council's expectation for a mix of dwelling types, tenures and sizes. The housing mix would reflect the requirements in Arlesey and would include 2,3,4 and 5 bed homes. Prospective developers will be expected to provide a mix of both market and affordable dwellings on the site, a proportion of which will be expected to meet 'Lifetime Homes' standards.

4.11 Extra care and assisted living facilities

are also proposed to be included in any development, in order to help cater for the accommodation needs of older people.

Density, Scale and Massing

4.12 The density of the development should ensure the efficient use of land whilst reflecting the character of the surrounding area. Densities will vary across the development being higher in and around the central core and decreasing towards the edges to ensure appropriate transition to the countryside.

4.13 The adopted Central Bedfordshire Design Guide gives parameters for scale and massing. New development at Arlesey Cross will comprise predominantly 2 storey terraced, semi-detached and detached housing with a maximum height of 3 storeys where appropriate. Apartments in smaller groups would include accommodation above local centre land uses to help provide out of hours activity and visual surveillance of the street. It is likely that buildings within the local centre will be 2.5 and 3 storeys in height. The detailed design and coding will need to consider the scale and massing of the local centre in relation to adjacent land uses and built form to help ensure a good fit with the existing settlement.

Architectural Detailing and Appearance

4.14 The Council expect the design of the proposed dwellings to reflect the best features of local architecture. Prospective developers will need to undertake a contextual analysis to inform the design process, which should form part of future design coding and planning applications.

4.15 Developers should avoid replicating a pastiche of historic forms, but should identify the underlying principles that can be applied to the architecture and townscape of this new development. The architecture should vary to reflect it's location and function within the site and the adjacent land uses. Smaller scale more traditional residential forms may be more appropriate, within Site Area A, close to the existing residential areas whilst contemporary forms which reflect the best features of local vernacular may be more appropriate within parts of Site Area B which will be more remote from the existing built edge.

Parking

4.16 Adequate parking spaces for the vehicles of each dwelling will need to be made in accordance with the Council's adopted standards. Parking should be achieved through a combination of on-plot, off-plot and on-street solutions, and be well designed to ensure it's incorporated into the overall appearance of the street and conveniently related to



Figure 4.2 Local vernacular should be considered

the plot served. Streets will be designed to accommodate parking from the outset with the use of well designed inset parking bays to avoid inappropriate parking.

Utilities

4.17 As set out in the emerging Development Strategy Policy 20 the Council expects new developments to be served by a high quality digital infrastructure, ensuring local residents and business are able to access the latest online services.

4.18 The Council expects to see the necessary on-site infrastructure put in place at the time of construction, to ensure connectivity to superfast broadband services. This means that the development will seek to put in place an appropriate network to deliver services. Detailed proposals will need to consider the necessary conduits/ducting to be incorporated into the development and consideration for relevant telecommunications infrastructure, including exchanges and or cabinets, to ensure accessing/ maintenance requirements and minimal environmental/ visual impact.

Drainage

4.19 As set out in Policies CS13 and DM2 of the Core Strategy and Development Management Policies DPD, the Council expects the provision of a Sustainable Urban Drainage System as part of any development, details of which will need to be provided as part of any planning application package. Prospective developers will need to carry out appropriate investigations in order to determine a suitable sustainable drainage system.

4.20 An initial assessment of the site's surface water drainage has been undertaken, accordingly the locations of the necessary attenuation provision is shown indicatively on the concept plan. The location of the features are such that surface water will not be taken out of its natural watershed.

4.21 A Flood Risk Assessment (FRA) which will also include a surface water drainage strategy will be prepared and submitted as part of a future planning application. At this stage the nature, capacity and approximate location of the attenuation features will be confirmed.

4.22 The surface water drainage strategy for the development will be prepared in accordance with Central Bedfordshire Council, the Environment Agency and the Bedford Internal Drainage Board's guidance and will be submitted to and approved by these bodies prior to implementation.

4.23 Due to the topography of the site, part of the land east of the High Street naturally drains into the Pix Brook while the remainder of the site drains to the River Hiz to the west.

4.24 The proposed development presents the opportunity to introduce a range of Sustainable Urban Drainage Systems such as attenuation ponds, swales and permeable paving. As well as providing a drainage function these facilities will also bring about environmental benefits such as promoting biodiversity on the site.

4.25 Surface water will be stored within these facilities which will have sufficient capacity to accommodate a 1 in 100 year storm with an additional 30% allowance for climatic change. The water will be discharged into the watercourses at a rate which will not exceed the existing greenfield runoff rate; the proposals will therefore mimic the natural drainage regime. Given that the majority of the storage will only be required during extreme storm events a number of the attenuation ponds will remain dry for the majority of the year.

4.26 In light of the requirements of Policy MA8 and the capacity requirements of the local sewerage network, prospective developers will also need to provide details of the proposed foul water disposal strategy.



Figure 4.3 Varied open space and drainage features

5 Access Proposals

Movement principles

5.1 A movement framework is included at figure 5.1 to indicate the principal street hierarchy, footpaths, cycle ways and key points of access. Within the site, a clear hierarchy of streets should be created with better access to footpaths and cycle ways, ensuring convenient access to local facilities and employment, in accordance with the principles contained in Manual for Streets, Policy MA8 of the Site Allocations DPD and CS4 of the Core Strategy. Prospective developers are required to maximise access to Arlesey and the wider area, particularly links to Stotfold, Fairfield Park and the railway station by sustainable modes.

The movement framework for Arlesey Cross has been designed with the aim of creating a legible and coherent development to connect all parts of the town in particular:

- The new local centre
- Existing town facilities
- The existing and proposed schools
- The railway station
- The existing underpass and the new crossing over or under the A507
- Employment areas













5.2 An interconnecting network of primary and secondary streets and pedestrian and cycle routes will ensure that the development has a high level of permeability which promotes direct and efficient access to all parts of Arlesey as well as encouraging connections to safe crossings of the A507 and railway, existing rights of way and permissive routes beyond the settlement boundary.

5.3 The development will enhance the movement network by:

- Providing a north-south route including a greenway for pedestrians and cyclists.
- Delivery of a further crossing over or under the A507 in the location of the proposed new roundabout.
- Enabling environmental improvements to the High Street to promote its use by cyclists and pedestrians
- Establishing links between the development and existing settlement i.e. Chase Hill Road and Lymans Road.

5.4 The comprehensive network of pedestrian and cycle routes will be located within the green infrastructure network and public open spaces providing a series of strategic and leisure routes complemented by formal pedestrian routes associated with the street network.

KEY

	Built development/ Open Space		Greenway runs north-south and forms the primary cycle/pedestrian route		Potential pedestrian point of access
	Primary Route (Relief road through site)		Secondary cycle/pedestrian routes		Junction (See Fig. 5.2)
	Primary Route (A507 bypass)		Public Right of Way		Main point of access
	Secondary Route		Permissive footpath		Section of High Street subject to potential traffic calming

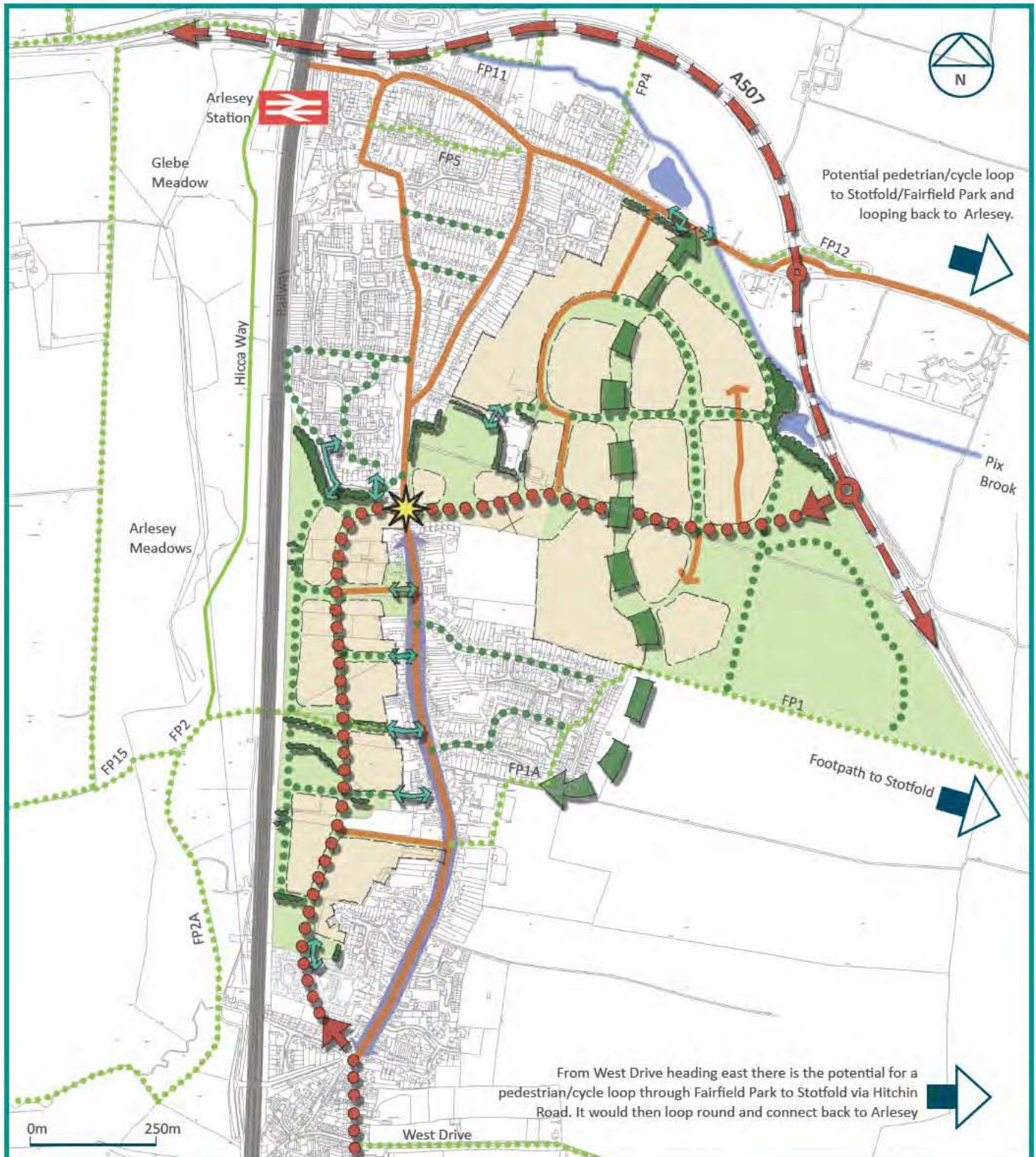


Figure 5.1 Access and Movement Plan

Key Points of Access and the Relief Road

5.5 A new junction is to be created on the A507 in the form of a 3 arm roundabout with the location indicated on the concept plan. This would allow a direct access to be taken into the eastern land from the A507. An indicative route for the section of relief road between the High Street and the A507 is also shown on the concept plan.

5.6 The concept plan also indicates a new priority junction with Stotfold Road from the eastern land. This is intended to provide local access to the residential parcels at the northern end of the eastern land only and to avoid the issue of people using it as a 'rat run' to reach the new primary route further west, this secondary road should be designed with natural calming features incorporated so as not to be conducive for use as a through route.

5.7 The junction required at the northern end of the High Street (the central access) will be a crucial part of the overall scheme as it will provide the link between the western and eastern parcels (A and B) within the Arlesey Cross site and the existing principal north – south route through the settlement. There is insufficient land available between nos. 160 and 167 High Street to create the size of roundabout that would be required given existing and predicted traffic flows once the site is developed. It is therefore proposed that this junction will take the form of double mini

roundabouts sited within a shared surface area, incorporating traffic calming to ensure low vehicle speeds reflecting the fact that due to the location of the proposed local centre on the north eastern side of the junction, pedestrian and cycle flows will be expected to be higher in this location.

5.8 An indicative plan illustrating how such a junction could look is included at figure 5.2. The mini roundabouts would ensure there is control of priority for vehicles and the inclusion of these within a wider raised table area would keep vehicles at low speeds and alleviate the current situation whereby vehicles accelerate along the stretch of road between the War Memorial and High Street down Chase Hill. This should make for a better environment for non-motorised users of the area. Raised zebra crossings are also shown proposed on each arm of the junction to allow safe passage and a choice of routes for pedestrians.

5.9 The concept plan indicates the 5 ways junction at the southern end of the allocation, which already has planning permission. The planning permission reference numbers are annotated on the concept plan and further details can be found through the following website link ***<http://www.centralbedfordshire.gov.uk/planning/planning-applications/default.aspx>*** by clicking on the 'search planning applications' tab and inserting these numbers, or at the Council's Chicksands Offices.



Figure 5.2 Central Junction Concept

5.10 Subject to detailed design considerations, the relief road is likely to take the form of a 7.3m wide vehicular carriageway with footpaths and cycle ways on either side. It should have a design speed of no more than 30 mph reflecting the fact that for much of its length it will be running through residential development. Traffic calming features will be incorporated in locations where there are designated pedestrian and cyclist crossings to reduce vehicle speeds further. In order to ensure that the relief road is the most desirable route for through traffic so that it achieves the aim of reducing traffic on the High Street and House Lane, it will be kept free of parked cars so as to allow vehicles using it to flow freely. This coupled with traffic calming measures referred to in paragraph 5.18 to be introduced on the High Street will make it the quickest north – south route and therefore the most desirable to motorists.

5.11 Informal, quieter secondary streets and pedestrian/cycle paths are also shown linking the High Street and the western land at various points to provide connectivity. This is considered important in order to ensure integration between the existing and proposed development given the length of the western land and as the High Street effectively backs onto it. The secondary streets will be designed for slow vehicle speeds with narrower carriageway widths, tighter junction radii,

on-street parking in designated bays, street trees and variation in surface material. As there are limited options for creating vehicular connections, one of the routes proposed is at numbers 133 – 139 High Street and would involve the demolition of two of these properties. This is considered justified given the importance of promoting integration between the existing and proposed development and this location in particular is considered to be important given the proximity to the existing civic centre, including Gothic Mede Lower School, the Resource Centre and Arlesey Town Council's Offices.

Interim Transport Assessment

5.12 In order to provide an understanding of the impact of the development on the existing road network and to ensure that the proposed access arrangements are appropriate an Interim Transport Assessment (ITA) has been undertaken and published as a separate standalone document. A non-technical summary is included in Appendix B of this Document. This outlines that the three site access junctions that do not already have planning permission, the Stotfold Road junction, A507 junction and central access at the northern end of the High Street, referred to in paragraphs 5.5 – 5.7 have been modelled, along with the following off-site junctions, which were agreed with the Council as Highway Authority and the Highways Agency, on the basis that the

whole development has been built out:

- A507 Arlesey Road/Hitchin Road (roundabout);
- A507 Arlesey Road/Stotfold Road (roundabout);
- A507 Hitchin Road (roundabout);
- Hitchin Road/Eliot Way (roundabout);
- A507/A1(M) (grade-separated roundabout); and
- A1/B658 (roundabout)
- Hitchin Road/Arlesey New Road

5.13 These junctions have been modelled on the basis of extremely robust assumptions about the growth that will result from this and other developments in the surrounding area to 2025 (the ITA explains in greater detail the assumptions used). The modeling demonstrates that the proposed site accesses would operate well within their capacities and are therefore considered to be the appropriate means of access to the site for future planning applications to propose.

5.14 Some of the off-site junctions referred to above may require modifying in order to remain within capacity once the development comes forward. The extent of physical mitigation works required to these junctions to bring about a nil detriment impact will ultimately be determined by a detailed Transport Assessment submitted with any future planning

application and further negotiations with the Highways Authority. The costs of such works will be quantified and an appropriate financial contribution then made by the developer through what is referred to as a S106 Agreement.

Pedestrian and Cycle Routes

5.15 An important part of the scheme is the provision of a comprehensive network of pedestrian and cycle routes. These will be located within the green infrastructure network providing attractive routes, complemented by the provision of routes associated with the street network.

5.16 The cycle and pedestrian network will provide a north-south green corridor through the eastern development area. As described this route will provide a traffic free route between the existing A507 underpass, railway station, existing school and resource centre. The school will be located on this route. East-west paths with potential links into the town will feed into the main greenway. An additional crossing over or under the A507 is to be provided to ensure a safe and convenient crossing to Etonbury School and Etonbury Wood. Informal footpaths will also provide attractive routes through public open space.

5.17 The western land area will have a series of east-west routes, linking the site area with the High Street and a link through Chase Hill Road to the railway station. A north-south leisure route will also be provided through semi-natural open space adjacent to the County Wildlife Site. The existing public right of way which crosses the railway via a footbridge will be retained within overlooked public open space as an important link to leisure routes through the attractive Upper Ivel Valley landscape.



Figure 5.3 Footpaths and cycle routes

Environmental Improvements to the High Street

5.18 As outlined in paragraph 5.10, the relief road will be designed to make it a more attractive option for motorists than the existing principle route through Arlesey so as to relieve traffic on High Street and House Lane. Together with the relief road physical alterations shall be made to the High Street to further dissuade through traffic, reduce vehicle speeds and make for a better environment for pedestrians and cyclists. Plans at figures 5.4 (full scale versions at Appendix D) show potential alterations and improvements to the High Street to calm traffic and improve the pedestrian environment. The final form of these measures will be determined at the planning application stage following further discussions with CBC Highways Officers and local representative groups in Arlesey, but they may include:

- Block paved build-outs at the mini-roundabout near to the Resource Centre;
- Minor amendments to the markings at the mini-roundabout;
- Out-reach brackets for High Street speed limit signs;
- Additional raised tables and/ or changes in surface material and texture;
- Re-instatement of buff high friction surfacing across the school/nursery access junction;
- Changes of surface and narrowing of sections of carriageway to reduce vehicle speeds

5.19 Some of these improvements are already in the process of being implemented and this is indicated on the plan. Other critical infrastructure improvements to the High Street, will be secured through contributions from development of the Arlesey Cross site.

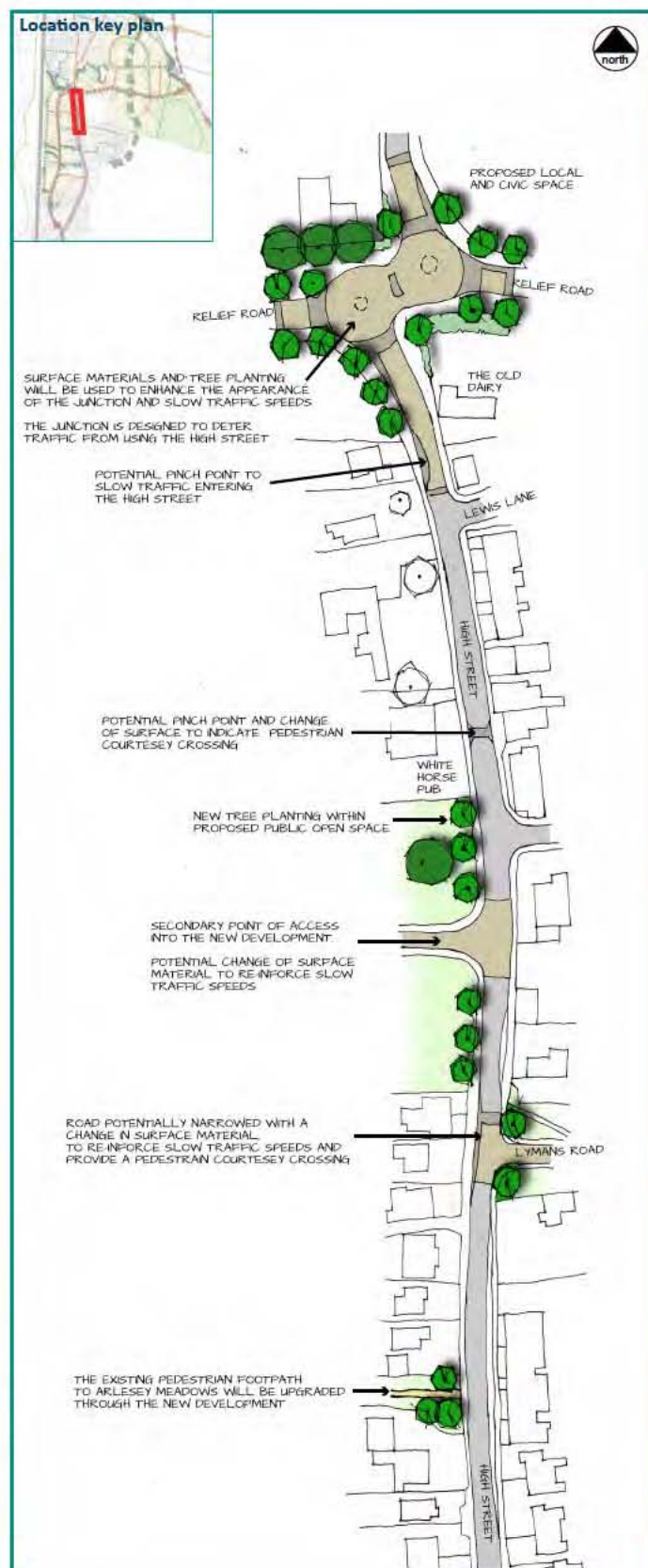




Figure 5.4 Potential alterations and improvements to the High Street

6 Green Infrastructure

6.1 Arlesey Cross will provide a significant amount of Green Infrastructure with public open space which will reflect the aspirations of the Arlesey Green Infrastructure Plan. Given the extent of Green Infrastructure to be delivered as part of the proposed development, a high quality landscape scheme is crucial to its overall success.

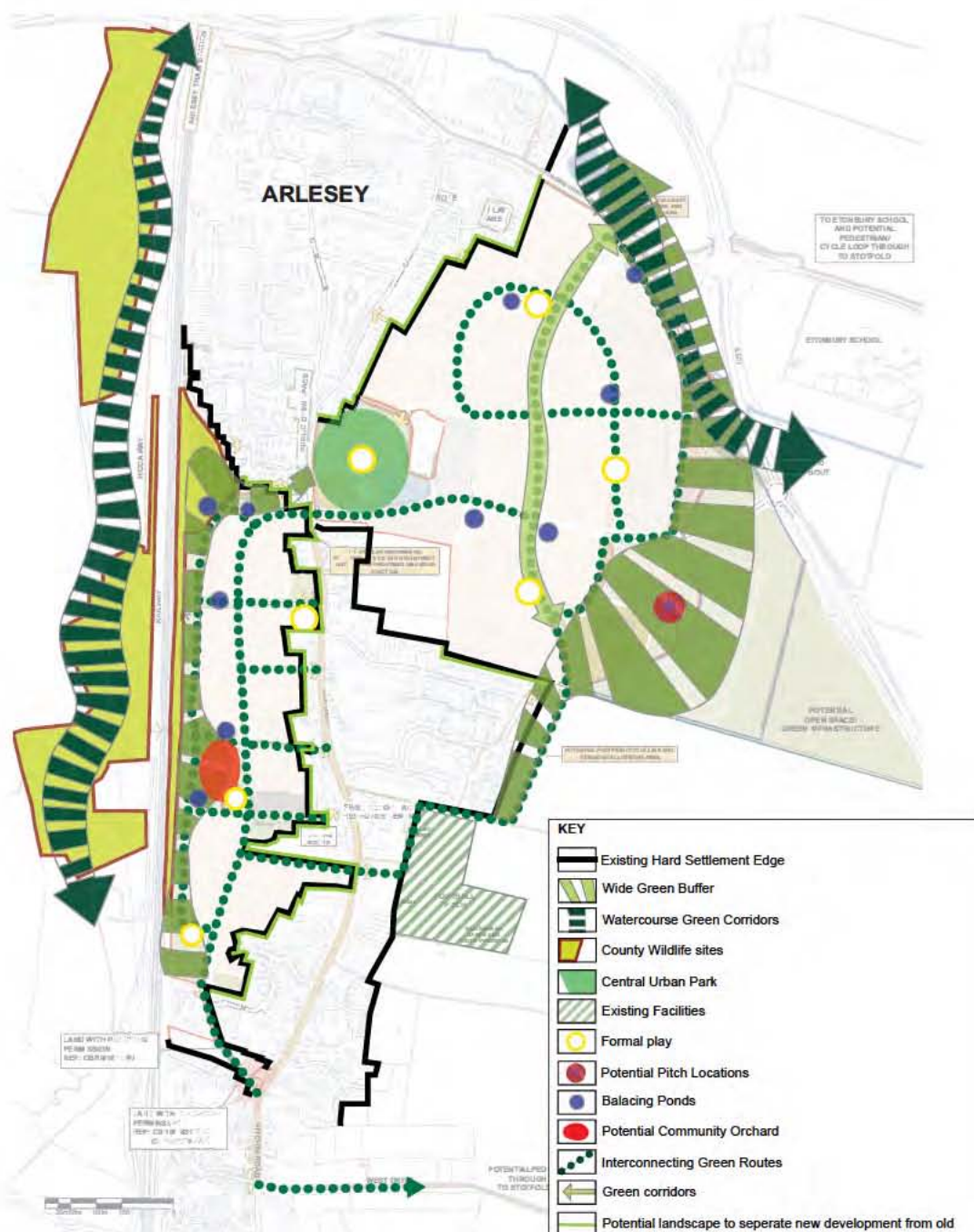


Figure 6.1 Green Infrastructure Concept

The scheme should:

- Retain and enhance existing landscape features where possible. In particular existing hedgerows and trees within the western land area should form part of the developments green infrastructure wherever possible.
- Retain habitats and appropriate stand-offs within areas of ecological interest. This should include the provision of enhanced natural and semi-natural open space stand-offs to the County Wildlife Site and the Pix Brook.
- On the western land area, proposals shall retain remnant orchard trees, within open space adjacent to the public footpath and as part of a new community orchard south of the footpath. The new orchard shall use species of local provenance with consideration given to propagation of the remnant orchard trees.
- Use native planting species consistent with those found in the Upper Ivel Clay Valley landscape character area.
- Maintain the separation between Arlesey Cross, Stotfold and Fairfield Park.
- Provide a variety of linked accessible green spaces, along with sports pitches and play space within accessible landscape types which meet the needs of residents and wildlife.
- Ensure that green infrastructure is overlooked by dwellings as far as is possible.
- Incorporate suitable street trees throughout the development to break up the built form.
- Utilise opportunities to create green links alongside the primary route through the development.
- Consolidate and enhance existing habitat corridors e.g. the River Hiz and Pix Brook.
- Create native woodland buffer strips to the north-east of Area A, which would, increase habitat and enlarge the green wedge between Arlesey and Stotfold.
- Create a north- south pedestrian and cycle greenway through Arlesey Cross from the underpass at Stotfold Road to Fairfield Drive.
- Deliver a new crossing over or under the A507 in the location of the proposed new roundabout to provide safe and convenient access to Etonbury School and Etonbury Woods.
- Include an appropriate management regime to ensure the scheme has long term benefits whilst avoiding costly regular intervention.
- Sustainable drainage features will be an integral part of the open spaces. Features such as swales and ponds will provide an attractive setting to development and enhanced wildlife habitat.

6.2 Policies DM14, DM15, DM16 and DM17 together with the Mid Bedfordshire Landscape Character Assessment and Arlesey Green Infrastructure Plan provide further guidance on green infrastructure matters.

7 Benefits to Arlesey

Once completed the development will deliver the following benefits to Arlesey:

- **New private market and affordable housing, allowing younger generations and families access to housing so that they can remain living in Arlesey;**
- **A sizeable 'extra care' facility providing a range of accommodation to meet the needs of older people with varying levels of dependency;**
- **The provision of a considerable number of new jobs in the new retail units, extra care facility and general employment areas to be created;**
- **The creation of a new retail focused centre for Arlesey, which compliments the existing civic area that includes the Resource Centre, Town Council Offices and Village Hall;**
- **Potential increase in patronage from new residents to help sustain existing facilities, as well as, those proposed as part of the development;**
- **Delivery of an alternative principal vehicular route to High Street, House Lane and Stotfold Road to reduce local congestion coupled with improvements to the way High Street functions and the environment for non-motorised users;**
- **Provision of substantial amounts of new public open space of varying types, including a town park, sports pitches, a community orchard and informal areas; and**
- **A new crossing over or under the A507 and improvements to the existing underpass.**

8 Sustainability

8.1 Any development at Arlesey Cross should integrate principles of sustainable development into its design and layout. It should take into account future climate changes and minimise risk of any potential negative impacts such as flooding, water shortages, urban heat island effect and overheating in buildings. The development should cater for health and well being of residents.

8.2 The development should be designed for:

- Optimal solar orientation of buildings to minimise energy consumption and avoid overheating and integrating energy solutions into the development from the outset of the design process.
- Water management and flood prevention through designing Sustainable Urban Drainage Systems which are efficient, create attractive water features and are integrated into the green and blue infrastructure within development, provide habitats for biodiversity and urban cooling to increase the development's resilience to climate change.
- Water efficiency within buildings and ground maintenance.
- Green infrastructure to provide attractive and diverse habitats for biodiversity.
- Urban trees to provide shading and cooling.
- Healthy and active lifestyles through designing attractive pathways and cycleways to link all key destinations within the development.

8.3 Policy CS13 of the Core Strategy lists the Council's measures put forward to take account of climate change. These include contributions to waste minimisation, re-use and recycling, conserving water resources and tree planting. Any development at Arlesey Cross should apply these measures to the design proposals.

8.4 In accordance with Policy DM1 of the Core Strategy, prospective developers will need to demonstrate how 10% of the predicted energy requirements of the development will be generated either on or near the site by renewable or low carbon energy generation technologies, unless it can be demonstrate that this would be impracticable or unviable.

8.5 Policy DM2 expects future housing development to comply with mandatory standards in relation to Code for Sustainable Homes applicable at the time applications are submitted. The policy also requires the incorporation of measures to reduce white water consumption in all major developments.

8.6 Existing community facilities should be safeguarded and new recreational, sports facilities and open space facilities should be provided within the development at Arlesey Cross in line with Policy CS3. This policy also states that any new facilities should meet the needs of the entire community.

9 Delivery

Phasing

9.1 Given the scale of the proposed development it will inevitably be built out in phases, which will require a co-ordinated build programme particularly if there is more than one application covering the Masterplan area. In order to achieve a comprehensive and co-ordinated development, Central Bedfordshire Council (CBC) as Local Planning Authority (LPA), will require the provision of the various elements identified in this Masterplan as part of the outline planning application process. 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 modeling 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

9.2 The eventual developer(s) of this site will be required to formulate an infrastructure phasing

programme linked to the delivery of specific physical and community infrastructure at the outline application stage. The provision of such facilities has been divided into two categories – ‘critical’ and ‘essential’.

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

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

Education

9.5 Contributions to provide one first school and an expanded middle and upper school will be required in accordance with this programme of infrastructure to be agreed with CBC. The developer will be required to provide a 1.8 ha serviced site as required to address education capacity in Arlesey.

Infrastructure

9.6 The essential infrastructure that must be provided also requires a co-ordinated programme particularly if there is more than one application covering the Masterplan area. The following facilities are considered essential:

Community Uses – some of these facilities should be made available at an early stage so that the social needs of new residents can be met. A financial contribution may also be made towards rejuvenating the existing civic amenity area and there will be a trigger in any S106 Agreement on when this is required.

Recreation and Open Spaces – planning applications will be expected to deliver these facilities in conjunction with associated housing.

Affordable Housing – Provision will be consummate with the scale of development proposed and in accordance with the policies of CBC.

Employment – Provision of approximately 10ha of employment land will need to be serviced and brought forward as part of a phasing programme to assist with the creation of jobs concurrently with new housing.

Drainage

9.7 A Flood Risk Assessment will be required together with consultation with the Environment Agency and the Internal Drainage Board as relevant.

Footpaths and cycleways

9.8 The Transport Assessment should include a detailed assessment of sustainable transport links including the provision of a footpath/ cycleway under or over the A507 to provide access to Etonbury School and Etonbury Wood.

Planning obligations

9.9 CBC does not expect to have an adopted Community Infrastructure Levy Charging Schedule in place until April 2015. Therefore, in order to mitigate the impact of the development on local community facilities and services, as well as to secure the implementation of the community benefits proposed as part of the development, prospective developers will be expected to enter into a planning obligations agreement, also referred to as a Section 106 Agreement, if applications are to be determined prior to the adoption of a Charging Schedule. Such an

agreement would also cover the phasing of when certain infrastructure requirements would need to be delivered in terms of 'trigger points'. Further comment is made on this below.

9.10 Prospective developers are advised to enter into early discussions with the Council in order to determine appropriate draft heads of terms, although it is acknowledged that the precise terms of any planning obligation will not be agreed until a resolution to approve planning permission has been made.

9.11 Section 106 negotiations will have regard to the Council's Planning Obligations Supplementary Planning Document, the Core Strategy, Site Allocations DPD and the NPPF as well as the financial viability of the development proposals. Any planning application will be required to demonstrate provision of acceptable on and off site financial contributions. Contributions are likely to be required towards the following:

- All tiers of education;
- Off-site highways improvements (as referred to in the ITA);
- Public transport improvements;
- Footpaths & cycleways;
- Improvements to healthcare facilities;
- Leisure and recreation; and green infrastructure
- Community facilities and services; this could include a contribution towards rejuvenating the existing civic amenity area to help maintain its vitality.
- Community cohesion;
- Waste management;
- Emergency services and
- Public realm and community safety

10 Next Steps

10.1 This Masterplan provides a framework for future design codes and planning applications. Further community engagement is also expected prior to the submission of applications.

Application requirements

10.2 Given the scale and potential cumulative impact of the development, an Environmental Impact Assessment (EIA) of the whole of the allocations site will be required by the Council. Separate scoping applications were submitted to the Council earlier in 2013 for the eastern and western land and decisions have been issued providing confirmation of the matters to be assessed as part of the Environmental Statement to be submitted with any planning application.

10.3 There are likely to be other application requirements necessary to meet the Council's local validation list, which is in the process of being amended, and there are also specific requirements identified in Policy MA8 of the Site Allocations DPD. In terms of the latter, these include:

- A Transport Assessment, which has already been discussed in Section 5 above;
- A Utilities Assessment to demonstrate sufficient capacity within the public foul sewerage system to meet the needs of the development;
- A comprehensive Biodiversity Assessment and;
- A Heritage Assessment incorporating the results of archaeological field evaluation completed in accordance with the agreed Written Scheme of Investigation for the site. This should provide sufficient information on archaeology to understand the significance of the sites archaeological resources and assess the impact of the development on heritage assets with archaeological interest.

11 Glossary

Affordable Housing

Social rented, affordable rented and intermediate housing, including shared equity, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Community Infrastructure Levy (CIL)

Charging Schedule: CIL is a tax on new development which the Council may seek to adopt to fund new infrastructure needed to support growth including transport improvements; new schools; open space and community buildings. It is collected by the Council and applied per square metre of new development to most new buildings. The Charging Schedule sets out the basis for introducing the tax and proposes rates that the Council intends to charge for both residential and non-residential developments, based on their size, type and location. CBC published a Preliminary Draft Charging Schedule for consultation earlier in 2013. Before it can be adopted, a Pre-submission Draft would need to be consulted upon and then independently examined and found sound by a Government Inspector.

Core Strategy and Development Management Policies Development Plan Document (DPD)

One of the suite of documents that makes up the LDF, the Core Strategy and Development Management Policies DPD (2009) sets out the vision, objectives, spatial strategy and overarching policies to guide development in north part of Central Bedfordshire (former Mid Beds area) to 2026. The Development Management policies provide the policy framework against which planning applications are assessed.

Density

A measure of the number of dwellings or people per hectare. This can be expressed as a net figure (the area of a development purely devoted to residential and ancillary land uses and related access) or as gross related to the total area of a site (which may include mixed uses, landscape areas etc).

Design Codes

A design guidance document for larger housing developments which sets out a framework of key rules and dimensions for building out a site or area. They cover different types of street and include highway layout standards, plot sizes and also building height and form, in order to create a legible hierarchy of streets and places. Code preparation can allow organisations and local communities to work together more effectively, helping to build consensus about what kind of place everyone wants to create.

Central Bedfordshire Design Guide

The Council's design guidance which sets out key principles and standards to guide the delivery of high quality design in Central Bedfordshire. The guide will become planning guidance once adopted, and this will support the policies set out in the development plan for the area.

Development Plan Document

A document that sets out the local authority's policies and proposals for the development and use of land in their area. The development plan guides and informs day-to-day decisions as to whether or not planning permission should be granted, under the system known as development management.

Environmental Impact Assessment

An assessment of the possible impacts that a proposed project may have on the environment, consisting of the environmental, social and economic aspects. Required by EU Directive 2001/42/EC.

Environmental Statement

Where proposals are likely to have significant effects upon the environment it will be necessary to provide an Environmental Statement to accompany the planning application. It will provide detailed information and an assessment of the project and its likely effects upon the environment.

Extra care housing

Social or private housing that has been modified to suit older people or people with long-term conditions or disabilities that make living in their own home difficult, but who do not want to move into a residential care home. Can include converted properties and purpose-built accommodation, such as retirement villages, apartments and bungalows.

Green Infrastructure (GI)

A planned and managed network of multifunctional green space which can provide a healthy and rich environment. The wide range of green infrastructure assets includes:

- Allotments;
- Amenity space, including communal green spaces within housing areas;
- Green corridors, including hedgerows, ditches, disused railways and verges;
- Parks and gardens;
- Children's play space and playing fields;
- Natural and semi-natural habitat for wildlife;
- Cemeteries;
- Woodland;
- Historic parks and gardens, historic landscapes and sites, and Scheduled Monuments;

- Sites of Special Scientific Interest, nature reserves and County Wildlife Sites;
- Waterways and waterbodies, including flooded quarries.

Heads of Terms

A document outlining the planning obligations that are to be delivered through the Section 106 Agreement.

Legibility

The layout of a residential development is legible if it is easily understood by residents and visitors. The hierarchy of built form, routes and landmarks are structured to facilitate orientation.

Lifetime Homes standards

Ordinary homes designed to provide accessible and convenient homes for a large segment of the population from young children to older people and those with temporary or permanent physical or sensory impairments. Lifetime Homes have 16 design features that ensure the home will be flexible enough to meet the existing and changing needs of most households.

Local Development Framework (LDF)

Often called a Local Plan, the LDF is the name given to the spatial planning strategy or Development Plan for the area. An LDF is made up of a suite of Development Plan Documents (DPDs). In Central Bedfordshire Council's case two of the principal documents that make up the LDF are the Core Strategy and Development Management Policies DPD and the Site Allocations DPD, both of which have policies relating to Arlesey.

Local vernacular

Buildings and streets which reflect the traditions and style of the local area, often using locally available materials.

National Planning Policy Framework (NPPF)

The National Planning Policy Framework sets out the Government's Planning Policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable Councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

Outline Planning Application

Applications for outline planning permission seek to establish whether the scale and nature of a proposed development would be acceptable to the local planning authority, before a fully detailed proposal is put forward.

This type of planning application requires fewer details about the proposal to be submitted. Once outline permission has been granted, applicants will still be required to obtain approval of the detail of the scheme ("reserved matters") before work can start. These details will be the subject of a "reserved matters" application at a later stage.

It is possible for outline planning applications to be submitted with some of the detailed matters not reserved, i.e. to be considered as part of the outline application. This is often the case with 'means of access'.

Perimeter Blocks

A block (the space for buildings within the street pattern) where buildings are located along the perimeter on all sides, with entrances facing the street, and surround a central private space located to the rear of the buildings.

Permeability

The degree to which a residential development can be penetrated by routes by foot and vehicle and the connectivity of the development to adjacent development.

Place-making

Creating the physical conditions the people find attractive, safe, neighbourly and legible. This is achieved through using good urban design principles.

Planning Obligations

A Planning Obligation is a legal agreement between the planning authority, the developer and other interested parties. Planning Obligations are primarily intended to make acceptable those developments that would otherwise be unacceptable in planning terms. It may require the developer to do something or restrict what can be done with land following the grant of planning permission. For example, the developer of a large housing site may make a contribution towards the building of a new local school to meet the needs arising from the development..

Public Realm

This is the space between and within buildings that are publicly accessible including streets, squares, forecourts, parks and open spaces.

Reserved Matters Applications

Where outline permission has been granted with some or all of the detailed matters, such as layout, access, scale, appearance and landscaping deferred, an application(s) for these outstanding 'reserved matters' will need to be made and approved before development can commence.

Shared surface or space

A street or place designed to improve pedestrian movement and comfort by reducing the dominance of motor vehicles and enabling all users to share the space rather than follow the clearly defined rules implied by more conventional designs. Some shared space streets omit conventional kerbs – these are often called shared surface or level surface streets.

Site Allocations Development Plan Document (DPD)

The Site Allocations Development Plan Document (DPD) identifies land for new development, including housing, employment and other forms of development. Adopted in 2011, this document forms part of the Local Development Framework and confirmed the allocation of land east and west of High Street, Arlesey for a mixed use development.

Street Hierarchy

A hierarchy of different streets within a development defined by their movement function, capacity and character, for example main streets, access streets and residential streets.

Sustainable Development

An all-embracing concept which in the context of a residential environment includes (in no order of priority):

- Reducing the need to travel short distances by car, by arranging the development to be accessible by foot, bike or bus
- Maintenance and enhancement of biodiversity
- Re-use of resources such as land, buildings and materials
- Encouragement of the use of renewable energy
- Reduction of energy resources
- Sensitive use of site features

Sustainable Urban Drainage Systems (SuDS)

A system designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges. SuDS seek to mimic natural hydrological processes as close to source and surface as possible, in order to replace traditional sub-surface piping systems for the storage, transit and treatment of water.

Townscape

The urban equivalent of landscape: the overall effect of the combination of buildings, changes of level, green spaces, boundary walls, colours and textures, street surfaces, street furniture, uses, scale, enclosure, views etc.

Traffic modelling

A method of forecasting and understanding the impact that a potential development has had, or will have on the transport network.

Transport Assessment

A comprehensive and systematic process that sets out potential transport issues relating to a proposed development. It identifies measures which may be required to improve accessibility and safety for all modes of travel, particularly for alternatives to single occupancy car journeys such as walking, cycling, car sharing and public transport. The document also assesses measures which may be necessary in order to mitigate the potential transport related impacts of the development on the local highway network.

Urban Design

Urban design involves the design of buildings, groups of buildings, spaces and landscapes, and the establishment of frameworks and processes that facilitate successful development.

Urban heat island effect

A warming of urban areas caused by buildings and hard surfaces absorbing light and radiation and emitting heat, and the presence of cars and air conditioning systems. Can be managed using planting of vegetation, using less absorbent materials for buildings and street surfaces, and reducing the emissions from motorised vehicles.

12 Appendices

- A Core Strategy Policies CS1, CS5, CS10**
- B Interim Transport Assessment Non-Technical Summary (ITA)**
- C Concept Masterplan**
- D Potential Environmental Improvements to the High Street**

APPENDIX A:

Policies CS1, CS5, CS10

APPENDIX B:

Interim Transport Assessment Non-Technical Summary

APPENDIX C:

Concept Masterplan

APPENDIX D:

Potential Environmental Improvements to the High Street

