

**ANNEXURE 1**

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**LETTER FROM SIR PETER GREGSON**



**Professor Sir Peter Gregson**  
**Chief Executive & Vice-Chancellor**  
Kent House  
Cranfield University  
Cranfield  
MK43 0AL

E: [REDACTED]  
T: [REDACTED]

Alex Dorrian  
Chair, The Marshall Group  
Cambridge Airport,  
Newmarket Rd,  
Cambridge  
CB5 8RY

1 October 2020

Dear Alex,

Cranfield University warmly welcomes the joint signing of the Option Agreement with Marshall Aerospace and Defence Group. As you know this agreement is fully endorsed by the University Council, our governing body.

I would like to express my sincere thanks for the staff at Marshall and at Cranfield for their efforts in reaching this agreement. I am confident that the strong working relationships that have formed between both teams will serve us well as we continue to work together on more detailed proposals.

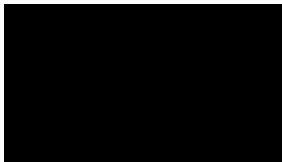
All of us at Cranfield are excited about the potential of Marshall Aerospace and Defence Group relocating to Cranfield. We believe the partnership of MADG developing the Air Park and being collocated with Cranfield University's Global Research Airport creates an unrivalled vibrant ecosystem linking leading aerospace companies, academia and government.

Beyond the ongoing work around the relocation, I fully support the ongoing discussions between MADG and Cranfield to enhance the skills base (eg. through MK:U) and to further develop proposals for future research and technology demonstration.

Following the signing of the Option Agreement, and with the permission of MADG, I will speak to Central Bedfordshire Council, Bedford Borough Council, Milton Keynes Council and SEMLEP. MADG has already had very productive conversations with them, and I know that they will continue to do all they can to support the relocation of MADG to Cranfield.

I look forward to working with you over the next few months as we develop more detailed proposals and give you my personal commitment that I will do all I can to assist MADG in relocating to Cranfield.

With best wishes,



**Professor Sir Peter Gregson**  
Chief Executive and Vice-Chancellor

cc. Iain Ferguson, Chair of Council and Pro-Chancellor, Cranfield University



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2017 & 2019

**ANNEXURE 2**

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**SUMMARY OF THE OPTION AGREEMENT**

## **ANNEXURE 2 – SUMMARY OF THE OPTION AGREEMENT**

### **Overview of the Transaction**

To aid the interpretation of this document, this section provides a very much abridged summary of the Option Agreement with Cranfield University.

The arrangements between the parties are subject to confidentiality provisions. The summary information included in this document has been reviewed and approved for issue by Cranfield University.

#### *Summary of key terms*

- Cranfield University has granted Marshall an option to acquire a 150 year lease of the land edged with a dashed red line and the land edged with a dashed green line on the plan at Annexure 3.
- The **Option Agreement** sets out a framework for delivery of Marshall's relocation and the upgrading of Cranfield Airport and its infrastructure to accommodate Marshall's requirements.
- The Option Agreement defines the purchase price, and the approach to funding the necessary infrastructure improvements to the airport.
- The Option will run for a period of **six years** commencing on the date the parties entered into the Option Agreement. The option will therefore run until September 2026.
- If Marshall exercises the Option, the University and Marshall will then enter into the **Lease** and an **Operational Agreement**.
- The parties have agreed the principles of the Operational Agreement and documented the basis on which the University will operate the airport and Marshall's contributions to operating costs.
- Marshall will pay an **Option Premium** for each year of the six year period. The obligation to pay the Option Premium will end if the Option is exercised and the Lease completed.
- Having exercised the Option, Marshall will be responsible for delivering its own development on the Air Park Site (Air Park Works) and the University will be responsible for delivering any works required to the Airport (Airport

Works). The University will also be responsible for delivering remedial works and other Enabling Works to the Air Park Site.

On the basis of this agreement, **Marshall is pleased to confirm that there are no commercial impediments to relocation to Cranfield.**

**ANNEXURE 3**  
**OPTION AGREEMENT PLAN**

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**Disclaimer**

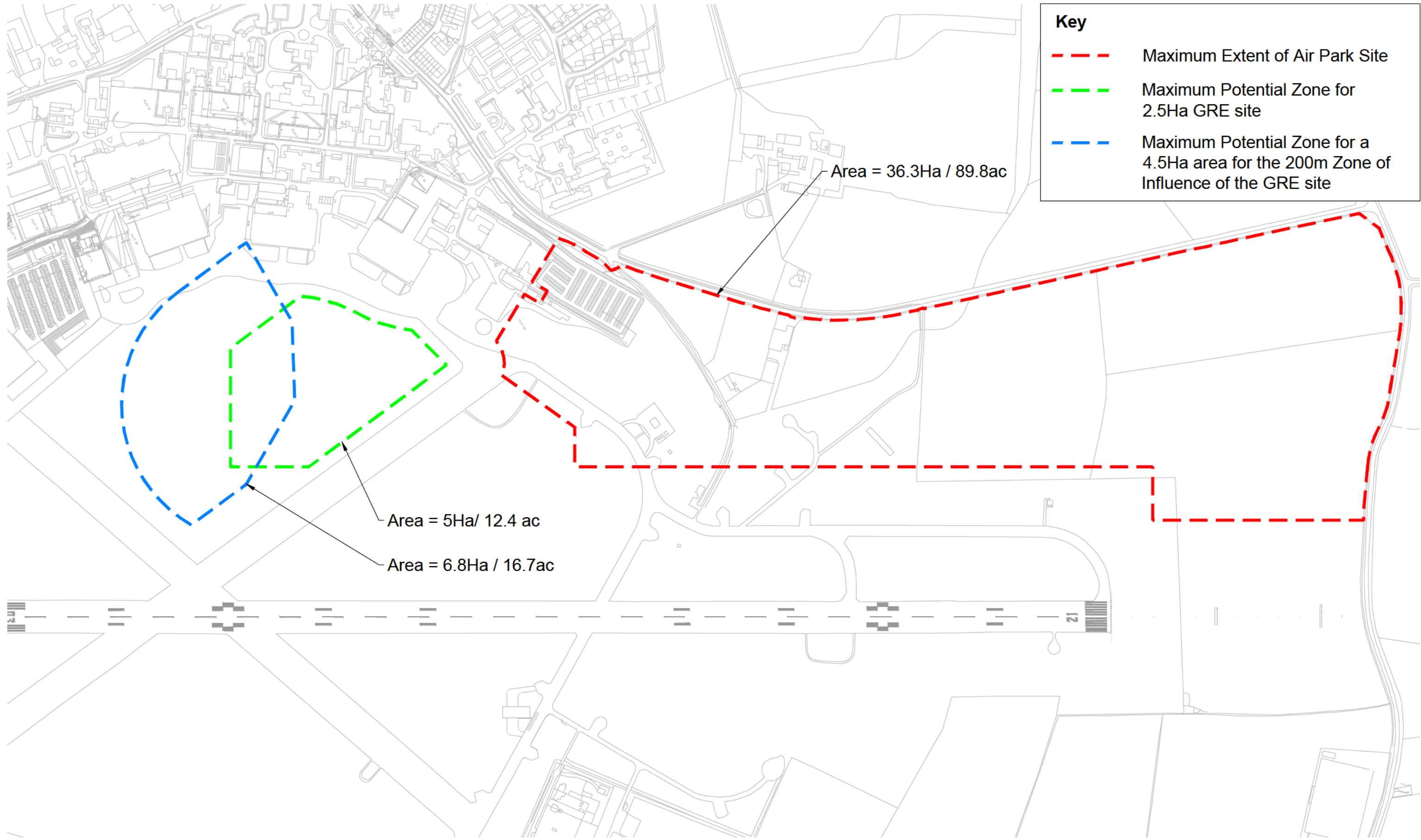
This draft masterplan shows the scale and approximate location of the proposed development only and is subject to ongoing refinement. The layout and orientation of facilities are therefore for illustrative purposes only and will be subject to refinement of requirements with MADG.

Private and Confidential

**DRAFT**  
For Discussion



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**Key**

- - - Maximum Extent of Air Park Site
- - - Maximum Potential Zone for 2.5Ha GRE site
- - - Maximum Potential Zone for a 4.5Ha area for the 200m Zone of Influence of the GRE site

**ANNEXURE 4**  
**DELIVERY TIMELINE**

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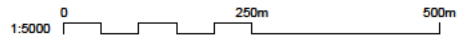


## ANNEXURE 4 – DELIVERY TIMELINE

Year	Key activities		
	Local Plan (assumed dates)	Cambridge East planning application	MADG relocation
2020	Issues & Options consultation (Q1)	Prepare detailed evidence on vision and deliverability of scheme	Submit detailed evidence to Local Plan on relocation.  Sign Option Agreement
2021	Preferred Options Consultation (Q3)	Develop masterplan proposals and consultation.	Down select to preferred site (Q2)  Commence preparation of Outline Planning Application at preferred site (Q3)
2022	Preferred Local Plan (Q3)	Commence preparation of Outline Planning Application (contingent on allocation in preferred plan)	Outline Planning Application submitted  Outline Planning Permission granted
2023	Submission Local Plan		
2024	Examination		Finalise Detailed Operating Agreement with Cranfield University
2025	Adoption of Local Plan	Outline Planning permission granted.	Detailed design and planning permissions.
2026			
2027		Early commencement of phases east of Airport Way.	Construction of airfield works and MADG facilities.
2028			Phased transition of MADG operations
2029			
2030		<b>Vacant Possession of Airport. Construction commencement on Airport site.</b>	

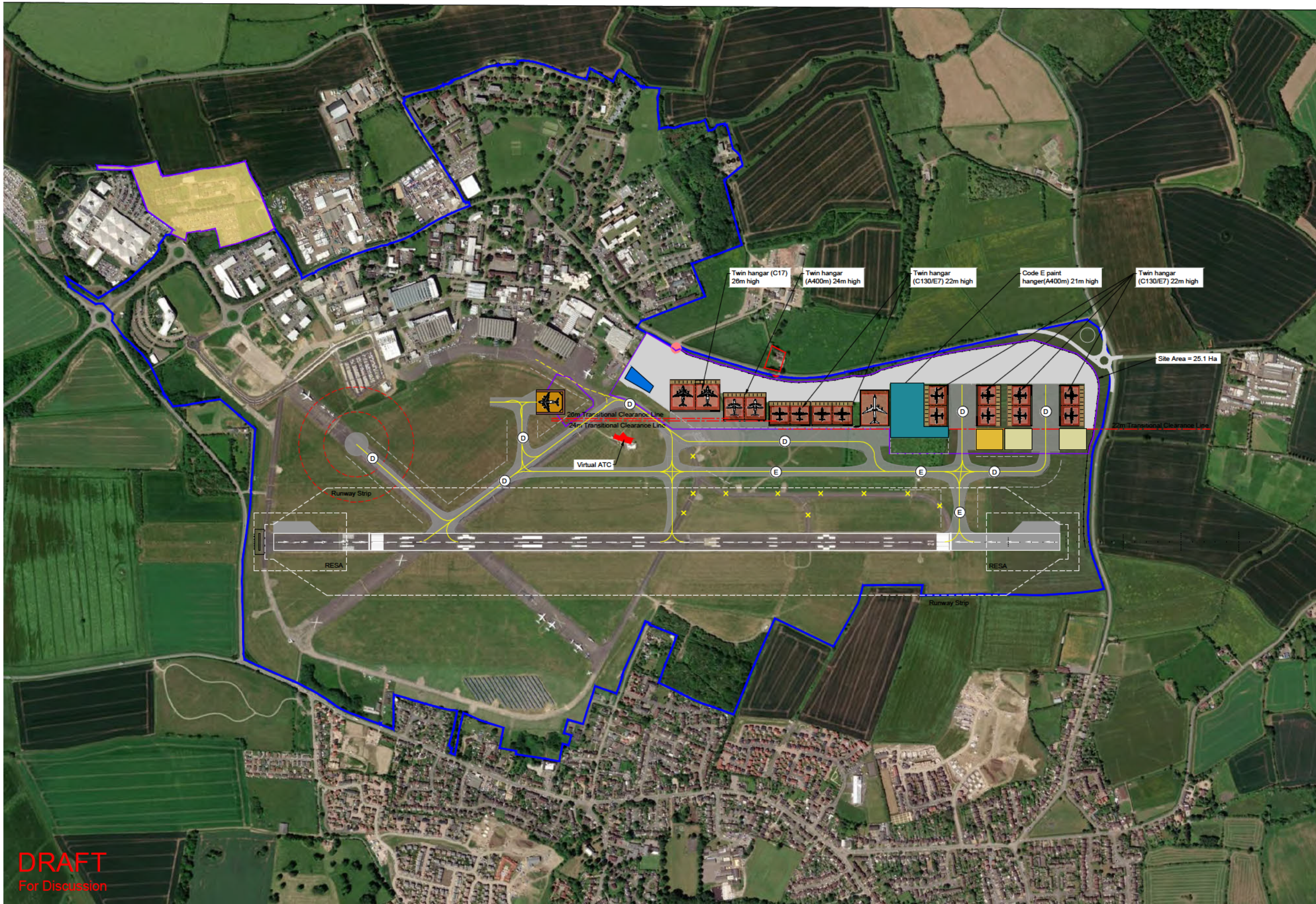
**ANNEXURE 5**  
**INDICATIVE LAYOUT**

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**Legend**

- Code D Stand
- Code D Wash Stand
- Ground Run Pen
- Facilities Buildings
- Headquarters
- Land Systems
- Taxiway Pavement
- Landscaping, Circulation and Car Parking
- Runway Transitional Clearances
- Security Fence
- Cranfield University Boundary
- Proposed Site Boundary
- Main Access and Reception Area
- Proposed Taxiway
- Existing Taxiway
- Closed Taxiway



**Private and Confidential**

**Disclaimer**  
This draft masterplan shows the scale and approximate location of the proposed development only and is subject to ongoing refinement. The layout and orientation of facilities are therefore for illustrative purposes only and will be subject to refinement of requirements with MADG.

**DRAFT**  
For Discussion

**ANNEXURE 6**

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**LETTER FROM LEADER AND CHIEF EXECUTIVE OF  
CENTRAL BEDFORDSHIRE COUNCIL**

# ANNEXURE 6 - LETTER FROM LEADER AND CHIEF EXECUTIVE OF CENTRAL BEDFORDSHIRE COUNCIL



Central  
Bedfordshire

Alex Dorrian  
Executive Chairman  
Marshall's Aerospace and Defence Group

Your ref:  
Our ref:  
Date: 25<sup>th</sup> September 2020

Dear Alex,

## **Marshall Aerospace and Defence Group: Proposed Relocation to Cranfield**

As the Leader and Chief Executive of Central Bedfordshire Council, we wanted to reiterate our support for the relocation of Marshall Aerospace and Defence Group to Central Bedfordshire. We firmly believe that Cranfield University and Central Bedfordshire is the perfect location, taking into account the strategic needs of the business and fits with our plans for the area.

We are committed to sustainable economic growth; we are at the heart of the Oxford-Cambridge Arc and recognise the critical contribution that existing and new businesses make to the prosperity of the area. Our strength lies in high growth sectors, including businesses in sectors like Advanced Logistics and High-Performance Technology.

We are home to a wealth of unique assets, from a university which is recognised globally for its work in aerospace and in system integration to renowned industrial facilities. We are host to a thriving aerospace sector with Cranfield University at its core, with its aviation heritage, own airfield, and the recent development of a new Aviation and Drone Technology hub.

The University is also critical to developing the workforce the region needs to succeed, with its specialisms in aerospace engineering and is home to the Aerospace Integration Research Centre, the Aerospace Technology Institute and the Barclays Eagle Lab. These provide space and support to drive future innovation. The planning permission granted for an Air Park development at Cranfield University demonstrates our commitment to supporting the aerospace sector and the broader economy. We are committed to ensuring our economy is flourishing, by supporting businesses to grow, having the right calibre of people, upskilling our existing and future workforce and retaining local talent.

There is a rich eco-system of other key players with an engineering heritage, many of whom you know, including Lockheed Martin which has its largest UK facility here, Collins Aerospace, who together employ 1700 staff, and major facilities such as Millbrook Proving Ground. Our diverse sector specialisms make Central Bedfordshire a desirable location and the proposed relocation of Marshall's Aerospace and Defence Group will further strengthen this for mutual benefit.

**Central Bedfordshire is a great place to live and work.** We are a rural area of diverse towns and villages, offering a wide variety of communities in one of the more affordable parts of the Oxford-Cambridge Arc. We have good schools and further education colleges, great parks, acres of green space, vibrant market towns, all in close proximity to larger towns such as Milton Keynes and Bedford offering a great range of leisure, cultural and shopping experiences.

### **Central Bedfordshire Council**

Priory House, Monks Walk  
Chicksands, Shefford  
Bedfordshire SG17 5TQ

**Telephone** 0300 300 8000

**Email** [customer.services@centralbedfordshire.gov.uk](mailto:customer.services@centralbedfordshire.gov.uk)  
[www.centralbedfordshire.gov.uk](http://www.centralbedfordshire.gov.uk)

We are well-connected and perfectly sited between Oxford and Cambridge. We have frequent fast trains to London, easy access to the M1 and A1M. Cambridge is comfortably commutable, and we have the added benefit of Luton Airport on our doorstep with fast access to Heathrow.

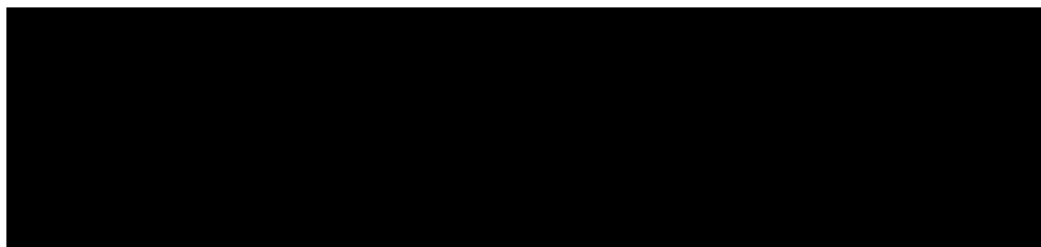
We have ambitious plans for investing in the future for our residents and businesses; we have brand new leisure centres, libraries and independent living schemes which are all part of the Council's commitment to providing world-class facilities and services to people that work and live in the area. We have invested in connectivity and infrastructure. We have 96.4% superfast broadband coverage which is higher than the national average. We facilitated the £200 million A5-M1 and Woodside Link roads and, delivered a £90 million, 8.3mile long Luton-Dunstable Guided Busway.

Future investment in major infrastructure is planned, including East-West Rail linking Oxford and Cambridge, along with a new strategic road connecting the M1 and A6, north of Luton. These improvements, coupled with the dualling of the A421 towards Milton Keynes which is reaching completion, will ensure Central Bedfordshire remains an ideal location for new investments.

As a unitary authority we are a one-stop shop, which is supportive of existing and new communities, facilitating effective infrastructure, new jobs, and homes. We make things happen; we are proactive and on hand to make the whole relocation process as straightforward as possible. We will bring together expertise across the Council and our connections with our partners will help support your future aspirations.

We hope the above provides you and the Board with the confidence that Central Bedfordshire is the perfect location to meet the future needs of Marshall Aerospace and Defence Group. If you, or members of the Board would like to speak to the senior team at Central Bedfordshire Council or visit Central Bedfordshire we would be delighted to arrange this.

Yours sincerely



**Cllr James Jamieson**  
**Leader of the Council**

**Richard Carr**  
**Chief Executive**

cc. Manny Coulon, Programme Director, Marshalls Aerospace and Defence Group

**ANNEXURE 7**

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**SIGNED PLANNING PERFORMANCE AGREEMENT  
WITH CENTRAL BEDFORDSHIRE COUNCIL**



# PLANNING PERFORMANCE AGREEMENT

**DEVELOPER/  
LAND PROMOTER:** *Marshall Aerospace and Defence Group*

**SITE:** *Cranfield Airport*

**DEVELOPMENT:** *Relocation of MADG Headquarters*

**PPA No.:** *CB/19/02699/PPA*

Version history (use this to track changes to the original and record reasons for amendment)			
Version	Author	Amendments for	Issued date
V1	<i>DW</i>	<i>First Draft</i>	<i>05/08/2019</i>
V2	<i>DW</i>	<i>Final Draft</i>	<i>09/08/2019</i>



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7. Planning Policy Context
8. Evidence Base
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14. Fees

# PLANNING PERFORMANCE AGREEMENT – LEVEL 3 TEMPLATE



## 1. Background and Purpose of the PPA

This Planning Performance Agreement (PPA) is based on the ATLAS/DCLG guidance note '*Implementing Planning Performance Agreements*'. It is an informal agreement between Central Bedfordshire Council (CBC) and the developers/promoters of the scheme to Relocate Marshall Aerospace and Defence Group (MADG) in order to secure collaborative working and assist in the successful delivery of the project. This PPA is in accordance with the CBC Planning Performance Agreement Charter.

The PPA is a project plan framework through which local planning authorities and potential applicants manage planning proposals. For a PPA to be effective, it is essential that these parties establish a collaborative relationship based on trust, with good communication and regular exchanges of information. However, it is important to emphasise that a PPA is not a guarantee, nor an indication of likelihood, that an application will be approved. It relates to the process of considering development proposals and not to the decision itself.

Both parties wish to ensure that pre-application enquiries and any subsequent application(s) is/are considered in a timely manner and as expeditiously as is practicable, having regard to the timetable set out in this agreement and compliance with relevant statutory procedures.

## 2. Project Description & Parties

Project Description	Relocation of MADG Headquarters, including runway extension, erection of hangars, workshops, offices, stores and other ancillary buildings and modifications to the airfield.
Site Address/Location	Cranfield Airport, Cranfield, MK43 0AR
Local Authority	Central Bedfordshire Council (CBC)
Developer(s)/ Promoter	Marshall Aerospace and Defence Group (MADG)

## 3. Project Vision

1. To provide a new global headquarters for Marshall to allow the business to continue to grow and thrive and provide high quality employment opportunities;
2. To ensure that the development is designed and implemented in a way that will allow Marshall to form good relationships with the local community and the neighbouring University;
3. To deliver a sustainable development that reduces any potential adverse impacts to an acceptable minimum, particularly in terms of traffic impacts, impacts on the rights-of-way network, noise impacts and visual impacts

#### 4. Objectives/Principles of the PPA

- To establish a good working relationship based on trust that will allow all parties to work together efficiently and effectively;
- To establish a project team to take the project forward;
- To establish a communications strategy;
- To establish a timetable and project plan for the delivery of the project;
- To work together to explore and identify any issues which could act as a barrier to a successful outcome to the project;
- To identify solutions to overcome any identified issues;

#### 5. Key Personnel

##### 5.1 Project Team

Name	Position/Role	Contact Details (Email & Tel)
<b>Council Project Team</b>		
Andrew Davie, Assistant Director - Development Infrastructure	Project Champion	[REDACTED]
Jennie Selley, Head of Planning Delivery	Project Champion	[REDACTED]
David Lamb, Strategic Delivery Manager	Project Lead	[REDACTED]
Debbie Willcox, Principal Planning Officer	Case Officer	[REDACTED]
Rob Page	Highways Officer	[REDACTED]
TBC	Environmental Health Officer	TBC
Alison Myers	Landscape Officer	[REDACTED]
Michelle Flynn	Rights-of-Way Officer	[REDACTED]
Elizabeth Anderson	Ecologist	[REDACTED]
<b>Developer/Promoter Project Team</b>		
Paul Rowland, Planning Director, Savills		[REDACTED]
Manny Coulon, Programme Director, Marshall Aerospace and Defence Group		[REDACTED]

Richard Oakley, Director, No6 Developments,		[REDACTED] [REDACTED] [REDACTED]
Elliot Page, Peter Brett		[REDACTED]

## 6. Data Management

The control of files and access to data for all members of the Project Team will be managed through a secure data repository (the precise mechanism will be arranged on a site by site basis). The CBC Case Officer/Project Lead will manage the data storage area in logical folders for the relevant Topic and Task groups identified in the Project Programme.

The location of the data storage area will be circulated to those on the Project Team by email at the commencement of the Project.

## 7. Planning Policy Context

1. National Planning Policy Framework (2019)
2. Core Strategy and Development Management Policies - North 2009

Policy CS2 – Developer Contributions  
 Policy CS3 – Healthy and Sustainable Communities  
 Policy CS4 – Linking Communities  
 Policy CS9 – Providing Jobs  
 Policy CS11 – Rural Economy and Tourism  
 Policy CS13 – Climate Change  
 Policy CS14 – High Quality Development  
 Policy CS16 – Landscape and Woodland  
 Policy CS17 – Green Infrastructure  
 Policy CS18 – Biodiversity and Geological Conservation  
 Policy DM2 – Sustainable Construction of New Buildings  
 Policy DM3 – High Quality development  
 Policy DM4 – Development Within and Beyond Settlement Envelopes  
 Policy DM11 – Significant Facilities in the Countryside  
 Policy DM14 – Landscape and Woodland  
 Policy DM15 – Biodiversity

3. Central Bedfordshire Local Plan - Emerging

Policy SP1: Growth Strategy  
 Policy SP2: National Planning Policy Framework - Presumption in Favour of Sustainable Development  
 Policy HQ1: High Quality Development  
 Policy HQ2: Planning Obligations and the Community Infrastructure Levy  
 Policy HQ7: Public Art  
 Policy T1: Mitigation of Transport Impacts on the Network  
 Policy T2: Highway Safety & Design  
 Policy T3: Parking  
 Policy EMP1: Employment Sites and Uses

Policy EMP3: Employment Proposals within or adjacent to Settlement Envelopes  
 Policy EMP4: Rural and Visitor Economy  
 Policy EMP5: Significant Facilities in the Countryside and Green Belt  
 Policy EE1: Green Infrastructure  
 Policy EE2: Enhancing Biodiversity  
 Policy EE4: Trees, Woodlands and Hedgerows  
 Policy EE5: Landscape Character and Value  
 Policy EE6: Tranquillity  
 Policy EE9: Forest of Marston Vale  
 Policy EE12: Public Rights of Way  
 Policy CC1: Climate Change and Sustainability  
 Policy CC3: Flood Risk Management  
 Policy CC5: Sustainable Drainage  
 Policy CC6: Water Supply and Sewerage Infrastructure  
 Policy CC7: Water Quality  
 Policy CC8: Pollution and Land Instability

4. Central Bedfordshire Design Guide (March 2014)
5. Landscape Character Assessment in Central Bedfordshire (January 2015)
6. Central Bedfordshire Sustainable Drainage Guidance

Other policies which may be relevant to the scheme include the Noise Policy Statement for England (2010) the UK Aerospace Industrial Strategy (2018) and the emerging UK Aviation Strategy.

This is not intended to be an exhaustive list and other policies may emerge or be identified as the scheme develops and the project progresses.

## 8. Evidence Base

The evidence base for the Pre-pre-app is as follows:

- Prospectus
- Pre-pre-app submission
- Stakeholder Engagement Strategy

The evidence base for any pre-application submission is to be agreed prior to the submission being made.

## 9. Key Issues and Task Plan

Issue	Action/Task	Responsibility	Progress	Timetable/Dates
Stakeholder Engagement	Agree Stakeholder Engagement Strategy	All	Complete	W/C 22/07/2019
Pre-pre-application enquiry	Submit information in respect of pre pre-application enquiry	MADG/Savills	Submitted	W/C 29/07/2019

Stakeholder Engagement	Implement Engagement Strategy	MADG	Pending	July - September
Pre- pre-application enquiry	Issue response to pre-pre-application enquiry	CBC	Pending	W/C 23/09/2019
Submission of Scoping Request		MADG/Savills		TBC
Respond to Scoping Request		CBC		TBC
Submission of pre-application enquiry		MADG/Savills		TBC
Respond to Pre-application enquiry		CBC		TBC
Identification of validation requirements for outline application		CBC		TBC
Submission of outline application		MADG/Savills		TBC
Determine Application	Agreed Target Date for Committee	CBC Case Officer		Target within four months of submission

## 10. Parties' Responsibilities

The Council will be expected to:

- Provide a Project Lead and multi-disciplinary Project Team to oversee the development process
- Arrange an inception meeting, bringing together the Council and Developer Project Teams to discuss issues, agree the vision and objectives for the development and determine the project management mechanisms
- Provide details of what further information may be required.
- Arrange further meetings as required to facilitate the development process, including site visits (and Design Review if necessary)
- Agree a project plan, project programme and key milestones to be set out in the PPA
- Advise on and facilitate requirements for internal, external consultation, engagement with statutory agencies and Members
- Consult directly with Members and stakeholders
- Regularly review and update the project plan
- Provide a definitive Validation Checklist to avoid any delay upon submission of the application
- Provide justified details of Heads of Terms to be included in S106/S278 agreements

The Promoter will be expected to:

- Approach any proposal in an open, collaborative and creative manner.
- Employ high quality staff/consultants with sound expertise in delivering sustainable developments.
- Engage pro-actively in pre-application consultation with local community and key stakeholders
- Fund the preparation and production of all technical reports, application material, publicity and consultation programme. The scope of this work should be discussed and agreed with the Council prior to commissioning.
- Share information on the proposals and associated reports at the earliest possible opportunity to ensure meaningful pre-application discussion
- Agree to a project plan, project programme and key milestones set out in the PPA
- Respond to any requests for information/revisions within agreed timescales
- Nominate a Project Manager to act as the first point of contact for the developer team (listed above)
- Update the Council on project progress on a regular basis
- Submit a completed planning application with all of the requested supporting information in accordance with the Validation Checklist
- Meet and review the project proposal at an early stage
- Agree vision and development objectives as part of this PPA

## **11. Consultation and Communication Strategy**

A Stakeholder Engagement Strategy has been agreed and is attached at Appendix 2.

In addition, the project will implement the following communication plan:

- CBC will respond to all urgent emails, faxes and telephone calls within 2 working days of receipt.
- CBC will respond to all non urgent emails, faxes and telephone calls within 3 working days.
- CBC will respond to correspondence from the promoters within 10 days.
- The application will be accompanied by the documentation as stated in this PPA.
- CBC will seek to ensure effective liaison with key statutory consultees, relevant Government Departments, Agencies or bodies whose activities may directly or indirectly impinge on the implementation of the proposed development of the site.
- Project Group Meetings will be arranged to take place to update all parties and progress issues which may need resolution.
- CBC to engage with Ward Members and Executive Member for Regeneration.
- Upon request of the promoters to provide redacted copies of any third parties representations or consultation responses.

## **12. Project Programme**

A project plan with agreed milestones and timescales is to be agreed following the announcement of whether or not MADG intend to progress with a proposed development at Cranfield, prior to the submission of a formal pre-application enquiry. An example is attached at Appendix 3. The CBC Case Officer/Project Lead will update this in collaboration with the Developer Project Lead on MS Excel and it

should be recirculated to all relevant contacts and form the basis of progress reporting at the scheduled Project Team meetings. Any future version should be referenced and dated.

### 13. Fees

No fees will be charged for agreeing and implementing the Stakeholder Engagement Strategy. Fees will only be charged for the consideration of the pre pre-application enquiry to recoup the cost of Specialist Noise Impact advice (if required).






If the project proceeds to a pre-application enquiry, a fee schedule will be agreed prior to the submission of the enquiry on the following basis:

#### Charging Principles

The funding arrangements entered into between the Promoter and the Council will be in accordance with the following Charging Principles.

1. The charging relates exclusively to the Council's recovery of its costs for the provision of services it is authorised but not required to provide;
2. The payments are on a not-for profit basis and the income from the charges for the services must not exceed the cost of providing them;
3. There shall be full transparency with regards to the costs incurred;
4. Any charging by the Council under this agreement shall be carried out in accordance with the provision of Section 93 of the Local Government Act 2003.
5. Subject to prior agreement through the PPA process specialist inputs and studies such as Enquiry by Design events, viability appraisals, Design Review Panels/workshops, consultation events and other technical reports will be at the developer/land promoter's cost and not covered by this agreement.
6. Reasonable costs to cover the legal drafting of the S106 agreement will be required as part of that separate agreement.

### 14. Acceptance of Planning Performance Agreement incorporating Appendix 1 and PPA Standard Terms and Conditions

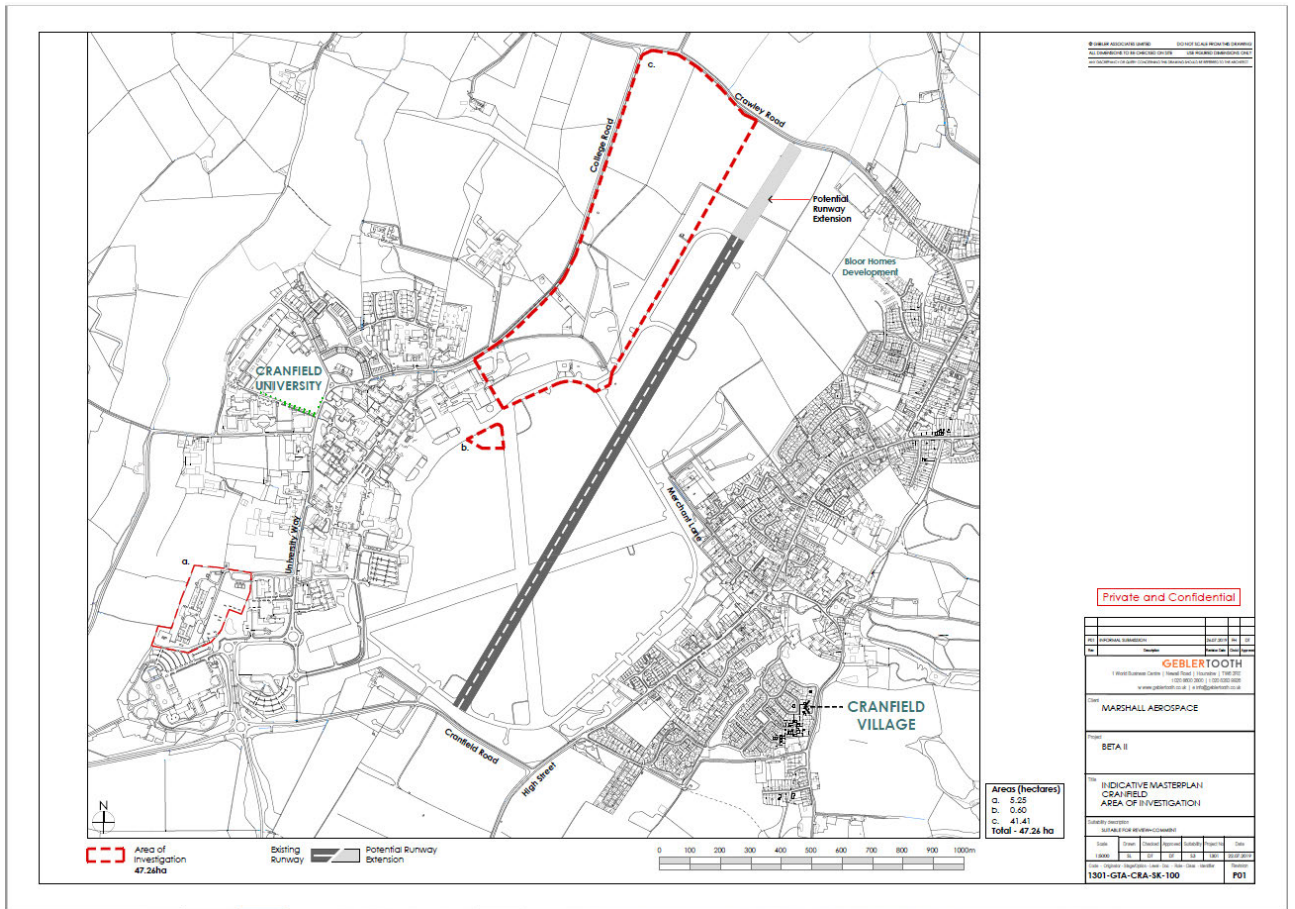
   Name: Paul Rowland Position: Director On Behalf of: MADG	Signature of Council   Name: Jennie Selley Position: Head of Planning Delivery On Behalf of: Central Bedfordshire Council
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Date: 12/08/2019

Date: 21/08/19

# Appendix 1: Site Location Plan



## Appendix 2: Stakeholder Engagement Strategy

### MADG Stakeholder Engagement Strategy

#### Cranfield

This document sets out MADG’s proposed approach to stakeholder engagement for the Cranfield site. The key dates are set out in the document to achieve the programme of work, along with the proposed timing and approach to stakeholder engagement with each group.

All engagement to be led by Marshall Aerospace and Defence Group, with support from Council officers as may be considered appropriate. Representatives of Cranfield University are available to support discussions where considered appropriate.

Feedback is sought from Central Bedfordshire Council and Cranfield University on the approach set out, prior to implementing the plan.

#### Milestone dates

Target date(s)	Activity	Notes
Early July	Initial exploratory discussions with Andrew Davie, Jennie Selley and planning and economic development teams.	Underway and ongoing
Mid – late July	Initial introductory meeting for MADG with Council Leader (James Jamieson), CEO (Richard Carr), Executive Member for Planning & Regeneration (Kevin Collins) and Local Ward Councillors - Matthews and Morris  <b>Material: Draft masterplan proposals for Cranfield to be tabled by MC/RO</b>	1
Mid – late July	Initial introductory meeting for MADG with Local Ward Councillor Clark	To take place before PC meeting
Mid – late July	Initial meeting with Cranfield Parish Council to present Prospectus and allow Q and A  <b>Material: Prospectus document to be tabled by RO/PR</b>	
Mid – late July	Write to all Local Councillors and Parish Councils once initial meeting and Parish briefing have taken place, with invitation to meet MADG team over the summer period to explore emerging proposals.  <b>Material: Prospectus document to accompany written invitation</b>	2
w/c 29 <sup>th</sup> July	Submission of formal pre-application submission to Central Beds Council.  <b>Material: As may be agreed between Savills (P Rowland) and Jennie Selley</b>	
August & September	Councillor briefing presentation – MADG supported by CBC Business and Investment Team  <b>Material: Summary presentation of the information submitted to officers to cover key matters and show masterplan vision</b>	3
August & September	Informal engagement with remaining Ward Councillors (see table) from adjoining wards, including from MKBC and BBC & Parish Councils – individual meetings as may be requested.  <b>Material: Summary presentation consistent with any member briefing (above)</b>	4

w/c 23 <sup>rd</sup> September	Target date for written feedback from Central Bedfordshire Council as Local Planning Authority.  <b>Deliverable: Letter from Local Planning Authority for inclusion with Board materials.</b>	
w/c 23 <sup>rd</sup> September	Alistair McPhee (MADG CEO) to meet with Leader (James Jamieson) and CEO (Richard Carr) for verbal feedback on status of MADG proposal for Cranfield.	
Late September & October	MADG internal reporting to Executive teams and the Board. Identify any further due diligence work required to select preferred location.	
November / December	Undertake further due diligence, finalise commercial terms with landowners and airport operator and enter into contract at preferred location.	
By early 2020	Announce preferred location, commence preparation of outline planning application.	

**Note 1 –**

*Arrangements underway*

**MADG:** Manny Coulon (Programme Director), Richard Oakley (Director, No. 6 Developments), Paul Rowland (Savills)

**Central Beds:** Andrew Davie/Jennie Selley, James Jamieson, Richard Carr, Kevin Collins, Cllrs Matthews and Morris

N.B. Separate Meeting to be arranged with Cllr Clark.

**Note 2 - letter to be issued to the following with copy of prospectus, with ad hoc meetings to be arranged as may be necessary throughout summer period. (Parish council and MKBC contact names to be checked)**

Ward Councillors		
CBC		
Cranfield and Marston Moretaine	Cllr Sue Clark Cllr Ken Matthews Cllr Morris	Councillor
Amphill	Cllr Mark Andrew Smith Cllr Mike Blair Cllr Paul Duckett	Councillor
Aspley and Woburn	Cllr John Baker	Councillor
Houghton Conquest and Haynes	Cllr Rebecca Hares	Councillor
Flitwick	Cllr Charles Gomm Cllr Gareth Mackey Cllr Neil Bunyan	Councillor
BEDFORD BOROUGH		
Wootton	Cllr John Wheeler	Councillor
Kempston Rural	Cllr Jim Weir	Councillor
Elstow and Stewartby	Cllr Tim Hill	Councillor
MILTON KEYNES		
Broughton	Cllr John Bint	Councillor

Olney	Cllr Peter Geary	Councillor
Danesborough & Walton	Cllr David Hopkins	Councillor

### Parish Councils

Cranfield	Delise Ball	Chairman
Hulcote and Salford	Keith Butten	Chairman
North Crawley	Cllr Lucy MacLennan	Chairman
Moulsoe	Steve Waters	Chairman
Brogborough	Peter Hinson	Chairman
Lidlington	Cllr Shawn Haddaway	Chairman
Marston Moretaine	Hugh Roberts	Chairman
Wootton	Cllr Noel Lodge	Chairman

**Note 3 – Support from Jodie Yandall, CBC Business and Investment Team.**

**Note 4 – individual ad hoc update presentations based on responses to letter**





**ANNEXURE 9**

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**PRE-APPLICATION ADVICE LETTERS FROM  
CENTRAL BEDFORDSHIRE COUNCIL**



## **Development Management**

### **Central Bedfordshire Council**

Priory House, Monks Walk  
Chicksands, Shefford  
Bedfordshire SG17 5TQ  
www.centralbedfordshire.gov.uk



Mr P Rowland  
Savills  
Unex House  
132-134 Hills Road  
Cambridge  
CB2 8PA

**Contact** Debbie Willcox  
**Direct Dial** [REDACTED]  
**Email** [REDACTED]  
**Your Ref**  
**Date** 23 September 2019

Dear Mr Rowland,

**Application No:** CB/19/02545/PAPC  
**Location:** Cranfield Airfield, College Road, Cranfield  
**Proposal:** Relocation of Marshall Aerospace Defence Group

Thank you for your letter of 2 August 2019 and the associated enclosures. Firstly, we welcome the opportunity to comment on your proposals at this early stage and we fully recognise the real opportunity it offers both to Central Bedfordshire and our important partner Cranfield University. As you will appreciate, we have a successful track record of delivering large strategic developments which have included the Airpark application at Cranfield University, and that we always act positively and proactively in our role as planning authority to deliver the right developments to the area.

As requested we have set out below our advice on your proposal and for clarity this is informed by a wide number of internal planning specialists providing input and takes into account the information that we discussed at our meetings and we trust this provides you with all the information you were seeking.

### **The Site**

The application site is located to the north of Cranfield Airport and is bound by Crawley Road to the north and College Road to the west. To the east of the site is the existing Airport runway and beyond that there is open agricultural field systems and Cranfield Utd Football Club. Cranfield Village is located to the south east and to the south west is the Cranfield University main campus.

Cranfield Airport is a 7-day per week, 24-hour licensed, airport and is currently permitted a maximum of 150,000 movements per year (a movement being either a landing or take-off). Over the years, use at the airport has dropped significantly, with 103,000 flights recorded in 2003 falling to 22,000 in 2017.

In 2018 a Hybrid planning permission was granted for an Airpark facility at Cranfield Airport. If implemented, this permission would provide 5 aircraft hangers; a terminal, ground support building, office building, energy centre, fuel storage area, hotel, apron and taxi way extensions, additional car parking and security fencing. The Airpark would result in a net total of 45,000 flights per year, predominantly between 6am - 10pm.

### **The Proposal**

The proposal is for the relocation of Marshall Aerospace and Defence Group (MADG) global headquarters to the site. This would include the following:

- Facilities (GIA 17,511 sq.m.)
- HQ Building (GIA 6,000 sq.m.)
- Engine Pen (3,800 sq.m.)
- C130 Hangar Bays (GIA 5,200 sq.m. - 22m in height)
- A400M Hangar Bays (GIA 19,656 sq.m. - 24m in height)
- C17 Hangar Bays (GIA 35,072 sq.m. - 26m in height)
- Paint Shop (GIA 6,808 sq.m.)
- Associated parking and hard surfaced circulation areas, both airside and non-airside and potential runway extension.
- Land Systems Building (GIA 15,720 sq.m.)
- Land Systems external areas for staff and visitor parking, delivery and dispatch yards for HGV, external storage area.

The proposal would be implemented in place of the Airpark proposal and would provide approximately 1,500 jobs. Aircraft movements would be likely to be around 1,000 ground movements per annum and an average of one take-off and landing per day.

## **National Planning Policy & Development Plan**

### **National Planning Policy Framework (2019)**

#### **Core Strategy and Development Management Policies - North 2009**

Policy CS2 - Developer Contributions

Policy CS3 - Healthy and Sustainable Communities

Policy CS4 - Linking Communities

Policy CS9 - Providing Jobs

Policy CS11 - Rural Economy and Tourism

Policy CS13 - Climate Change

Policy CS14 - High Quality Development

Policy CS16 - Landscape and Woodland

Policy CS17 - Green Infrastructure

Policy CS18 - Biodiversity and Geological Conservation

Policy DM2 - Sustainable Construction of New Buildings

Policy DM3 - High Quality development

Policy DM4 - Development Within and Beyond Settlement Envelopes

Policy DM11 - Significant Facilities in the Countryside

Policy DM14 - Landscape and Woodland

Policy DM15 - Biodiversity

#### **Central Bedfordshire Local Plan - Emerging**

Policy SP1: Growth Strategy

Policy SP2: National Planning Policy Framework - Presumption in Favour of Sustainable Development

Policy HQ1: High Quality Development

Policy HQ2: Planning Obligations and the Community Infrastructure Levy

Policy HQ7: Public Art

Policy T1: Mitigation of Transport Impacts on the Network

Policy T2: Highway Safety & Design

Policy T3: Parking

Policy EMP1: Employment Sites and Uses

Policy EMP3: Employment Proposals within or adjacent to Settlement Envelopes

Policy EMP4: Rural and Visitor Economy

Policy EMP5: Significant Facilities in the Countryside and Green Belt

Policy EE1: Green Infrastructure

Policy EE2: Enhancing Biodiversity

Policy EE4: Trees, Woodlands and Hedgerows

Policy EE5: Landscape Character and Value

Policy EE6: Tranquillity  
Policy EE9: Forest of Marston Vale  
Policy EE12: Public Rights of Way  
Policy CC1: Climate Change and Sustainability  
Policy CC3: Flood Risk Management  
Policy CC5: Sustainable Drainage  
Policy CC6: Water Supply and Sewerage Infrastructure  
Policy CC7: Water Quality  
Policy CC8: Pollution and Land Instability

## **Department of Transport – General Aviation Strategy – March 2015**

### **Supplementary Planning Guidance/Other Documents**

Central Bedfordshire Design Guide (March 2014)  
Landscape Character Assessment in Central Bedfordshire (January 2015)  
Central Bedfordshire Sustainable Drainage Guidance

### **Principle**

The application site falls within the area of the Cranfield University and the Technology Park, which is identified within policy DM11 of the North Core Strategy and Development Management Policies and policy EMP5 of the emerging Local Plan as a significant facility in the countryside. These policies encourage the development of these sites to provide additional jobs and enhance existing knowledge and high technology-based clusters, subject to the proposals relating to the existing use and enhancing the contribution to the local or national economy.

These policies state that significant expansion of facilities into the open countryside should be the subject of a management plan, development brief or masterplan prior to any application. In respect of this proposal, it is considered that the work done as part of the Airpark proposal meets the requirement of the policies in this respect.

The policies states that proposals will be assessed in terms of their:

- Impact on the open countryside;
- Provision of sustainable transport;
- Justification;
- Scale, layout and design - which must be appropriate to the establishment and its setting

The granting of planning permission on the same site for the Airpark facility is considered to have established the principle of large-scale development on this site where it meets the above policies.

The relocation of MADG to the site would introduce a significant quantum of high quality jobs; and enhance the existing high technology knowledge based cluster located around the University and the airport. It will relate to the existing uses and would enhance the contribution to the economy both nationally and locally.

In principle, therefore, the proposal is considered to be acceptable and the significant benefits to the national and local economy are a key and compelling consideration. An assessment has identified four areas which will need further consideration, which are:

- Traffic and transport impacts;
- Visual impact on the landscape;
- Noise from flying impacts and ground engine testing; and
- Impacts on the Rights-of-Way Network.

## Highways

Our Highways Team have reviewed the Transport Position Statement and additional information provided during the enquiry process, including the information pack provided on 11<sup>th</sup> September, the table provided on the 18<sup>th</sup> September, and the two meetings that have taken place on transport matters. Their comments have informed this response.

The information provided demonstrates that traffic movements associated with the development are likely to be significantly greater than the consented Airpark, particularly within peak hours.

The Highways Team are in agreement with the conclusions made within the table and are in agreement that it is unlikely that the development would trigger any requirements for upgrades to the strategic transport network. The impacts of the scheme on the local transport network do need to be explored further.

However they are confident that the table identifies all the junctions / points of interest that are likely to require consideration within a Transport Assessment. A study of accident data in the last five years at these junctions has not raised any safety concerns.

The table identifies that demand management schemes such as staggered shift patterns, shuttle buses and/or other Travel Plan measures will be required to manage demand through several local junctions at peak hours. They also agree that this is likely to be necessary to manage impacts at the identified junctions.

The table identifies that a new 4 arm roundabout will be required at the junction of College Road, Crawley Road and Astwood Road, as was previously required for the Airpark scheme, it is considered that this is likely to create sufficient capacity for MADG traffic once it has been moderated by demand management measures. But we would welcome the opportunity to work further with Peter Brett Associates (PBA) on this matter.

The junction at Crane Way and Bedford Road has been identified as requiring improvements to manage MADG generated traffic. There is potential here for a priority change or a mini roundabout. A priority change is considered most likely to enhance capacity, but this does need to be tested. There is no potential for the introduction of signals due to the number of private drives in close proximity to the junction, but, again, we would be happy to work further with PBA to identify the most appropriate physical works and the impact of such mitigation on traffic flows. At this stage, it is considered unlikely that residual impacts would be judged to be severe or unsafe.

The junction of Marston Hill, Bedford Road and Beancroft Road is already approaching capacity; and the scheme for a compact roundabout, identified as part of the Airpark proposals may not be sufficient to create enough capacity to accommodate MADG flows at peak times. Signals or a change in priority are both other options for this junction and again we would welcome the opportunity to work with PBA on exploring and testing solutions to deliver an agreed approach.

The Airpark proposal also identified a compact roundabout at the junction of Broughton Road, Wavendon Road and Salford Road, which is also nearing capacity at peak times. Work by PBA has identified that the impact of the Airpark facility on traffic flows at that junction would mean that, even with the creation of the compact roundabout, this junction would operate over capacity at peak hours. Whilst the current assignment of trips for the MADG proposal indicates a very low number of additional trips through this junction; this could be subject to change through the refinement of the assignment of trips. Again, this is a matter that we would wish to work with PBA to explore further mitigation measures that would reduce impact on this junction in peak hours.

In respect of demand management measures; the Council will wish to work with MADG on reducing the demand for travel and the promotion of sustainable travel choices through a Travel Plan.

We are therefore satisfied that:

- The work that has been undertaken is suitable for a high-level appreciation of the transport benefits and challenges of the site.
- Through the work that is taking place with PBA, the identified key issues relevant to the site have been described and reported accurately
- The report has appropriately described, at the time of writing, the Council's commitment to strategic network improvements that will impact on any proposed Transport Assessment and at the present time it is not anticipated that the proposal would need to provide contributions to these schemes.
- A sustainable transport strategy can be delivered for the site, including a Travel Plan, which would manage demand and promote sustainable travel choices. This may require some financial contributions towards sustainable transport options, the detail of which can be part of any future discussions.
- In due course a Transport Assessment and the associated modelling will need to be undertaken to develop this work to an appropriate level of detail to support an Outline Planning application.

We would welcome the opportunity to continue to work with PBA on exploring the potential for mitigation of those junctions identified above.

### **Landscape**

The application site lies within an area identified within the Bedfordshire Landscape Character Area as "Clay Farmland", characterised as open and exposed with medium to large scale plateaus and long distance views. Cranfield University and the adjacent Technology Park have a strong existing visible presence across the plateau creating an urban skyline distinct from the rest of the character area. The elevated location means the development can be visible in long distance views.

The consented Airpark proposals would extend the existing urban skyline and introduce taller buildings within the landscape. The MADG proposals would further increase density and building heights over and above that included within the consented Airpark scheme.

However, having regard to the existing consent for substantial growth at the Airfield; it is considered that the impacts of the development on the surrounding landscape would be acceptable in principle, subject to high quality design being utilised throughout the scheme.

It is noted that there would be little opportunity for landscape screening, making high quality design critical to the successful integration of the development into the landscape.

Ideally, the northern building, closest to Crawley Road would step down to the countryside edge; however, if this is not possible for operational reasons, then especial consideration should be given to the design of this building to create an attractive and high quality landmark.

Choices on roof form, cladding and elevational design (particularly long elevations and scheme edge elevations), fenestration, boundary features, security features, noise mitigation measures such as bunds and fencing and highway improvements will be important. Opportunities to enhance design quality to mitigate the impacts on the landscape are important and we would be keen to work with you throughout the design evolution process on all of these matters.

The proposal is considered to be an exciting opportunity to continue the reputation for world class buildings at Cranfield, and to create a high quality, landmark development which provides the state-of-the-art engineering facility aspired by MADG.

### **Noise**

It is identified that the proposal would result in significantly fewer aircraft movements than the consented Airpark. However, it would introduce other noise sources such as engine testing which could generate increased levels of noise.

The Council has engaged an independent consultant in respect of the noise impacts of the scheme; who has reviewed the provided position statement on noise; and their report is appended to this letter. The response identified the scope of any future noise assessment work that would be required to ensure that any application for the proposal clearly demonstrates that any noise impacts of the scheme can be mitigated to an acceptable level.

The Council and their consultant are keen to work with MADG going forward to identify an appropriate noise mitigation strategy. If found to be necessary, this may include the use of restrictive planning conditions limiting when engine testing can take place (for example no night-time, Sundays or Public Holidays) and limiting the number of hours per month such testing can take place. We understand that similar restrictions apply at MADG existing site and we would look to have regard to these when considering any subsequent application.

### **Rights-of-Way**

The Rights-of-Way Officer has been consulted and her comments have informed this response.

The Airpark application included proposals for the diversion of footpath 22, which appears to have been incorporated into the current proposal within the enquiry documents. I can confirm that the legal orders have been made and confirmed, but the diverted footpath has not yet been laid out. To complete the legal process, the diverted route needs to be laid out and certified by the Council. I understand that there is no time constraint to the delivery of the diverted footpath and the orders will not "expire". However, we would expect the diversion to be delivered early in the development process.

The footpath diversion was considered to be one of the benefits of the Airpark scheme and is also likely to represent a benefit for any application for the current proposal, as it meets aspirations within the Cranfield Parish Green Infrastructure Plan, by providing a multi-user route between Cranfield and the University. It is suggested that the route should be included in any walking and cycling assessment for the proposal.

It is expected that any application for the current proposal would include the same diverted route as the consented Airpark, incorporating the agreed green corridors and footpath width. If there is an operational need to diverge from these proposals, we would again be happy to work with MADG to identify a scheme that will work for all parties, and work through the legal process if further legal diversion should be necessary. Any application for the proposal is also likely to include a requirement for similar contributions to public rights-of-way as was secured by the Airpark permission (c. £80,000).

The Rights-of-Way Officer has identified the possibility of an improvement in the consented scheme and would welcome a wider green corridor on the north-eastern corner of the airfield but this can be the subject of further discussion.

The red line within the enquiry documents also identifies a site to the south west, marked "a." on drawing no. 1301-GTA-CRA-SK-100 P01. This is crossed by footpath no. 52,

which is already obstructed by a car park and university buildings. Any application for this site would be expected to resolve these anomalies; and our Rights-of-Way team would welcome the opportunity to work with MADG on this matter.

### **Conclusion**

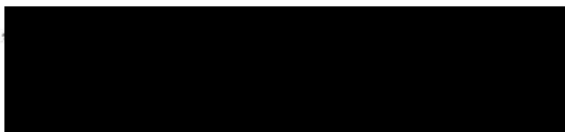
In principle, the wide ranging benefits the proposal will bring are considered to be significant material considerations in line with local and national planning policy. Whilst further work is required in respect of noise, highway matters and design and landscape impact, it is not considered that any issues have been identified which cannot be resolved through design or mitigation and the Council welcomes the opportunity to work with MADG to deliver a high-quality scheme which compliments the existing built environment and mitigates impacts on the local community.

The comments given above shall be considered as a material planning consideration in the determination of any subsequent formal application. However, the weight which can be attributed to this advice will diminish over time when policies and site factors change.

Finally, as you will appreciate a formal decision can only be made in response to a planning application, whereby third party consultations are undertaken which may raise further issues that have not been considered as part of this response. As such, this advice is given on the basis of the information submitted and cannot bind the formal consideration of any planning application by the Local Planning Authority.

I hope this is of assistance and covers all the areas that we agreed but please do not hesitate to contact me if you would like to discuss any of the above advice .

Yours sincerely,

A large black rectangular redaction box covering the signature area of the letter.

**Debbie Willcox**  
**Principal Planning Officer**

# Development Management

## Central Bedfordshire Council

Priory House, Monks Walk  
Chicksands, Shefford  
Bedfordshire SG17 5TQ  
www.centralbedfordshire.gov.uk



Katie Stannard  
Stantec  
Third Floor,  
50-60 Station Road,  
Cambridge, CB1 2JH

**Your Ref**  
**Date** 02 July 2020

Dear Katie

**Application No:** CB/19/02699/PPA  
**Location:** Cranfield Airport, Cranfield  
**Proposal:** Relocation of MADG headquarters - Transport Considerations

Thank you for your emails of 9<sup>th</sup> April, 2<sup>nd</sup>, 16<sup>th</sup> & 23<sup>rd</sup> June 2020 and our meetings in respect of the transport implications of the above proposal. During our meetings I hope the Council has conveyed its willingness to work with you and your client to facilitate the successful relocation of MADG to Cranfield.

Based on the information provided, the Council is confident that a combination of localised junction improvements and robust travel plan and management measures to reduce the impact of the development on the non-strategic transport network would allow the transport impacts of the development to be mitigated acceptably. This is based on a 15/20% mode share shift for MADG staff from car to sustainable modes (87% to 72%/67%) as outlined in your technical note dated 22<sup>nd</sup> May 2020.

However, it is noted that more work needs to be done to identify the exact mitigation at junctions, with especial reference to the Bedford Road / Crane Way junction, which will require careful consideration.

On local junctions, the mitigated impact of the development should ideally not take the capacity of the junctions above 0.85. However, the mitigated results in the information provided show an outcome that is unlikely to attract a highways objection on the grounds of junction capacity.

It is noted that the information provided identifies that a significant level of modal shift would be required to mitigate the impacts of the development on certain junctions to an acceptable level. It is envisioned that this would be achieved by a mixture of management measures (such as varied shift patterns and working from home) and travel plan measures yet to be established.

It appears that the management and travel plan measures are going to be as essential as physical junction changes in mitigating traffic levels to an acceptable degree. Therefore, the expectation for the evaluation of these measures will be significantly higher than for a standard travel plan monitoring approach, particularly with regards to data collection and the duration of travel plan monitoring requirements. It will be expected that this monitoring will include direct data collection, possibly through traffic counts at junctions, in addition to workplace travel plan monitoring methods such as self-reported staff travel surveys. The Travel Plan may also need to secure certain vehicular movements thresholds, at MADG's site access and key junctions



that, if exceeded, would trigger further mitigation measures. This will be particularly important at the identified junctions whereby the impact of modal shift is directly linked with the acceptable future performance of mitigation.

It is recognised that the proximity of the site to the Marston Vale strategic allocation means that there is likely to be some overlap in respect of the impacts on certain junctions. The Local Plan is not yet adopted and the outline application is yet to be determined, and so there is currently some uncertainty around the delivery and timing of the Marston Vale development. It is therefore expected that the Transport Assessment should include results presented with and without the Marston Vale proposals; and if this work identifies it as necessary at any junction, a mitigation scheme should be included to be implemented by MADG if Marston Vale did not come forward or the mitigation delivered by the site is different to that presented in the outline application.

In terms of the impact of the proposal on the strategic road network, it is understood that work is taking place directly with Highways England, who will determine if impacts on their junctions will require mitigation.

In respect of the 'Jet Blast' warning system; CBC considers that a similar arrangement to that in place at Cambridge would be the best solution. It is understood that this will require a Section 50 Licence. Advance signage will be required, and possibly a yellow box junction on the Cranfield Road / Cranfield Road junction. This should be explored further as part of the Transport Assessment work.

We welcome the opportunity to continue working with you to further evolve the proposed transport mitigation.

Yours sincerely

**Debbie Quinn**  
Principal Planning Officer