

<b>APPLICATION NUMBER</b>	<b>CB/21/05411/FULL</b>
<b>LOCATION</b>	<b>Land off Flitwick Road, Westoning</b>
<b>PROPOSAL</b>	<b>Hybrid Planning Application: comprising: (i) Full application for 133 dwellings (class C3), including affordable homes, plus associated accesses, landscaping, open space, associated infrastructure and works; and (ii) An outline application, with all matters reserved except access, for 15 plots for self-build or custom build homes.</b>
<b>PARISH</b>	<b>Westoning</b>
<b>WARD</b>	<b>Westoning, Flitton &amp; Greenfield</b>
<b>WARD COUNCILLORS</b>	<b>Cllr Jamieson</b>
<b>CASE OFFICER</b>	<b>Andrew Cundy</b>
<b>DATE REGISTERED</b>	<b>22 December 2021</b>
<b>EXPIRY DATE</b>	<b>23 March 2022</b>
<b>APPLICANT</b>	<b>Countryside Properties UK Ltd</b>
<b>AGENT</b>	<b>Woods Hardwick Planning Ltd (Birmingham)</b>
<b>REASON FOR COMMITTEE TO DETERMINE</b>	<b>1) Call in from Cllr Jamieson (concerns with regard to the impact on highway safety and the lack of community benefit from the scheme) 2) A major planning application with objections from Westoning Parish Council</b>
<b>RECOMMENDED DECISION</b>	<b>Full Application - Recommended for Approval</b>

**Reason for Recommendation:**

As an allocated site for housing in policy HA1 (Central Bedfordshire Local Plan (2015-2035) with the identifier HAS51 the principle of residential development is considered to be acceptable. As described within the report, the impacts to residential amenity, the character of the area and the wider landscape and highway safety are considered to be acceptable. The proposal would deliver benefits in terms of delivering housing (including affordable housing) in a sustainable location as identified in the Local Plan. As such, the proposed development is considered to be acceptable in accordance with Policy HQ1 of the Central Bedfordshire Local Plan, and the Council's adopted Design Guidance (2014) subject to planning conditions and a completed S106 agreement to deliver necessary social and community infrastructure.

**Site Location:**

The application site contains approximately 7.51 hectares of arable land and lies on the northern edge of the village of Westoning, approximately 14 miles south of the market town of Bedford, 2.5 miles south from Flitwick and its railway station and 2 miles east from the M1 motorway. Westoning itself is inset from the Green Belt, and is classified as a Large Village in the Local Plan.

To the north of the site is further arable land, including the remainder of the field that the site forms part of. To the east of the site is a landscaped embankment, and beyond it, the Midland Main Line Railway. Immediately to the south of the site there are residential properties on Greenfield Road and Bell Close, with their rear gardens backing onto the site. To the west is Flitwick Road and High Street (A5120), a key transport route that runs north –south through the village. There is a post and rail fence and some tree planting along this frontage. An existing gas pipeline is located

to the north, running east to west, requiring no dwelling/structure to fall within 25.8 metres of this.

The settlement contains a good range of services and facilities including a Lower School, two pubs, a local convenience store, post office, butchers, Recreational Club and Village Hall and recreation ground, all of which are within easy walking distance of the site.

### **The Application:**

The application is in two parts. Full planning permission is sought for 133 dwellings, including affordable homes, plus associated accesses landscaping, open space.

The 133 dwellings consists of

- 4 x 1-bedroom flats,
- 12 x 2-bedroom flats,
- 3 x 2-bedroom bungalows,
- 23 x 2-bedroom houses,
- 48 x 3-bedroom houses,
- 38 x 4 bedroom houses and
- 5 x 5 bedroom houses will be market housing.

A total of 45 units

- 4 x 1-bedroom flats,
- 12 x 2-bedroom flats,
- 3 x 2-bedroom bungalows,
- 10 x 2-bedroom houses,
- 14 x 3-bedroom houses and
- 2 x 4 bed houses will be affordable.

The scheme provides 7no units at M4(3) (wheelchair adaptable homes) standard , including 3 bungalows, with 119 of M4(2) (adaptable homes) units also proposed. Aside from the 3 bungalows, most properties will be two storey, however 5no. private properties will be 2 and half storey. In respect of the affordable provision, part of both blocks are 2.5 storeys with the rear projections being 2 storey.

The second part of the application is an outline application with all matters reserved except access for 15 custom build plots.

Access for the development is proposed to be taken from High Street / A5120 through a right turn lane priority T-junction connecting to a spine road within the development. The scheme makes provision for 347 car parking spaces, 36 of which will be for visitors.

The application also includes the following cycle parking provision

- 1 space per 1 bedroom (long stay)
- 1 space per 2 units (short stay)

In addition the applicant has committed to deliver provision of an EV charging point for each resident parking bay.

Household refuse and recycling will be stored in rear gardens. Refuse and recyclables will be transported to the kerbside by residents for collection. Where necessary refuse collection points will be provided, for example where a private drive meets the adoptable road.

## **RELEVANT POLICIES:**

### **National Planning Policy Framework (NPPF) (July 2021)**

- 2 Achieving sustainable development
- 5 Delivering a sufficient supply of homes
- 6 Building a strong, competitive economy
- 8 Promoting healthy and safe communities
- 9 Promoting sustainable transport
- 11 Making effective use of land
- 12 Achieving well designed places
- 13 Protecting the green belt
- 14 Meeting the challenge of climate change, flooding and coastal change
- 15 Conserving and enhancing the natural environment
- 16 Conserving and enhancing the historic environment

### **Central Bedfordshire Local Plan**

- SP1: Growth Strategy
- SP2: Sustainable Development
- SP5: Preventing Coalescence/Important Countryside Gaps
- SA1: North of Luton
- HA1: Small and medium allocations
- T1: Mitigation of Transport Impacts on the Network
- T2: Highway Safety & Design
- T3: Parking
- T5: Ultra Low Emission Vehicles
- H1: Housing Mix
- H2: Housing Standards
- H3: Housing for Older People
- H4: Affordable Housing
- H6: Self Build and Custom Housing
- CC1: Climate change and sustainability
- CC2: Sustainable energy development
- CC5: Sustainable Drainage
- HQ1: High Quality Development
- HQ2: Developers Contribution
- HQ3: Provision for Social and Community Infrastructure
- HQ5: Broadband and Telecommunications Infrastructure
- HQ7: Public Art
- HQ10: Small Open Spaces
- HQ11: Modern Methods of Construction
- EE1: Green Infrastructure
- EE2: Enhancing biodiversity
- EE3: Nature conservation
- EE4: Trees, woodlands and hedgerows
- EE5: Landscape Character and Value
- EE13: Outdoor sport, leisure and open space

### **Neighbourhood Plan Policies**

The Neighbourhood Plan for Westoning is in the early stages of production and a formal draft version has not yet been published or consulted on. As such, no weight can be attributed to the plan at this time.

### **Minerals and Waste Constraints**

WSP5 – Including waste management in new built developments

## Supplementary Planning Guidance/Other Documents

1. Central Bedfordshire Design Guide (March 2014)
2. Central Bedfordshire Sustainable Drainage Guidance (May 2015)

### Relevant Planning History:

Application Number	CB/21/04431/SCN
Description	EIA Screening Opinion for the development of up to 148 dwellings and associated works
Decision	Not EIA Development
Decision Date	8th October 2021

### Consultees:

Westoning Parish Council      Westoning Parish Council wishes to make the following objections to the above planning application on the following grounds. The council has sought to engage with the agent and the applicant to gain improvements to the proposed scheme but we have received no acceptable response to our requests.

In February 2017 WPC responded to the site submission exercise setting out what our parish needed in the form of Community Benefit if any sites were identified in our village. That letter was not responded to by Central Bedfordshire so we assumed that our request for community facilities to be linked to any development had been accepted. We understand that the position of the planning department now is that the development is not large enough to include any football pitches or burial ground. It would have been helpful if WPC had been advised of this in 2017 so that we could have pursued alternative sites for those activities and facilities.

While the council accepts that the site has been identified within the Local Plan for residential development, that should not mean that any proposal put forward should be accepted and approved. We urge the Development Management Committee to ensure that our views on this application are considered carefully and used to improve the development.

#### **1. Highways and Vehicle Access**

The proposed access to the site through two junctions onto Flitwick Road either side of the mini roundabout is unacceptable to the council and is contrary to the guidance given to the developers. The existing mini roundabout should be enlarged and should be the single point of access to and egress from the development. Having two T junctions so close to the mini roundabout will result in unnecessary delay and congestion when traffic enters and leaves the site from the A5120 and will increase the likelihood of accidents. The mini roundabout should have robust planting in the centre to give protection to the residents living in Old Flitwick Road from the headlights of vehicles leaving the site.

## **2. Cycle and Pedestrian access to Flitwick**

The pathway to Flitwick is very narrow with a dangerous crossing point over the A5120 at the Flitt Vale Nursery. To provide safer and more useable pathway for cyclists and pedestrians this application should provide the funds to cover the cost of this work to widen this footpath throughout its length.

## **3. Burial Ground**

While the council feels that a part of this site would offer an ideal location for a new burial ground for the village, if CBC is unwilling to make this a condition of any consent, there must be a financial contribution to the acquisition and development of a new burial ground to serve the village. WPC would welcome CBC's view of the size of the contribution that will be applied to any planning approval granted on this application. The current village burial ground has space for only 2 or 3 additional burials so the need for a new cemetery is now most urgent.

## **4. Junior Football Pitches**

Audits of existing recreational facilities in our village conducted by MBDC over 20 years ago identified a significant shortfall in capacity. The council will have to provide two junior football pitches and implement a drainage scheme over the current recreation ground to enable the pitches on it to be used throughout the wet winter months. At the moment, the pitches have been declared as unplayable for half of December and the whole of January 2022 due to the standing water covering large areas of the recreation ground. The council requests that if new junior football pitches cannot be located on this development it would welcome CBC's view of the size of the contribution for these facilities that will be applied to any planning approval granted on this application.

## **5. Mix of House Types**

WPC feels that the proposed mix of house types is inappropriate to the needs of the village and will result in an unnecessary and unwanted level of short-term ownership or tenancy as they will not be large enough to house a family. The council would like to see a reduction in the number of 4 and 5 bedroom houses and an increase in the number of 3 bedroom houses. This will allow occupiers and owners to remain in the village as their families grow and also participate more in the activities available in the village. It is unfortunate that no bungalows have been proposed in a village where many older people own large houses who may want to move to a single floor residence.

## **6. Self Build Houses**

WPC feels that the space reserved for 15 self build houses will result in the individual plots being too small to provide a sustainable location for a home, garden and parking space. This form of development, although it may meet planning requirements, is not appropriate in this location. The council feels that self build houses should be removed from the proposed scheme and replaced with a smaller number of 3 bedroom semi detached houses. If self build housing is permitted, the main developer of the site should be required to maintain and keep fully operational during all construction on the site, a system for washing the wheels and undersides of all vehicles before exiting the site.

## **7. Maximum Number of Dwellings**

The design capacity of this site in the Local Plan is 135 dwellings. WPC requests that the total number of dwellings should not exceed 135 and that the proposer of this application should be required to re-design the development to that number.

## **8. Pedestrian Access to the Development**

Westoning Parish Council requests that a pedestrian access be provided to Greenfield Road alongside the boundary of number 45 Greenfield Road and the barn and land in the ownership of the owner of the application site. This will offer a shorter route to the Recreation Ground, the Recreation Club and the Baptist Chapel on Greenfield Road thus reducing the number of car journeys that will need to be made.

## **9. Traffic Management During Construction**

In order to avoid obstruction and danger to other road users, all vehicles associated directly or indirectly with the development must be required to park within the site and not on the A5120, Greenfield Road, Bell Close, Bryson Close, Flitwick Road and Highfields. The main developer of the site must at all times ensure that adequate parking is available for use and that good access to and from the parking area(s) is available.

## **10. Preparation of Local Plan**

In the four and a half years or more that it took to produce the Local Plan, the council is very disappointed with the total lack of communication between the local plan team and the Parish Council. We tried to be constructive in our correspondence with planners but our letter was neither acknowledged nor responded to. We might as well not have written to CBC setting out our community needs and the benefits we would expect to be commensurate with any successful planning application. Our experience of dealing with CBC in this respect is similar to the distanced way that small communities like Westoning experienced from Bedfordshire County Council.

Officer response

1 – The Council’s Highway Engineers have been consulted on this planning application. Please refer to their comments below and to the analysis in part 3 of the report

2, 3, 4 – Significant weight should be given to the National Planning Policy Framework, which calls for the achievement of the three dimensions of sustainable development: economic, social and environmental. It is considered that Policy HQ2 of the Central Bedfordshire Local Plan is in accordance with the National Planning Policy Framework. This states that developers are required to make appropriate contributions as necessary to offset the cost of providing new physical, social, community and environmental proposals. Policy HQ2 is considered to be in accordance with Paragraph 57 of the NPPF which states:

Planning obligations must only be sought where they meet all of the following tests:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development

These tests are also set out by Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended).

Following negotiation the applicant has agreed a contribution of £50,000.00 towards improvements to the wider local infrastructure for walking/cycling, a contribution of £20,000 towards burial provision, including investigation works and surveys for a new site and a contribution of £103,852.00 towards improvements to the outdoor sport facilities at Westoning Rec Gnd. It is considered that these contributions conform to the three tests (a,b,c) above

5 - Plans are submitted which show the location and type of units, which is considered appropriate. Whilst there is a shortfall of smaller market dwellings specifically 2 bed units, the overall mix is considered acceptable in this location.

6 - Under Policy H6 of the Local Plan, 10% of all developments for ten dwellings and above should be provided as Self Build and Custom Housing. The proposal for up to 148 units would qualify for Self Build and Custom Housing provision at 10%. The developer advises that 15 (10%) of the 148 dwellings will be Custom Housing. The self build / custom build part of the planning application is made in outline with all matters reserved except for access. Accordingly the layout, landscaping, scale and appearance of buildings are reserved matters and as such the detailed impacts of development upon neighbouring dwellings, in relation to

loss of light, outlook, privacy or overbearing impacts cannot be assessed in detail at this stage. However it has been demonstrated that the site is of a scale that a development up to 15 dwellings could be designed without causing significant harm to the amenity and living conditions of neighbouring dwellings and providing acceptable amenity and living conditions of future occupiers, in accordance with the Central Bedfordshire Design Guide (2014). The detailed design of the development will be assessed at reserved matters stage.

7 - The site is allocated for residential development in the Adopted Local Plan 2021. The site is identified as allocation HAS 51 Land off Flitwick Road, Westoning. The 7.51 ha site is allocated to accommodate approximately 135 dwellings. The figure of 135 is an approximate and not a maximum and it should be noted that the overall housing target within the Local Plan in policy SP1 is a minimum. As described within the report, the impacts to residential amenity, the character of the area and the wider landscape and highway safety are considered to be acceptable and thus it has been concluded that the development will comply with the development plan taken as a whole.

8 – The Parish Council's request for additional footpath falls on private land outside of the red line for the planning application and is outside the control of Countryside Properties, as applicant. This would be through a yard used by machinery that is in active use and such a route is likely to raise safety and security issues. Officers consider that the most suitable route for pedestrians would be through the main access to the site and along the High Street where there is passive surveillance from residential properties and lighting. The Highway Authority has not required the provision of such a pedestrian access.

9 - Should permission be granted, it is recommended that the S106 agreement include a requirement for the developer to comply with the Council's Construction Code of Practice.

10 – This has been raised with the Council's planning policy team. At the time of drafting the report no comment from the policy team has been received.

#### **Internal Consultees:**

##### **CBC Archaeology**

The south-western part of the proposed development site contains archaeological remains most likely related to early Iron Age activity. This is a heritage asset with archaeological interest under the terms of the National Planning Policy Framework. The proposals will have a negative and irreversible impact upon any surviving archaeological deposits present on site, and therefore

upon the significance of the heritage assets they represent. This does not present an over-riding constraint on the development provided that an archaeological investigation is carried out prior to the commencement of development, and this can be secured by a pre-commencement condition.

CBC Cemeteries A contribution of £20,000 requested towards burial provision, including investigation works and surveys for a new site.

CBC Children Services Request a contribution of £137,918 to enhance existing pre-school / day nursery provisions.

CBC Community Engagement Manager A contribution of £162,057.50 towards improvements to Westoning Hall including; renovations within the hall and improvements to fixtures and fittings. improvements to energy and heating systems.

Improvements to Flitton & Greenfield Village Hall

CBC Digital Programme Officer It is now a requirement that all multiple unit developments have gigabit-capable broadband services available. Whilst we remain agnostic about the supplier, developers must engage BEFORE the build begins. Confirmation or sight of a contractual agreement for this provision should be provided before the application is approved.

CBC Ecology 1<sup>st</sup> February 2022 It is noted that the site is valuable for a number of red listed bird species, in particular skylark, house sparrow and starling. Mitigation measures have been outlined and mitigation for species will be required. Skylark plots offsite have the potential to be beneficial but this needs to be discussed in regards to where these may be, how these would be implemented and managed before any condition could be placed upon this.

The site is located close to a number of protected sites. In particular Flitwick Moor SSSI, impacts and mitigation measures have been outlined within the report, conclusions state "it is considered that the potential for significant impacts to occur cannot be ruled out". I therefore have concerns that mitigation suggested will not be adequate, and Natural England should be consulted.

A BNG calculation has been provided, it states that there will be a 34% gain in habitats and a 100% gain in hedgerows. A Landscape and Ecology Management Plan should be provided to ensure that a net gain is achievable. An Ecological Enhancement Strategy has been provided, 10% of bat boxes has been achieved, but only 9 bird boxes have been provided this should be

at least 13 and the strategy therefore needs updating and submitting to the local authority.

8<sup>th</sup> March 2022

No further comments in relation to ecology, details within previous comments still need to be addressed. It is however noted within landscape proposals that additional trees have been placed on site and the woodland scrub mix will include a greater variety of species. These measure have the potential to increase biodiversity across the site and are welcomed.

Officer response

Natural England has been consulted and have no objection to the application subject to mitigation measures being secured via appropriate planning conditions/ planning obligations. The applicant has no objection to a suitably worded condition to secure appropriate mitigation.

The applicant has agreed to provide the skylark plots offsite on land immediately north of the site and within the landowners' retained agricultural land. This will be secured through a S106. A condition is also recommended to secure a scheme of ecological enhancement.

CBC Education

Request a contribution of £1,370,535.13 (Early Years £137,918.34, Primary £643,618.92, Secondary £845,970.65) £137,918.34 for the enlargement, enhancement and/or alteration of existing Early Years facility and/or the construction of a new early year's facility, to meet the educational needs for children aged 3-5 years arising from the development. £643,618.92 for the enlargement, enhancement and/or alteration of existing schools and/or the construction of a new school(s), to meet the educational needs for children aged 5-11 years arising from the development. £845,970.65 for the enlargement, enhancement and/or alteration of existing schools and/or the construction of a new school(s), to meet the educational needs for children aged 11-16 years arising from the development.

CBC Highways

The applicant has provided an update of the Transport Technical Note which shows that whilst the crossroad junction at A5120/Sampshill Road/Park Road/Church Road is acceptable in terms of capacity, the roundabout at the A5120/Greenfield Road Mini Roundabout will be over capacity at the A5120 south arm in the pm peak. The applicant is therefore required to make a financial contribution or provide a scheme to offer relief on this arm.

The parking has also been amended to provide 36 visitor parking spaces, along with the residential parking itself the parking is considered to accord with the Design Guide 2014. We can also advise that the refuse

collection vehicle tracking has been amended and this is now acceptable in highway terms.

CBC  
Development Officer

Housing

Strategic Housing support this application as it provides for 45 affordable homes (30.4% affordable housing) which complies with the Local Plan Affordable Housing Policy requirements. The supporting documentation indicates the application fully complies in terms of tenure of the affordable dwellings with the provision of 33 affordable rented dwellings (72% affordable rent) and 12 shared ownership dwellings (28% shared ownership)

The affordable dwellings provided through this scheme will be providing affordable rented accommodation for those in greatest housing need and low cost homeownership opportunity through the provision of shared ownership for those unable to access homeownership on the open market. The mix of affordable dwellings providing for an inclusive, mixed and integrated community, delivering for a wide range of affordable dwelling types for the identified needs of Central Bedfordshire, including for 3&4 bed family home provision. The site layout plan indicates the affordable dwellings are sufficiently dispersed throughout the site and integrated with the market housing to promote community cohesion and tenure blindness. The cluster sizes of the affordable dwellings within the remit of being acceptable. We expect the affordable dwellings to meet all Nationally Described Space Standards. We expect the affordable housing to be let in accordance with the Council's allocation scheme and enforced through an agreed nominations agreement with the Council. Strategic Housing are supportive of the application.

CBC Housing Strategy &  
Implementation

The application for up to 148 dwellings is expected to deliver 10% of proposed dwellings as serviced plots for self and custom build dwellings. This equates to the requirement of 15 self and custom build dwellings from the application. It is noted from the supporting documentation that the application provides for policy compliance with the provision for 15 self and custom build plots. Strategic Housing offer in principle support for this application. Full support subject to clarification on a number of points raised within the consultee response. Paragraph 62 of the National Planning Policy Framework requires housing mix that reflects needs of different groups in the community, including people wishing to commission or build their own homes. The Self-build and Custom Housebuilding Act 2015 (as amended) requires local planning authorities (LPAs) to have a register of people wishing to build their own home to establish a local demand. LPAs must have regard to their register when carrying out their planning functions and meet the demand arising from the register by granting planning permissions for serviced plots. The newly adopted Local Plan policy H6: Self and

Custom Build requires applications for 10 and more houses to deliver a minimum of 10% as serviced plots for self and custom builders. The Council's Self and Custom Build Register demonstrates demand for self and custom build dwellings, as set out in the table below, and therefore the applicant is asked to deliver a minimum of 10% of the proposed dwellings as serviced plots.

Should the planning permission be granted for this scheme, it is requested that a condition requiring: all reserved matters for the site-wide issues, such as drainage, landscape, design parameters, to be submitted prior plots being marketed and sold to individuals, and prior to submission of reserved matters for each of the individual plot.

In addition, it is requested that s106 agreement requires applicant to deliver plots in accordance with the Self-build and Custom Housebuilding Act 2016 (as amended): self and custom builders must have a primary input into the design of their homes and provide statement to the Council to confirm it; agree a marketing strategy and notify the Council about the start of the marketing period. Marketing period to be minimum 12 months. Should any plots remain unsold after the end of this period, that can be then released to the developer.

Additional comments which we seek clarification on:

- Whether the application provides for self build or custom build. If custom build it would be required for the applicant to detail the various customisation options available to the initial purchaser. Please clarify as the layout plan denotes 15 x custom build whilst the planning statement indicates self or custom build.
- When will the plots be ready for marketing? What are the time scales for this? What are the time scales for delivering the self / custom build plots/ dwellings considering the application is only seeking outline consent on the self and custom build units. How does this relate to the sequence of the delivery of the entire site?
- The site plan seems to indicate the retention of some landscaping which seems to encroach onto plots 14/15, in particular 14 where it seems to encroach substantially. We note that the site plan indicates "EP", our interpretation is that it may mean Environmentally Protected. Please can you confirm this, and if so, how will this be protected during construction.

Strategic Housing offer in principle support for this application. Full support subject to clarification on the points raised above.

Officer response

The applicant advises that the units will be custom build and ready for marketing following the completion of the

Section 106 Agreement and grant of planning permission.

With regards to the final bullet point. The land to the rear of plots 14/15 sits within the outline portion of the site. The applicant is not seeking layout/landscaping proposals in this area. It is however likely that at the reserved matter stage a group of trees (C1 grade) would be removed to ensure suitable garden sizes are met

#### CBC Landscaping

General agreement with LVIA regarding assessment of significance of effects of proposals on landscape and views and which, over time, would be further reduced with establishment of an appropriate strategic landscape mitigation framework - integrating proposals within a new landscaped settlement edge.

The proposed ghost right hand turn into the site, instead of a roundabout junction, is supported in terms of landscape - maintaining a more simple approach to Westoning and avoiding additional highway re-alignment, lighting, etc., to the south of existing roundabout would be a positive.

The amended landscape proposals and 'Mature Canopy Cover Projection' are much appreciated, In addition the amended layouts to swales and attenuation area are welcomed.

#### CBC Leisure

To mitigate the demand generated by the development a contribution of £139,290 towards refurbishment and reconfiguration changes at Flitwick Leisure Centre and a contribution of £103,852 towards improvements to the outdoor sport facilities at Westoning Recreation Ground, including the provision of drainage works and resurfacing to provide two new junior football pitches. In addition the development generates a requirement for 3 hectares of open space to be provided within the development. The Leisure team state that a development of this size should provide onsite play facilities comprising x 2 onsite combined LEAP/LAP play areas. However, it would be more appropriate to provide one combined Super LEAP/LAP of approx. 750sqm. This should provide 10+ pieces of equipment for 6-10 year olds and x6+ pieces of equipment for 3-6 year olds with safety surfacing and ancillary facilities. There should be a 20m buffer to the nearest dwelling. Alternatively, a smaller onsite LEAP/LAP of 450sqm could be provided, with a contribution of £97k to go to the nearby play area at Westoning Rec Gnd. It will be a go to destination due to the other facilities available there including outdoor sport, and may need new and improved play equipment for both children and teenagers including the MUGA. Finally as the development is over 100 dwellings, teenage provision (13+ years) should be provided with the above children's play facilities. This may include basketball

provision and/or teenage play equipment.

Officer response	The developer has agreed to provide a smaller onsite LEAP/LAP of 450sqm with a contribution of £97k to go to the nearby play area at Westoning Rec Gnd.
CBC Library	A contribution of £31,080 is sought for improvement / refurbishment works for Flitwick Library, including new IT equipment and book stock.
CBC LLFA	We have no objection in principle to the proposed development. The Flood Risk Assessment/Drainage strategy demonstrates that surface water from the proposed development can be managed using a variety of infiltration based SUDS. The use of multiple SUDS techniques to manage surface water on site is welcomed by the LLFA, allowing both adequate storage and discharge capacity whilst providing additional water quality treatment. Planning condition recommended
CBC MANOP	<p>Central Bedfordshire Council's Local Plan was adopted. Policy H2 of the Local Plan outlines the requirement for adaptable and accessible homes in all future developments. The policy states:</p> <ol style="list-style-type: none"><li>1. A requirement for all new build dwellings to deliver at least 35% Part M Category 2 adaptable homes and</li><li>2. A requirement for all new build dwellings to deliver at least 5% Part M Category 3 wheelchair adaptable homes.</li></ol> <p>In addition, we would encourage the applicant to consider the Council's evidenced need for 23% of planned housing growth to be suitable for older people when designing this scheme.</p> <p>Specifically for a scheme of this size, all proposals of 100 dwellings or more will be required to provide bungalows, level-access accommodation or low-density flats for older people as part of the mix of housing, unless an alternative approach can be demonstrated to be more suitable</p>
Officer response	3 bungalows are proposed which meets the policy requirement. In addition, sufficient homes will be built to M4(2) and M4(3) standards.
CBC Policy	The Neighbourhood Plan for Westoning is in the early stages of production and a formal draft version has not yet been published or consulted on. As such, no weight can be attributed to the plan at this time.
CBC Pollution	<p><u>Noise:</u></p> <p>A noise impact assessment is submitted which recommends mitigation measures for certain parts of the development. I am satisfied with the report given the proposed layout based on the submitted information and can recommend the following condition is placed on any</p>

decision notice should you be minded to grant approval. No development shall take place until a scheme for protecting the proposed dwellings from noise has been submitted to and approved in writing by the local planning authority. The scheme shall be based on the recommendations identified in the Spectrum Acoustics Ltd report (Ref: PJB9275/19078/V1.0) dated 29th November 2021. None of the dwellings shall be occupied until such a scheme has been implemented in accordance with the approved details and it shall be retained in accordance with those details thereafter.

Land Contamination:

The application is supported by a phase 1 and 2 land contamination assessment. This report concludes that no further work is necessary based on the findings and I agree with this.

CBC Public Art

If the application were to be progressed a Public Art Plan would be required by Condition and submitted for approval by the LPA.

CBC Public Transport Officer

As mentioned in para 5.17 of the transport assessment the closest bus stops to the site, named 'Highfields Court', are located directly to the west of the site along A5120 / Flitwick Road and 'The Chequers' bus stops are situated approximately 450m to the south of the proposed site access on the A5120 /Park Road. These bus stops are not currently sheltered and require up-grading with raised kerbs, shelters, and real-time information screens. The bus stops "The Chequers" situated on Park Road lack real-time information screens and raised kerbs on both sides. The southbound stop (ahlagmdm) is not sheltered but there is no suitable point for a shelter nor a stop relocation. We would like the shelters to be our standard Externiture City Lite two-bay shelter in CBC corporate colour which would be at the cost of £8k each approx. Our standard screens are made by Axentia, our consortium real-time supplier VIX Technology Ltd, and we would like to see three-line battery-powered displays installed in the shelters. This would be at the cost of £7k each including 3 x years of maintenance and spare battery cost.

CBC Sustainable Growth Officer

The submitted Sustainability Statement outlines approach to the development design to achieve policy compliance. The development will incorporate a range of measures to reduce carbon emissions, mitigating the effects of climate change, and adaptation measures to ensure the long-term resilience of the development to the effects of climate change. Measures include:

Buildings designed to achieve the interim FHS through the use of a fabric first approach and highly energy efficient energy strategy, incorporating Solar PV and achieving 30% carbon emission reduction

Specification of water efficient fittings to reduce water consumption to 110litres per person per day

Homes designed to take into account increasing annual temperatures set out in the UKCP18 climate projections to minimise the risk of overheating

Embodied carbon to be considered whilst specifying materials.

The above measures are welcome and are supported. Should planning permission be granted a suitably worded condition is required to require submission of a Sustainability Statement that demonstrates how the proposed design achieves policy compliance prior to work commencing on site; and a Post-Construction Verification Report demonstrating that policy compliance was achieved prior to occupation of the last 10 dwellings.

CBC Technical &  
Specialist Team Leader

Policy EE1 of the adopted Local Plan states that 'All major development proposals must demonstrate a net gain in green infrastructure; linking, enhancing and extending existing green infrastructure assets, and creating new ones.... Where possible high quality, multifunctional green infrastructure will be integrated within developments, incorporating sustainable drainage systems and enhancing biodiversity...landscape character, the Rights of Way network and design quality.' Although there is tree planting through the site, this is mainly concentrated on the main access road. Even this planting seems to quickly disappears at the end of the road where it meets the open green space. The green avenue should be continued beyond the small green, on both sides of the road to provide views to the green space. Further tree and shrub planting should be included throughout the site to continue along all the roads and within the public realm. The current indicative design and layout does little to integrate surface water drainage with wider principles of sustainability, amenity and landscape. This is a requirement of the CBC adopted SUDS SPD and the local plan (CC5). The current approach comprises mainly a typical pipe to pond solution, and greater integration of blue pathways through swales, rills and filter drains should be considered. Dispersed attenuation across the site and above ground SUDs to support planting and should be included to meet the requirements of the policy to incorporate multifunctional blue and green infrastructure

through all developments. It is understood that the planting scheme has taken advantage of the opportunity to include views to the wider countryside, however further tree planting could be included within the grassed areas to provide shade and habitats whilst still maintaining the views.

CBC Trees  
February 2022

15th I am concerned that the proposal will result in the loss of 6 No. "B" category trees situated along the western boundary of the site with the A5120 (Flitwick Road), although there is a slight anomaly with the actual trees shown to be removed in Section 3.3 (Table 2) of the tree report compared with that specified in Appendix 7 'Tree Works Schedule' in respect of the proposed treatment of trees T12 and T25. would serve to disunify this landscape feature and increase the visual impact of the development on the streetscene when viewed along this section of frontage.

Whilst it would appear that the above trees are being felled either for visibility splay purposes (for new estate access), and/or due to their close proximity to new units, I would enquire if the strategic importance of the trees in the design layout has been fully realised ? That said, I cannot see any justification for the proposed removal of T9 further to the north along this boundary, nor is any reason properly explained in the tree report for its intended felling.

There appears to be little space being retained to accommodate any new planting to replace trees T21 to T25 (inclusive), also exacerbated by the proposed units (in the vicinity of these trees) being positioned very close to the highway frontage with Flitwick Road, with no landscape buffer being provided. This would suggest that these units are being inappropriately positioned, and I therefore request that the layout is adjusted accordingly, so that trees T21 to T25 (inclusive) can be successfully retained, and protected for their visual amenity and screening

It should be recognised that the trees along the roadside frontage with the A5120 form an attractive landscape feature. Therefore, the removal of an entire section of these trees in the southwestern corner of the site, namely T21, T22, T23, T24 and T25 would serve to disunify this landscape feature

14th March 2022

Further to my previous consultation reply, I have examined the developers response to the consultee comments, as set out in the covering letter from Woods Hardwick dated 28th February 2022, and advise you that my original comments must still apply.

Officer response

The primary reason for the removal of T21, T23, T24 and T25 is that their locations are in the vicinity of the alignment of the new footway being provided as agreed with Highways. T22 falls within the new access. Replacement trees for T21, T23 and T24 are all located within a soft verge of min. width 1m, with an additional width of soft landscape to the development side of min. 1.2m. species chosen for these locations are well suited to restricted urban growing environments.

No replacement tree was previously provided for T25 but the applicant is happy to do so to maintain the extent of the tree line. It is worth noting that T25 was a legacy hedgerow hawthorn and as such does not read with the ash avenue and would be of limited amenity value if retained. A replacement standard tree in a similar location would likely be a positive addition to the street scene.

Removal of T9: This is necessary to achieve the space required for visitors parking along this frontage area in accordance with the Highways Officer's request. T9 is a late mature hawthorn that does not visually form part of the rhythmic tree line along Flitwick Road and is the poorest condition tree in this area and therefore its loss accounts for a minimal impact on the tree line.

The applicant recognises the importance of the Flitwick Road tree line. It is noted that an additional 3 trees have been added to the tree line at the northern end to further extend the feature and increase its amenity value to the landscape.

CBC Waste

Wherever possible, refuse collection vehicles will only use adopted highways. If an access road is to be used, it must be to adoptable standards suitable for the refuse vehicle to manoeuvre safely around site (please see vehicle dimensions below). A vehicle tracking will need to be submitted to the Highways Team to confirm this is possible. Typically, until roads are adopted or if the RCV is unable to manoeuvre around the site, bins are to be brought to the highway boundary or a pre-arranged point.

If residents are required to pull their bins to the highway, a hard-standing area needs to be provided for at least 3 wheelie bins and a food caddy per property. Bins must not encroach on or cause a hazard or obstruction to the

public highway. Waste vehicles will reverse a maximum of 15m to the point of collection. If there are any parts of the development that are not accessible to the RCV, bin collection points will need to be provided as near to the highway as is practicable.

As there are flats as part of the development the following information applies:

- Communal waste provision is allocated on the basis of 90l per week per waste stream per property; therefore, we may provide 1100 litre, 660 litre or 360 litre bins to be collected fortnightly.
- Our waste collection crew will move communal bins a maximum of 10m from the bin store to the waste collection vehicle, providing there are suitable dropped kerbs. We will require confirmation of this prior to ordering any bins for the development.
- Bin stores should be easily accessible from the main highway and it is crucial that the store is secure with a lock to prevent potential fly tipping issues.
- A lock code will need to be provided to the Central Bedfordshire Environment Services Team.
- The door used by the collection crews will need to be wide enough to allow for easy removal of bins from the storage area.
- A dropped kerb will need to be provided to enable easy manoeuvrability, access and egress of the bins.
- The crew are not expected to move the bins over any undulating, non-paved, uneven surface, or where the gradient is deemed excessive.
- Lighting within the bin store should be provided so that the bins can be used safely by residents when it is dark.
- We would require a design layout to highlight where the bin store will be located.

### **External Consultees:**

#### **Anglian Water**

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site.

The foul drainage from this development is in the catchment of Flitwick Water Recycling Centre that will have available capacity for these flows

The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our

sewerage network they should serve notice under Section 106 of the Water Industry Act 1991.

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments in the suitability of the surface water management.

Bedfordshire Fire and Rescue Service	and	The Fire Safety Officer requires -Vehicle access for a pump appliance to within 45m of all points within a dwelling house; -That turning facilities be provided in any dead end access route that is more than 20 metres long. -The developer to install fire hydrants - On a residential site we will need one hydrant at least every 180 metres –with no property further than 90 metres from the nearest hydrant. The minimum flow should be as described in the National Guidance Document published by UK Water and the Local Government Association. And recommend the installation of fire sprinklers as per the guidance (see consultee response): The developer must provide fire hydrants otherwise the fire and rescue service would object
Bedford Group Drainage Boards Bedfordshire Police	of	No comment  Bedfordshire Police objects to this application, which appears to substantially conflict with SBD, the NPPF, county-wide agreements between the force and the local planning authorities, and the CBC Design Guide.  Specifically “Neighbourhood permeability... is one of the community level design features most reliably linked to crime rates, and the connections operate consistently in the same direction across studies: more permeability, more crime.
Officer response		To ensure safety or perceived safety of those living or visiting the development, the layout of the roads has been carefully considered. All pedestrian and vehicular routes have been designed to be visually open, well used and direct. Dwellings front on to all roads and pedestrian routes providing good passive surveillance. All footpaths provided are overlooked by dwellings, in open space, of a suitable width and complimented by low height soft landscaping, reducing places of concealment. A Secured by Design note has been prepared by the applicant. This letter confirms that the proposed scheme accords with Central Bedfordshire Design Guidance (2014).

Health and Safety Executive      HSE does not advise on safety grounds against the granting of planning permission in this case.

Luton Council

The application site is allocated in Policy HA1: Small and Medium Allocations of the adopted Central Bedfordshire Local Plan 2015 –2035 (CBLP) as Site HAS51. Site HAS51 is identified in Policy SP1: Growth Strategy of the CBLP as one of the sites which will deliver in Central Bedfordshire the unmet housing needs arising from Luton of 7,350 homes to meet Luton’s housing needs by 2031. As the application site is identified in Policy SP1 of the CBLP to meet Luton’s housing needs, we would expect, if you are minded to grant permission, that the whole site would contribute to meeting the needs of Luton and as such that the market and affordable housing mix would provide for Luton’s needs only. As you will be aware, Luton’s unmet need is to 2031 and it is therefore vital that sites coming forward at the start of the plan period from the SP1 list provide for Luton’s unmet needs. This is particularly important given the limited supply of affordable housing achieved at North of Houghton Regis Sites 1 & 2 (CBLP Policy SC1). It is, therefore, critical that the remaining sites listed in Policy SP1 to meet Luton’s unmet needs, including this application site, provide 100% of their housing supply for Luton’s needs in order to comply with Policy SP1 of the CBLP and to address Luton’s urgent and pressing housing need to 2031. We consider that the application site should provide a mix of market and affordable housing to meet Luton’s needs in accordance with Policies H1 and H4 of the CBLP. In particular, Luton Council would support a policy compliant level of 30% affordable housing with a tenure split of 72% affordable rent and 28% intermediate tenure. In terms of the size of the affordable dwellings we have an identified need for 2 bed, 4 person and above family accommodation. This reflects the affordable housing mix shown in Figure 99 of the latest Luton and Central Bedfordshire Strategic Housing Market Assessment 2017. The planning application is for 148 dwellings so we request the following provision for Luton’s needs, assuming 100% of the total site capacity is provided for Luton’s needs. Total dwellings to meet Luton’s needs: 148 dwellings. ·70% market housing: 104 dwellings and 30% affordable housing: 44 dwellings. ·Tenure split: 32 affordable rent dwellings and 12 intermediate dwellings. ·The majority of the 44 affordable dwellings to be provided as 2 bed, 4 person and above family accommodation. We consider that the mix to be provided on the site in terms of tenure, size and types of dwellings should be set out in the Section 106 agreement. In order to ensure that

Luton's housing needs are met we also request that the Section 106 agreement should set out that a nominations policy and / or nominations agreement and local lettings plan will be approved by both Central Bedfordshire and Luton Councils. We would welcome the opportunity to input into the wording of the Section 106 agreement prior to the decision being issued so that we can come to an agreement on a nominations policy and / or nominations agreement and local lettings plan, which Central Bedfordshire Council has acknowledged are important matters. In addition we consider that a condition could be imposed ensuring that nomination rights will be agreed between the registered providers of affordable housing and Luton Council which would give further surety and we would welcome a discussion on the wording of such a condition.

National Highways

No objection

Natural England

The proposed development is in close proximity to Flitwick Moor site of special scientific interest (SSSI). Flitwick Moor SSSI is our remnant of a nutrient rich valley Mire renowned for it's flora and rich invertebrate fauna. the site originated in alkaline conditions but localised areas of acidic marsh have been created as a result of up welling springs progressive drying out of the peat has produced a series or vegetation types showing a transition from woodland to open water with a series of drainage channels dissecting the site based on plans submitted Natural England considers that the proposed development will not have adverse impacts on the interest beaches of Flitwick Moor SSSI and has no objection to the proposed development subject to the mitigation measures outlined being secured with appropriate planning conditions or obligations attached to any planning permission.

Network Rail

Network Rail has no objection in principle to the development, but have some requirements which must be met, especially with the proximity of the development to high voltage overhead line equipment. Condition recommended.

NHS

In order to make this development acceptable request a total contribution of £156,806.00 (£120,620 towards Flitwick premises reconfiguration, extension or even re-location to create additional clinical capacity (£16,886.80 towards Community Health provision, specifically: treatment rooms; consulting rooms; diagnostic rooms and £19,299.20 towards mental health costs)

## NHS Ambulance

EEAST notes the Transport Assessment identified no road safety concerns and accident data shows slight injuries in the surrounding area.

EEAST would prefer the developer does not use speed mitigation ramps to help reduce traffic speeds as they can cause major discomfort to ambulance passengers and crew as well as creating a substantial delay to response times and potential damage to ambulance vehicles and instead to instigate a 20mph speed limit across the development.

In its capacity as a healthcare and emergency service EEAST has identified that the development will give rise to a need for additional emergency and non-emergency healthcare provision to mitigate impacts arising from this development and other proposed developments in the local area.

A contribution of £44,156 is sought to support the capital cost of providing new additional ambulances or new additional medical equipment (both within and external to the ambulance) or new additional parking space(s) for ambulances at existing ambulance stations or where the ability to expand is constrained to support relocating the ambulance station to an appropriate site to meet the needs of the existing and additional residents.

## Other Representations:

### Cllr Jamieson

The village has strong concerns regarding the entrance to the development, high traffic volumes make a simple turning off the road particularly worrying. Experience of the cross roads in the centre of Westoning is that it is extremely difficult to turn right across the road. In the centre there is a dependence on the pelican crossing stopping traffic to facilitate. Hence the PC's strong preference for a roundabout.

There is little if any community benefit from the scheme, the key priorities for the PC would be a cemetery and a junior football pitch. It was noted that the development does not encompass the whole of the field of the existing owner, and that this 'surplus' land would be ideal and probably has limited alternate value. In the same vein, an access path onto Greenfield rd would significantly increase accessibility both to the park/Westoning Club and also provide a link to footpaths the other side of the railway bridge. This could be made adjacent to the fence of the old farm yard. The developer is in a far better position to negotiate for this land as when we spoke to them they had not finalised their purchase. Alternatively amend the current design to reduce the land devoted to SUDS and potentially fewer houses.

There is a need for sustainable transport, in particular a safe walking/cycling route to Flitwick (train station/shopping/doctors etc) and Harlington (Upper School). The current footpath to Flitwick is inadequate and involves a dangerous crossing by the Cricket Club. There is an opportunity to enhance the existing path to Flitwick, widening the path and providing a safe crossing or extending on one side only. This probably can all be done on highways land, though there is also a potential opportunity via the cricket club. Similarly, there is an opportunity to have a footpath to Harlington on highways land, though the distance could be shortened by crossing one field. There is also a development to the West of Westoning in the local plan and developments in Harlington which could also contribute to this.

The proposal for a crossing close to the roundabout would be positive. However looking at something closer to the village entrance that would also work as traffic calming would be preferred. Also as above a safer crossing by the Cricket Club. Ideal would be to do all of the above.

CPRE

1- The Local Plan identifies this site as being suitable for 135 dwellings, however this application is for 148 dwellings; this is unacceptable - the 14% over-supply within the Housing Trajectory already makes this adopted plan unsustainable in terms of provision of schools, healthcare, leisure, impact on roads and pollution, loss of good agricultural land and ecological and environmental impacts. Further increases in housing numbers above and beyond those allocated in the Local Plan will exacerbate this problem and is likely to cause lasting damage to the local infrastructure. The additional space taken up the extra 13 dwellings should be retained as space for community use; this would ensure that the density of housing is kept to the level required by the Local Plan.

2- As at 1st October 2021, CBC can demonstrate a 5.4 years supply of deliverable housing sites and this position and that of the Policies currently relied upon by CBC are supported by 5 Appeal decisions since the beginning of 2020. Additional dwellings above and beyond the current allocations are therefore not required to deliver CBC's housing commitment.

Neighbours

43 local residents consulted by letter and by a series of site notices erected around the site. 1 letter in support and 11 letters of objection received raising the following issues:

This development must not go ahead if it is to only be used for Luton residents

will effect the existing character of Westoning village

not happy that the trees across the road, which there are already too few of, could be destroyed.

It seems inconsiderate to build new houses so close to houses that have been here for 100 years.

Detrimental impact upon residential amenities –  
Overshadowing/loss of light

There will be multiple properties overlooking my property whereas I currently have none to the front elevation.

My view of the countryside will no longer exist should this development go ahead

more trees should be planted to hide the housing from our direct view

Will decrease the value of my house as a result

Westoning does not have a requirement for housing including self build housing

Too small for the designated plots - will lack sufficient gardens and parking facilities

Better suited to accessible semi-detached bungalows

Do not currently have facilities or infrastructure in the village to support this increased development - westoning lower school does not have the capacity for more children, there is 1 shop and 1 post office which already struggles meet the needs of the village

Consideration needs to be given to necessities already required e.g. burial ground/junior football pitches before approving additional housing

Highway safety, inadequate parking and access

this road has a significant speeding problem out of hours, with the increase of traffic there is a heightened risk of accidents.

Adding more dwellings with new entrances is going to cause traffic to back up right outside our house

Pedestrian route to Flitwick is dangerous, thus not used and needs to be improved

Lots of parents with children regularly walk past what is already a dangerous road, with narrow paths

Ground stability & drainage. Only small excavations were taken and drainage is

already a big problem in Westoning.

Air quality will take a major down turn for all in the village with the introduction of an extra 266 cars

will cause noise pollution and make this already loud road even noisier

would have a detrimental impact on residents mental health as it will create perpetual darkness for half of the day

statistically with new build houses, especially those on the help to buy scheme that crime levels increase.

would also be great to incorporate some pairs of house martin nest cups in appropriate places.

Whilst I welcome the incorporation of swift boxes/bricks in the new development, a 1:1 brick to house ratio is preferred.

### **Determining Issues:**

The main considerations of the application are;

1. The Principle of Development
2. Impact upon the Character and Appearance of the area, including the intrinsic character and beauty of the Countryside and Landscape Visual Impacts
3. Access and Highway Safety (Sustainable Modes of Travel, Predicted Trip Generation and Distribution, Proposed Access, Layout)
4. Impact on the natural environment (Impact on trees and hedgerows, Ecology and Biodiversity)
5. Impact on the historic environment
6. The impact on the amenity of neighbours
7. Other Considerations (S106, Flood Risk and SUDs, Energy Efficiency, Fire Hydrants, Foul Drainage, Noise and disturbance, Air quality and Human Rights)

### **Considerations**

#### **1. The Principle of Development**

- 1.1 The NPPF states that housing applications should be considered in the context of sustainable development and in paragraph 73 acknowledges that the supply of new homes may be best achieved through planning for large-scale development and suggests that this could be an extension to an existing village or town.
- 1.2 Westoning is classified as a 'Large Village' within paragraph 9.1.3 of the Local Plan. Within the settlement envelopes of Large Villages the Council will approve housing, employment and other settlement related development commensurate with the scale of the settlement.
- 1.3 More importantly is the fact that the site has the benefit of being allocated for development in the Adopted Local Plan 2021. The site is identified as allocation HAS 51 Land off Flitwick Road, Westoning. The 7.51 ha site is allocated to deliver approximately 135 dwellings. The proposed allocation sets out a several requirements which need to be addressed specifically
  - noise mitigation to address railway
  - landscape mitigation of appropriate scale and character required to northern western and eastern site boundaries to integrate development within wider rural

setting, to mitigate views and create a new landscape settlement edge

1.4 As an allocated site for residential development in the adopted Local Plan, it can be concluded that the principle of residential development is acceptable.

## **2. Impact upon the Character and Appearance of the area, including the intrinsic character and beauty of the Countryside and Landscape Visual Impacts**

2.1 The core principles of the NPPF include recognising the intrinsic character and beauty of the countryside whilst supporting local communities in rural areas. Paragraph 170 of the NPPF says that the planning system should contribute to and enhance the natural and local environment by, amongst others, protecting and enhancing valued landscapes, geological conservation interests and soils.

2.2 The site does not fall within any statutory landscape designations at the national, regional or local scale. Nonetheless, the adopted development plan policy EE5 states that the Council will protect landscapes against unsympathetic development and work to ensure new development is of a high quality that respects landscape character. The policy goes on to state that in order to safeguard intrinsic character, scenic beauty and perceptual qualities of the landscape such as tranquillity, all development proposals will need to have regard to the key characteristics and sensitivities of the site and its setting, as set out in the Central Bedfordshire Landscape Character Assessment.

2.3 The site consists of 7.51 hectares of agricultural land within the Mid Greensand Ridge landscape character area. The Central Bedfordshire Character Area 6B: Mid Greensand Ridge outlines Landscape Strategy and Guideline for New Development and Landscape Management. The relevant guidelines for new development include:

-Respect the consistent, unified architectural character of villages e.g. red brick, clay tiles and timber frames.

-Monitor linear development, infill of villages in order to prevent further settlement coalescence and loss of individual village identity – this is particular the case for the dispersed, loose settlements and 'Ends'.

-Conserve the character of rural roads, limiting urbanising influences e.g. kerbing and widening and erosion of verges. Ensure that traffic management measures are sympathetic to those areas with a strong rural character;

-Retain views to important local landmarks, particularly at gateways to villages – e.g. the church spire at Ridgmont or the tower at Maulden in views from the south, keeping such views free from development which would detract or obscure.

-Promote Green Infrastructure and explore options for improving recreational opportunities and public access. Nevertheless, it is important to consider the associated development of facilities e.g. visitor centres, car parking and potential impact of increased traffic that might impact upon the rural, tranquil character defining much of the ridge.

-Utilise local vernacular materials where appropriate to reinforce local distinctiveness

2.4 The Council's Landscape Character Assessment guidelines for this character area include

-Extending and connecting the existing woodland and heathland resource, particularly through the creation of additional broadleaved woodland and heathland mosaics. Extension or recreation of woodland should have regard to the historic pattern.

-To conserve and enhance the historic parkland landscapes with their associated woodland in order to retain the design qualities they bring to overall landscape character. Replace historic planting schemes in and around parks and safeguard the setting of historic parks.

-To conserve the recreational value of the landscape by continuing to maintain open access opportunities and rights of way including the Greensand Ridge Walk, John Bunyan Trail and woodland/forestry access.

-To enhance the condition and structure of hedgerow boundaries - reinstating sections so as to strengthen landscape pattern and ecological value

2.5 The site comprises a southern section of an arable field. It is located immediately adjacent to the settlement edge of Westoning on its western and southern boundaries. To the north of the site is further arable land, including the remainder of the field that the site forms part of. To the east of the site is a landscaped embankment, and beyond it, the Midland Main Line Railway. Immediately to the south of the site there are residential properties on Greenfield Road and Bell Close, with their rear gardens backing onto the site. To the west is Flitwick Road and High Street (A5120), a key transport route that runs north – south through the village. There is a post and rail fence and some tree planting along this frontage.

2.6 A number of revisions have been negotiated during the life of the application to improve its impact on the character and to create a high quality sense of place. These revisions include:

-a large central green space that sits on both sides of the main access road

-a 'double 'tree-lined' main spine street that links Highstreet/Flitwick Road and the open space to the north

-additional trees adjacent to plot 108, 117, 118, 120, 123, 148, 52, 61-62 and 57 therefore providing regular tree planting along the 'loop road.

-An update to the woodland scrub mix, this now includes a greater variety of canopy forming trees

-widening of the detention basin banks and inclusion of a bench slightly above the maximum water level

-extending an area of short mown amenity grass to the edge of the basin and removal of the fencing

-the introduction of a more naturalistic alignment to assist with the softening of the edge of the development - this has been reinforced with shrubs and grasses sporadically introduced along their length.

- 2.7 The layout plan includes a policy compliant provision of 3 hectares of open space, surface water attenuation and the provision of 148 dwellings at a density of approximately 19.71 dph. The layout of the development broadly achieves the overall requirements of the allocation, adopted local plan and establishes good principles of design by respecting key groupings of buildings, street design, set backs, boundary treatments, parking typologies and materials whilst respect the surrounding open spaces and buffers.
- 2.8 It is considered that the development, as revised has been designed to respect its local context and (as required by the allocation) and now includes substantial landscaping along the northern western and eastern site boundaries. The additional landscaping helps integrate the development within wider rural setting, to mitigate any visual impacts as perceived from long distance views and create a new landscape settlement edge, noting the edge of the Green Belt location.
- 2.9 For the reasons outlined above it is considered that the proposed development on this allocated site would have an acceptable impact in terms of the intrinsic character and beauty of the countryside and thus accords with Policies EE4, EE5 and HQ1 of the Central Bedfordshire Local Plan, as well as the policies within parts 11,12,13 and 15 of the NPPF.

### **3. Access and Highway Safety (Sustainable Modes of Travel, Predicted Trip Generation and Distribution, Proposed Access, Layout)**

#### **3.1 Sustainable Modes of Travel**

NPPF Paragraph 105 states that significant development should be focused on locations which are, or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Further NPPF Paragraph 112 states that developments should be located and designed to give priority first to pedestrian and cycle movements, both within the scheme and within neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

3.2 As an allocated site, this assessment has been undertaken and was found to be a sustainable location with an acceptable level pedestrian and cycle routes to key infrastructure.

3.3 There are no Public Rights of Way passing through the Site. The nearest PRoW is PRoW (Footpath) Westoning 014, which lies approximately 40m south of the Site following the A5120 and northwards from High Street to Flitwick Road. PRoW (Footpath) Westoning 001 starts at Greenfield Road 130m east of the Site on the far side of the Midland Main Line Railway line. It heads east across the arable farmland and past the solar farm before becoming footpath Flitton & Greenfield 17.

3.4 Footways are located along the eastern side of High Street / Flitwick Road; these footpaths facilitate travel on foot into the centre of Westoning to the south and Flitwick to the north. It is proposed that along the site access road, 2 x 2.0m footways on both sides of the main spine road will be provided and 2.0m footpath will be provided along the site frontage, linking into the existing provision on High Street / Flitwick Road. In addition the applicant proposes further pedestrian links from the north west corner of the site to facilitate a

connection to the existing pedestrian infrastructure on Flitwick Road. The applicant also includes a commitment to deliver a zebra pedestrian crossing this is to be provided to the south of the site facilitating access to the facilities on the opposite side of High Street and Park Road.

- 3.5 A number of public transport services are accessible within walking distance from the site. The 'Highfields Court' bus stops, which are located directly to the west of the site on Flitwick Road within 300m of the site's northern site access. In addition there are also bus stops (the Chequers bus stops) which are situated approximately 450m to the south of the proposed site access on the A5120 /Park Road. These bus stops are served primarily by route 42 which is an approximately hourly service linking Bedford, Flitwick, Toddington and Dunstable.
- 3.6 Following negotiation with the applicant, they have agreed to upgrade the High Court bus stops with raised kerbs, shelters, and real-time information screens. The Chequers bus stop" situated on Park Road lack real-time information screens and raised kerbs on both sides and the applicant is committed to upgrading these also.
- 3.7 Cycling is well suited to form part of longer journeys made by public transport. Therefore, it is important to note that Flitwick Train Station, which is situated approximately 2.4km to the north of the site, is accessible within a 8 minute cycle. Flitwick Train Station provides cycle storage for up to 150 bicycles.
- 3.8 A distance of 5km is considered to be a reasonable travel distance by bicycle. Listed below the destinations considered to be accessible within a 5km cycling journey

Destination	Journey Distance and Time
Harlington Station	Up to 5.0km - Accessible within 15 minutes
Harlington Lower School	
Harlington Upper School	
Redborne Upper School	
Kings Dental	
Flitwick & Ampthill Tennis Club	
Flitwick Leisure Centre	
Flitwick Surgery	
Flitwick Station	
Flitwick Skatepark	
Flitwick Lower School	
Budgens Flitwick	
Manor Park	
Flitton & Greenfield Play Park	
Greenfield School.	

- 3.9 Following negotiation the applicant has agreed a contribution of £50,000.00 towards improvements to the wider local infrastructure for walking/cycling. This contribution and the upgrades to the bus stops will be secured through the S106 agreement. A travel plan condition is recommended to promote sustainable travel modes.

### 3.10 Predicted Trip Generation and Distribution

Paragraph 111 of the National Planning Policy Framework sets the test that development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development would be severe. The main issue to consider is whether there would be any severe adverse effects on highway safety and traffic flow arising from the proposed development of 148 new dwellings.

3.11 In determining whether the development would have a severe residual cumulative impact, the Council's Highway Engineers were consulted on a Transport Assessment. The Transport Assessment (TA) that accompanies the planning application takes a robust approach to the likely level of vehicle trip generation. The applicant states that the proposed development would be expected to generate a maximum of 75 two-way vehicle trips (18 arrivals and 57 departures) in the AM (8-9 am) peak hours and 79 two-way vehicle trips (54 arrivals and 25 departures) in the PM (5-6pm) peak hours. This equates to an additional 5 extra trips every 4 minutes on average across the am peak period and just under 12 extra trips every 9 minutes on average across the pm peak period. The applicant argues that this would not result in a severe impact upon the safety or operation of the surrounding local highway network.

3.12 The Council's highway engineers agree with the assignment and distribution of trips presented and have worked with this information to assess the impact of the proposed development on a series of 5 junctions.

3.13 The Transport Assessment concluded that Junctions 1 (Steppingley Road / Dunstable Road / Coniston Road Roundabout), 4 (Flitwick Road / High Street Mini Roundabout) & 5 (Flitwick Road / Site Access) provide sufficient capacity to accommodate future growth and the additional traffic expected to be generated by the site during the peak hours. Notwithstanding the roundabout at the A5120/Greenfield Road Mini Roundabout will be over capacity at the A5120 south arm in the pm peak. In line with comments from the highway engineers the developer has agreed to make a financial contribution/provide a scheme to offer relief on this arm. This will be secured through the S106 agreement.

3.14 Subject to the mitigation outlined above the Council's highway engineers are satisfied that the predicted level of vehicle trips can be accommodated by the adjacent and local highway network. Given the above it can be concluded that the residual cumulative impacts of the development on the local and strategic highway would not be severe. Accordingly the proposal is not contrary to Paragraph 111 of the National Planning Policy Framework.

### 3.15 Proposed Access

The site forms part of the Local Plan allocation reference HAS 51 which has an identified overall capacity for 135 dwellings. The Local Plan does not stipulate how the site should be accessed.

3.16 The proposed scheme will be served by one primary access and one private drive to serve 5 dwellings only. It is proposed that the primary site access will be provided via a newly constructed right turn lane priority junction off High Street. This access will be constructed as a 5.5m carriageway with a 10.0m junction radius and with 2 x 2.0m footways on both sides of the spine road and also along the site frontage. These will link to the existing pedestrian

infrastructure provisions on the eastern side of High Street / Flitwick Road. The private site access will be set at 4.8m wide. The evidence provided in this Transport Assessment demonstrates that this access arrangement would be wholly acceptable in highways capacity terms.

3.17 The Council's Highway Engineers have carefully considered and find there to be no safety or capacity reason to object in highway terms.

3.18 Layout \_

Revised plans were received during the life of the application to address concerns raised by Councils Highways Officer. Specifically:

-the road adjacent to flats 28-43 has been re-tracked with a RCV to show that the rear of the vehicle is less than 10m to the bin stores. This area that serves the flats has a change of surface area and ramp

-The scheme has been reviewed in light of comments regarding the distribution of visitor parking. Visitor parking has been reduced in private drive areas and brought within the adopted road network.

3.19 The applicant has demonstrated that the proposal as revised will be able to accommodate the council refuse truck and a fire engine and that they will be able to enter and turn within the site.

3.20 In addition adequate parking provision has now been secured for each new unit. The majority of vehicle parking would be on plot. Unallocated spaces have been provided for those with triple tandem parking which is considered acceptable. Where garages are proposed, these would measure 3.5 metres in width by 7.3 metres in depth for single garages. Visitor spaces are provided in most cases opposite locations where there is a perceived demand and additional on plot parking or close by displaced parking is provided. To prevent any further pressure of parking provision with the shared areas however, it is necessary to ensure garages are retained for parking and no roof extensions are permitted through restrictive conditions. As such the parking provision would be in accordance with the parking standards contained within the Central Bedfordshire Design Guidance.

3.21 Given the above it is considered that the proposed impact of the development on highway safety would be acceptable.

#### **4. Impact on the natural environment (Impact on trees and hedgerows, Ecology and Biodiversity)**

4.1 Paragraph 174 (a) and (b) of the NPPF state that planning decisions should contribute to and enhance the natural environment by – protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils – recognise the intrinsic character and beauty of the countryside and the wider benefits from natural capital and ecosystem services, including the economic and other benefits of the best and most versatile agricultural land and of trees and woodland. Paragraph 179 (b) in the 2021 NPPF promotes the conservation, restoration and enhancement of priority habitats, ecology networks and the protection and recovery of priority species and identify and pursue opportunities for securing measurable net gains for biodiversity.

- 4.2 Natural England mapping system classifies the application site as 7.1 hectares of Grade 2 agricultural land which falls within the Best and Most Versatile (BMV) agricultural land classification. The loss of the BMV land is a negative impact of the development that weighs against the scheme. This was, however, an issue considered when the site was allocated.
- 4.3 Neither the site nor the immediate context is subject to any landscape designations at the national, regional or local scale, e.g. National Parks, AONB's, Special Landscape Areas, AGLV's etc.
- 4.4 Directly adjacent to the site's northern boundary is the Green Belt, however this is a planning policy and not a landscape designation.
- 4.5 There are six national statutory designated sites within 5km of the site. The closest of these is Flitwick Moor Site of Special Scientific Interest (SSSI) and Local Nature Reserve (LNR) 1km north-east of the site. This SSSI is designated for being a remnant of a eutrophic valley mire and the largest area of wetland in Bedfordshire. Accordingly the site is located within an Natural England SSSI Impact Risk Zone which relates to development for Flitwick Moor SSSI. This states that 'any residential development of 100 or more houses outside existing settlements/urban areas.' will potentially impact the Flitwick Moor SSSI. Indeed Natural England state that without appropriate mitigation the application would damage or destroy the interest feature for which Flitwick Moor Site of Special Scientific Interest (SSSI) has been notified. Notwithstanding Natural England are satisfied for mitigation to be secured through a planning condition/S106. Following lengthy discussion with the council's ecologist it is recommended that a condition be appended requiring the developer to distribute information leaflets in the form of a welcome pack to all new residents. The leaflets will include information about the sensitive nature of Flitwick Moor SSSI and other locally designated sites, the wildlife species present, and guidelines for visiting, such as keeping dogs on-lead, keeping to the marked public footpaths and proper disposal of litter.
- 4.6 The applicant has submitted an ecology appraisal with their application. The appraisal assesses the impact on the SSSI and the five other national sites of nature conservation interest within a 5km zone.
- 4.7 The ecology survey identifies that the site offers some opportunities for foraging and commuting badgers. The survey adds that the adjacent railway embankment to the east provides suitable sett building habitat, though no setts have been found during surveys to date. Precautionary measures during construction will need to be implemented to prevent injury/death to badgers during the construction phase and a walkover of the site should be undertaken within six weeks prior to commencement of construction to confirm that no new badger setts have established on site in the intervening period between pre-planning submission surveys and construction commencement.
- 4.8 A single common lizard (indicating the presence of a 'low' population) was found during reptile presence/absence surveys. Precautionary measures during construction will need to be implemented to prevent injury/death to the common lizard.

- 4.9 The boundaries of the site offer limited potential for foraging and commuting bats. The majority of suitable habitat is to be retained and enhanced in the final development and as such, activity surveys were not considered necessary. A sensitive lighting scheme should be followed to avoid impacts to retained, enhanced and created bat habitats; recommendations have been provided.
- 4.10 More critically a high density of skylark territories were identified on and adjacent to site (five on-site, six off-site). It is therefore recommended that an off-site solution is pursued to compensate for the loss of arable skylark nesting habitat within the site that will result from the development, in the form of five skylark plots delivered locally to the site. This will be secured through the S106.
- 4.11 Natural England have been consulted on the application. Natural England considers that the proposed development will not have adverse impacts on the Flitwick Moor SSSI and has no objection to the proposed development subject to the mitigation measures outlined being secured with appropriate planning conditions or obligations attached to any planning permission. Further the Council's ecology officers are satisfied that the proposal will not have a significant effect on protected or important species and habitats.
- 4.12 In summary the site is considered to be of low biodiversity value with limited value to feeding and foraging bats and nesting birds. The appraisal states that the proposed development is not predicted to significantly affect protected or important species and habitats and the proposed mitigation, compensatory and enhancement measures can demonstrate a biodiversity net gain.
- 4.13 An Arboricultural Impact Assessment (AIA) has been submitted with the planning application. The site does not lie with a conservation area and none of the trees on site are afforded protection by a tree protection order. The area subject to survey includes 49 individual trees, 4 groups of trees and 1 hedge. The proposed layout will require the removal of 9 individual trees (4 of which are Ash) and 2 groups of trees. The loss of these category B and C trees are required to provide an access to the site. The Council's Tree officer has raised concerns with regards to the loss of 6 No. "B" category trees situated along the western boundary of the site with the A5120 (Flitwick Road), However, given that the site is allocated and the siting of trees along the length of the western boundary it has always been envisaged that to access this site would result in the loss of trees. Notwithstanding the development will provide a significant increase in the number of trees to be planted on the site through tree lined streets within the layout and within the significant green infrastructure provision that will come forward within the open space area to east of the site.
- 4.14 Given the discussion above it is, therefore, considered that the impact upon the natural environment is acceptable.

## **5. Impact on the historic environment**

### **5.1 Conservation and Listed Buildings**

The Council is required by Sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving the settings of listed buildings and the character and appearance of a Conservation Area.

5.2 The Site does not lie within a Conservation Area. The closest conservation area to the Site is the Tingrith Conservation Area at approximately 2.5km to the west of the Site on the far side of the M1 motorway.

5.3 There are no Listed Buildings on the Site. Closest to the Site is The Bell Inn (List Entry Number 1224410), Grade II listed, approximately 112m south of the Site. This is contained within the urban area of Westoning. The Church of Saint Mary Magdalen (List Entry Number 11381180), Grade II\* listed, is located approximately 525m west of the Site within Westoning. Approximately 1.15km north west of the Site is Flitwick Manor (List Entry Number 1137690), Grade II\* listed, which lies near the Grade I listed Church of St Peter and St Paul (List Entry Number 1137705). Both are surrounded by woodland and are screened in views from the Site.

5.4 Given the distance to the heritage assets and the natural/urban screening the current proposal is acceptable and would not have a detrimental impact on the setting of the listed building. Accordingly the proposal would satisfy the provisions of Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as supported by the aims of Section 16 of the NPPF.

### **5.5 Archaeology**

The south-western part of the proposed development site contains archaeological remains most likely related to early Iron Age activity. This is a heritage asset with archaeological interest under the terms of the National Planning Policy Framework. The proposals will have a negative and irreversible impact upon any surviving archaeological deposits present on site, and therefore upon the significance of the heritage assets they represent. This does not present an over-riding constraint on the development provided that an archaeological investigation is carried out prior to the commencement of development, and this can be secured by a pre-commencement condition. The Councils Archaeology Team have no objections subject to a pre-commencement condition.

## **6. The impact on the amenity of neighbours**

6.1 The NPPF and the Council's planning policies seek to ensure developments do not have an unacceptable impact on residential amenity for both existing and future occupiers. The properties most likely to be affected are those neighbours to the south and the south east along Bell Close and Greenfield Road.

6.2 The layout plan demonstrates that a design guide compliant 21 metres can be achieved from the self build/market dwellings and those properties fronting onto Bell Close and Greenfield Road. The exception to this is the relationship between plots 7 and 8 and no.22 Bell Close. To address the issue the applicant has introduced two bungalows. The two single storey dwelling will ensure that the privacy and outlook to 22 Bell Close will be protected. Accordingly it is considered that this achieves an acceptable degree of separation.

- 6.3 In terms of amenity space for future occupiers, each bedroom space meets the minimum standards which are conveyed within the Central Bedfordshire Design Guide. Furthermore, the garden space for each dwellinghouse would comply with the external standards conveyed within the same technical guidance.
- 6.4 There is a 21 metre or more separation between the back to back of each new dwellinghouse to ensure that the development would not result in harmful overlooking. mutual overlooking concerns. With regards to the development's relationship to the railway, the Pollution Officer has requested a condition to protect the occupiers of the new dwellings from noise. The scheme may need to include details of noise barriers, building insulation, window glazing and alternative ventilation strategy for the proposed dwellings to achieve a satisfactory level of amenity.
- 6.5 The proposed LEAP will be sited in the open space to the north east of the development. The LEAP has been sited sensitively to minimise noise and disturbance to the nearest properties whilst allowing for a degree of natural surveillance
- 6.6 For the reasons above it can be concluded that the proposal would comply with policy HQ1 of the Central Bedfordshire Local Plan and section 12 of the NPPF requiring well designed places.

## **7. Other Considerations (S106, Flood Risk and SUDs, Energy Efficiency, Fire Hydrants, Foul Drainage, Air quality and Human Rights)**

### **7.1 Planning Obligations**

Significant weight should be given to the National Planning Policy Framework, which calls for the achievement of the three dimensions of sustainable development: economic, social and environmental. Policy HQ2 of the Central Bedfordshire Local Plan is in accordance with the National Planning Policy Framework. This states that developers are required to make appropriate contributions as necessary to offset the cost of providing new physical, social, community and environmental proposals. Policy HQ2 is in accordance with Paragraph 57 of the NPPF which states:

Planning obligations must only be sought where they meet all of the following tests:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development

These tests are also set out by Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended).

#### Affordable Housing

Under Policy H4 of the Local Plan, 30% of all developments for ten dwellings and above should be provided as Affordable Housing units. The proposal for up to 148 units would qualify for Affordable Housing provision at 30%. The developer advises that 45 (30%) of the 61 dwellings will be affordable dwellings.

#### Custom Housing

Under Policy H6 of the Local Plan, 10% of all developments for ten dwellings and above should be provided as Self Build and Custom Housing. The proposal for up to 148 units would qualify for Self Build and Custom Housing provision at 10%. The developer advises that 15 (10%) of the 148 dwellings will be Custom Housing.

In addition to the above, spending Officers were consulted and comments returned from Community Halls, Education, Fire Service, Leisure, Libraries, NHS and Public Transport. The following contributions have been sought and agreed with the applicant to form heads of terms for the legal agreement.

#### Community Halls

A contribution of £162,057.50 towards improvements to Westoning hall including; renovations within the hall and improvements to fixtures and fittings. improvements to energy and heating systems / Improvements to Flitton & Greenfield Village Hall

#### Cremetorium

A Contribution of £20,000 towards burial provision, including investigation works and surveys for a new site.

#### Education

An education contribution of £1,443,954.39 is required from this development comprising:

£122,363.64 (early years) contribution towards the enlargement, enhancement and/or alteration of existing Early Years facility and/or the construction of a new early year's facility, to meet the educational needs for children aged 3-5 years arising from the development.

£571,030.32 (primary) towards the enlargement, enhancement and/or alteration of existing schools and/or the construction of a new school(s), to meet the educational needs for children aged 5-11 years arising from the development.

£750,560.43 (secondary) towards the enlargement, enhancement and/or alteration of existing schools and/or the construction of a new school(s), to meet the educational needs for children aged 11-16 years arising from the development

#### Highways

A contribution of £50,000.00 is required towards improvements to the wider local infrastructure for walking/cycling.

A contribution/provide a scheme to offer relief on south arm of the A5120/Greenfield Road Mini Roundabout

#### Leisure:

A contribution of £139,290 towards refurbishment and reconfiguration changes at Flitwick Leisure Centre. A contribution of £103,852.00 towards improvements to the outdoor sport facilities at Westoning Recreation Ground and £97,000 is sought towards improvements to the LEAP/LAP on the Westoning Recreation Ground.

#### Libraries:

A contribution of £31,080 is sought for improvement / refurbishment works for Flitwick Library, including new IT equipment and book stock

#### NHS

A contribution of £- £156,806.00 is required comprising  
£120,620 towards Flitwick premises reconfiguration, extension or even re-location to create additional clinical capacity  
£16,886.80 towards Community Health provision, specifically: treatment rooms; consulting rooms; diagnostic rooms and

£19,299.20 towards mental health costs

#### NHS – East of England Ambulance Service

The East of England Ambulance Service have sought a contribution of £44,156 is sought to support the capital cost of providing new additional ambulances

Consistent with our approach on other applications it is considered that this request fails to meet the CIL tests outlined above. Specifically the Ambulance Service have failed to provide details as to how the money will be spent. However more crucially, such a contribution is not considered necessary to make the development acceptable in planning terms criteria (a) Paragraph 57 of the NPPF

Members are reminded that the applicant has also agreed to bus stop upgrades and skylark mitigation which have been highlighted earlier in the report and will also form part of the S106 agreement.

Subject to the above financial contributions it is considered that the proposed development would be making appropriate contributions to off set the impact on local infrastructure.

#### 7.2 **Air quality**

The NPPF requires that planning policies and decisions should sustain compliance with and contribute towards EU limit values of national objectives for pollutants, taking into account the presence of Air Quality Management Areas (AQMAs) and the cumulative impacts on air quality from individual sites in local areas. Central Bedfordshire District Council is responsible for the management of air quality in the vicinity of the proposed development site. The site is not situated in or close to any Air Quality Management Areas (AQMA) Notwithstanding consideration should be given to the application of good design and good practice measures i.e ensuring good cycling and walking infrastructure to reduce reliance on vehicle use, and the provision of electric vehicle rapid charge points. Accordingly should the application be recommended for approval, it is considered appropriate to impose a condition requiring the imposition of a scheme for the provision of electric vehicle charging points on the site to future proof the development and ensure that it accords with Policy T5 of the Central Bedfordshire Local Plan and paragraph 110 of the National Planning Policy Framework. Taking into account the comments above it can be concluded that the proposed development will not lead to unacceptable risk from air pollution or to any breach in national objectives.

#### 7.3 **Construction Management**

Should permission be granted, it recommended that the S106 agreement include a requirement for the developer to comply with the Council's Construction Code of Practice.

#### 7.4 **Energy Efficiency**

Policy CC1 requires that a sustainability statement is submitted with all major applications. This statement has been submitted and reviewed by the Council's Sustainable Growth Officer. The officer raises no objection subject to one condition to secure additional information with on preventing risk of overheating occurring and a second condition to secure a Post-construction Verification Report that demonstrated that all dwellings were delivered to the

agreed policy compliant standards.

#### 7.5 **Environmental Code of Practice for Developers and Contractors**

The Council has endorsed an Environmental Code of Practice for Developers and Contractors in order to minimise the impact of development on natural features and secure their integration into development rather than removal. Should permission be granted, it recommended that the S106 include a requirement for the developer to comply with the Council's Environmental Code of Practice for Developers and Contractors

#### 7.6 **Fire Hydrants**

The Bedfordshire Fire Service has identified that new residential developments should allow for the provision of fire hydrants and appropriate access. This is a matter that could be secured by condition. In addition officers are satisfied that fire trucks can enter and turn within the site.

#### 7.7 **Flood Risk/SuDs**

The overall approach to the consideration of flooding in the planning process is given in paragraphs 159-169 of the NPPF and these paragraphs set out a sequential, risk-based approach to the location of development. This approach is intended to ensure that areas at little or no risk of flooding are developed in preference to areas at higher risk. It involves applying a Sequential Test to steer development away from medium and high flood risk areas (FZ2 and FZ3 land respectively), to land with a low probability of flooding (FZ1). The site is in Flood Zone 1. Table 1 of the Technical Guidance to the NPPF defines land located within Flood Zone 1 as areas which are outside the flood plain and have little or no chance of flooding. These are areas with an indicative probability of flooding of 1 in 1000 years or greater (i.e. less than 0.1% chance in any given year) from fluvial sources. From 6th April 2015 local planning policies and decisions on planning applications relating to major development, must ensure that sustainable drainage systems (SuDS) for the management of surface water runoff are put in place, unless demonstrated to be inappropriate. A flood risk assessment was supplied for consideration as part of the application and the Council's SuDs Officer is satisfied that an appropriate Sustainable Drainage System could be implemented on site so as to limit any flooding potential and as such has not wish to raise any objection to this proposal subject to the imposition of conditions to control detailed design and provision.

#### 7.8 **Foul Water Drainage**

Anglian Water have been consulted in relation to this development and the capacity of foul water drainage. Anglian Water have raised no objection to the proposed development. Ultimately developers having the right to connect to the public network. Any site with permission can submit an application to connect to their network and they cannot stop this connection on ground of capacity. This matter will be considered further at the building regulation stage.

#### 7.9 **Comments from Luton Borough Council**

The Comments from Luton Council have been considered carefully as they are a material consideration in the determination of the application. Luton Council rightly advise that site HAS51 is identified in Policy SP1: Growth Strategy of the Central Bedfordshire Local Plan as one of the sites which will deliver 7,350 homes in Central Bedfordshire to meet Luton's housing needs.

Luton Council add that as the application site is identified in Policy SP1 of the CBLP to meet Luton's housing needs, that they would expect that the whole site would contribute to meeting the needs of Luton and as such that the market and affordable housing mix would provide for Luton's needs only. In response it is important to note that policy SP1 sets out the strategic policy for the delivery of housing including the unmet need from Luton and demonstrates how that growth can be accommodated. It does no more than that. There is no separate trajectory for Luton's need and its delivery. The overall housing target in the adopted Local Plan includes both CBC's need and the unmet need figure of 7,350. This overall figure constitutes CBC's target. It must be highlighted that there are no development control policies within the Local Plan that require applications to be determined in accordance with Luton's requirements. Further there is no obligation to elevate Luton's Council's role in the determination of individual applications. Luton Council advise that their unmet need is to 2031 and it is therefore vital that sites coming forward at the start of the plan period from the SP1 list provide for Luton's unmet needs. This is particularly important given the limited supply of affordable housing achieved at North of Houghton Regis Sites 1 & 2 (CBLP Policy SC1). They add that it is, therefore, critical that the remaining sites listed in Policy SP1 to meet Luton's unmet needs, including this application site, provide 100% of their housing supply for Luton's needs in order to comply with Policy SP1 of the CBLP and to address Luton's urgent and pressing housing need to 2031.

Each application is assessed on their own individual merits and there is a robust justification as to why only a limited supply of affordable housing has been agreed on the north of Houghton Regis sites. As stated above policy SP1 sets out the strategic policy for the delivery of housing including the unmet need from Luton and demonstrates how that growth can be accommodated. It does no more than that. There is no separate trajectory for Luton's need and its delivery. Importantly the Housing Solutions Team's comments confirm that sufficient affordable homes are being provided to Luton residents, as a result of re-housing activity within Central Bedfordshire that is continuous and ongoing, to align with the unmet housing needs arising from Luton Borough as detailed within CBC Local Plan. Further as the Local Housing Authority, CBC is already assisting, and will continue to assist, with a proportion of the unmet housing needs arising from Luton Borough. CBC does so by rehousing people in housing need each year whose most recent permanent settled accommodation was in Luton Borough. The salient point is that households in affordable housing need, whose most recent settled accommodation was in Luton Borough, have been rehoused to affordable homes located within Central Bedfordshire. Central Bedfordshire Council will continue to assist Luton Borough Council meet a proportion of its affordable housing need, as the Council has done for many years. Luton Council consider that the application site should provide a mix of market and affordable housing to meet Luton's needs in accordance with Policies H1 and H4 of the CBLP.

In particular, Luton Council would support a policy compliant level of 30% affordable housing with a tenure split of 72% affordable rent and 28% intermediate tenure. In terms of the size of the affordable dwellings Luton Council have an identified need for 2 bed, 4 person and above family accommodation. This reflects the affordable housing mix shown in Figure 99 of the latest Luton and Central Bedfordshire Strategic Housing Market Assessment 2017.

Policies H1 and H4 do not provide any support for Luton's approach. Specifically Policies H1 and H4 require the housing mix to be determined in accordance with the Strategic Housing Market Assessment (SHMA). Central Bedfordshire Local Plan refers to the SHMA and its findings in respect of Central Bedfordshire and its need (see for example, Chapter 11, para 11.1.2) It does not refer to Luton's need. Policy H1 refers to the mix being determined in accordance with the SHMA unless there is more appropriate up to date evidence. There is no more upto date housing assessment other than the SHMA. The Council Strategic Housing team have been consulted on the application. Strategic Housing expect the tenure to comply with the requirements outlined within the (SHMA 2017). The SHMA has identified a tenure requirement from qualifying affordable housing sites as being 72% affordable rent and 28% shared ownership. This makes a requirement of 32 units of affordable rent and 13 units of shared ownership from the development (based on the provision of 45 affordable dwellings). The Council are satisfied that this can be secured through the S106.

Luton Council also request that the Section 106 agreement and a planning condition should set out that a nominations policy and / or nominations agreement and that a local lettings plan will be approved by both Central Bedfordshire and Luton Councils. Luton Council add that they would welcome the opportunity to input into the wording of the Section 106 agreement prior to the decision being issued so that we can come to an agreement on a nominations policy and / or nominations agreement and local lettings plan. As stated above there is no obligation to elevate Luton's Council's role in the determination of individual applications. Luton Council are of course entitled to comment on drafts of the section 106 agreement in the same way that any interest party may do so.

#### 7.10 **Meeting the Accommodation Needs of Older People**

In 2021 Central Bedfordshire Council's Local Plan was adopted. Policy H2 of the Local Plan outlines the requirement for adaptable and accessible homes in all future developments. The policy states:

1. A requirement for all new build dwellings to deliver at least 35% Part M Category 2 adaptable homes and
2. A requirement for all new build dwellings to deliver at least 5% Part M Category 3 wheelchair adaptable homes.

The scheme provides 7no units at M4(3) standard, including 3 bungalows, and 119 units at M4(2) thus conforming to policy H2

#### 7.11 **Equality and Human Rights**

Based on information submitted there are no known issues raised in the context of Human Rights / The Equalities Act 2010 and as such there would be no relevant implications.

#### **Conclusion:**

Subject to the imposition of the attached conditions, the proposal is acceptable having been assessed in the light of all relevant material considerations, including weighing against relevant planning policies of the development plan and specifically:

- The site is part of an allocated site for housing HA1 (Central Bedfordshire Local Plan (2015-2035) with the identifier HAS51
- The proposed access is at an appropriate standard to serve the development and

parking provision would be provided in accordance with parking standards

- The scale and design of the development would respect the character and appearance of the surrounding area and would have an acceptable impact on the intrinsic beauty of the countryside;
- The development makes adequate provision for the residential amenity of the future occupiers of the properties
- The development would not result in an unacceptable impact on the amenity of occupiers of existing neighbouring dwellings.
- The development will not result in an adverse impact on the natural or historic environment taking into account the fact that the site has been allocated for development.

In this way, the proposed development accords with the Development Plan taken as a whole, and specifically policies SP1, SP2, SP5, SA1, HA1, T1, T2, T3, T5, H1, H2, H3, H4, H6, CC1, CC2, CC5, HQ1, HQ2, HQ10, HQ11, EE1, EE2, EE3, EE4, EE5 and EE13 of the Local Plan, and parts 2,5,6,8,9,11,12,13,14,15 and 16 of the NPPF.

### **Recommendation:**

Given that the proposals accord with policies within the Local Plan that planning permission be approved subject to a S106 and the following:

### **RECOMMENDED CONDITIONS / REASONS**

- 1 The full element of the development hereby permitted (88 market houses and 45 affordable houses) shall begin no later than three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

- 2 No development, in relation to that part of the site for which Outline planning permission is granted, apart from enabling works, earthworks and access works, shall commence before detailed plans showing the layout, scale and external appearance of the buildings to be constructed and landscaping to be implemented (hereinafter referred to as "the Reserved Matters") on that part of the site have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.

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

- 3 Applications for the approval of the Reserved Matters shall be made to the Local Planning Authority not later than 3 years from the date of this permission. The development hereby permitted in Outline form shall be begun not later than 5 years from the date of this permission, or not later than two years from the date of approval of the last Reserved Matters, whichever is the later.

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

- 4 No development above slab level shall commence until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions design materials, type of boundary treatment to be erected and timetable for implementation. The details submitted shall include a suitable trespass proof fence adjacent to Network Rail's boundary (approx. 1.8m high) and make provision for its future renewal and maintenance. Network Rail's existing fencing/wall must not be removed or damaged. The boundary treatment shall be in completed in accordance with the approved details.

Reason: to protect the visual appearance of the area and the living conditions of neighbouring occupiers

- 5 Part A \_  
No development above slab level shall commence until a Sustainability Statement has been submitted to and approved in writing by the local planning authority. The Sustainability Statement shall include the following details:  
a-How a reduction in carbon dioxide emissions by at least 10% against Building Regulations, Part L 2013 will be achieved.  
b-How the design maximises opportunities for inclusion of renewable energy generation.  
c-How a higher water efficiency standard (110 litres per person per day as a minimum) shall be achieved.  
d-How a water sensitive approach has been taken, including the incorporation of measures such as grey water recycling and water butts, that further promote water efficiency and aim to achieve water neutrality.  
The development shall be carried out in accordance with the approved details.

Part B \_  
Within 3 months of first occupation of the dwelling/dwellings to which the sustainability measure approved under part A relates a Post-Construction Verification Report to demonstrate compliance Part A shall be submitted to and approved in writing by the Local Planning authority

Reason: To ensure the development is resilient and adaptable to the impacts arising from climate change in accordance with Policy CC1 of the Local Plan, as well as the NPPF.

- 6 No building/dwelling shall be occupied until the developer has formally submitted in writing to the Local Planning Authority a finalised 'Maintenance and Management Plan' for the entire surface water drainage system, inclusive of any adoption arrangements and/or private ownership or responsibilities, and a Verification Report that the surface water drainage scheme has been correctly and fully installed as per the final approved details.

Reason: To ensure that the implementation and long-term operation of a sustainable drainage system (SuDS) is in line with what has been approved and that maintenance to ensure the system functions as designed for the lifetime of the development is arranged. In accordance with HCWS161 18/12/2014.

**Part A:** No development shall take place until an archaeological written Scheme of Investigation (WSI), as Chapter 16 of the NPPF (2021) approved in writing by the Local Planning Authority. The WSI shall include the following components:

- 1. method statements for the investigation of all archaeological remains present at the site**
- 2. an outline strategy for post-excavation assessment, analysis, and publication, including details of the timetable for each stage of the post-excavation works**

Part B: The said development shall only be implemented in full accordance with the approved WSI and this condition shall only be fully discharged when:

1. all elements of the archaeological fieldwork have been completed and the date of completion has been confirmed in writing by the Local Planning Authority
2. a final archaeological report or if appropriate a Post Excavation Assessment report and an Updated Project Design has been submitted to and approved in writing by the Local Planning Authority. This shall be done within 12 months of the date of completion of the archaeological fieldwork unless otherwise agreed in advance in writing by the Local Planning Authority
3. the post-excavation analysis as specified in the approved Updated Project Design (if one is prepared) has been completed
4. the preparation of the site archives (including the completion of the archive report) ( for deposition at stores approved by the Local Planning Authority has been undertaken and confirmed in writing by the Local Planning Authority. For the digital archive this will include confirmation of the intention to deposit with a Core Trust Seal certified repository dedicated to storing archaeological archives.
5. the publication report text has been prepared for submission to either a recognised archaeological journal or the Historic Environment Record and this has been confirmed in writing by the Local Planning Authority.

Unless otherwise agreed in advance in writing by the Local Planning Authority, items 3, 4 and 5 of Part B of this condition shall be completed within 2 years of the archaeological fieldwork date of completion. Should the project not warrant the production of a Post Excavation Assessment report, an Updated Project Design and publication text, item 5 can be completed on the approval of the final archaeological report. .

Reason - In line with policy HE1 of the Central Bedfordshire Local Plan 2015-2035 (adopted July 2021) and paragraph 205 of the National Planning Policy Framework (July 2021): to investigate and record any archaeological remains affected by the development, to safeguard the long-term future of the archive and to make the record of all the work publicly available. Part A of this condition is pre-commencement because development works can have an irreversible impact on archaeological remains and an approved programme of investigation must be in place before the development starts.

- 8 **No development, excluding works necessary to facilitate archaeological investigations, shall take place until a scheme has been submitted to and approved in writing by the Local Planning Authority for the provision of fire hydrants at the development. Prior to the first occupation of any of the dwellings hereby approved the fire hydrants serving that dwelling shall be installed as approved. Thereafter the fire hydrants shall be retained as approved in perpetuity.**

Reason: The condition must be pre-commencement to ensure that any ground works do not prejudice the appropriate siting of fire hydrants, in the interests of fire safety and providing safe and accessible developments.

- 9 Prior to the occupation of the first dwelling, a scheme for the provision of waste receptacles for each dwelling shall be submitted to and approved in writing by the local planning authority. No dwelling shall be occupied until the waste receptacles for that dwelling have been provided in accordance with the approved details.

Reason: In the interest of residential amenity and to reduce waste generation in accordance with the Councils' Minerals and Waste Local Plan 2014, Policy WSP5 and the adopted SPD "Managing Waste in New Developments" (2006).

- 10 Details of full fibre broadband connections to all proposed dwellings shall be submitted to and approved in writing by the local planning authority. The infrastructure serving a dwelling shall be installed prior to occupation of that dwelling and made available for use immediately on occupation of that dwelling in accordance with the approved details.

Reason: To ensure the provision of broadband infrastructure in accordance with Local Plan Policy HQ5.

- 11 No construction above slab level shall commence until a Public Art Plan has been submitted to and approved in writing by the local planning authority. The Public Art Plan should detail:
- a-Management - who will administer, time and contact details, time scales / programme.
  - b-Brief for involvement of artists, site context, background to development , suitable themes and opportunities for Public Art.
  - c-Method of commissioning artists / artisans, means of contact, selection process / selection panel and draft contract for appointment of artists.
  - d-Community engagement - need to plan programme of events with appointed artist/s.
  - e-Funding - budgets and administration.
  - f-Future care and maintenance.

No more than 50% dwellings shall be occupied prior to commencement of the installation of Public Art. The Public Art Plan shall be implemented in full and as approved unless otherwise amended in accordance with a review to be agreed in writing by the local planning authority.

Reason: To ensure the provision of public art in accordance with Local Plan Policy HQ7.

- 12 **No development shall take place until a scheme for protecting the proposed dwellings from noise has been submitted to and approved in writing by the local planning authority. The scheme shall be based on**

**the recommendations identified in the Spectrum Acoustics Ltd report (Ref: PJB9275/19078/V1.0) dated 29th November 2021. None of the dwellings shall be occupied until such a scheme has been implemented in accordance with the approved details and it shall be retained in accordance with those details thereafter.**

Reason: To protect the amenity of future residents of the development

- 13 **No development shall commence until a scheme for the provision and implementation of foul water drainage has been submitted to and approved in writing by the local planning authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the local planning authority for approval.**

Reason: To ensure a satisfactory method of foul water drainage. A pre-commencement condition is necessary in order to ensure that potential harm is minimized before development reaches an advanced stage.

- 14 **Notwithstanding the development hereby approved, no development shall commence (including any demolition, ground works, site clearance) until a landscape and ecological management plan (LEMP) has been submitted to and approved in writing by the local planning authority. The content of the LEMP shall include the following.**

- **Description and evaluation of features to be managed.**
- **Ecological trends and constraints on site that might influence management.**
- **Aims and objectives of management.**
- **Appropriate management options for achieving aims and objectives.**
- **Prescriptions for management actions.**
- **Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).**
- **Details of the body or organization responsible for implementation of the plan.**
- **Ongoing monitoring and remedial measures.**

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

Reason: To secure biodiversity enhancement.

- 15 **No development shall commence until full details of existing and proposed ground levels within the site by means of spot heights and cross sections, proposed siting and finish floor levels of all buildings**

**and structures have been submitted to and approved in writing by the Local Planning Authority. The development shall then be implemented in accordance with the approved level details.**

Reason: As this matter is fundamental to the acceptable delivery of the permission to safeguard the amenities of nearby properties and to safeguard the character and appearance of the area.

- 16 No development above slab level shall commence until details of electrical wiring to accommodate facilities for charging plug-in and other ultra-low emission vehicles for dwellings have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To promote sustainable travel, aid in the reduction of air pollution levels and help mitigate climate change

- 17 No development above slab level shall take place until details of the external materials to be used have been submitted to and approved in writing by the Local Planning Authority. Development shall proceed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

- 18 No development above slab level shall commence until full details of hard landscape and soft landscape works, to include but not be limited to:  
a-Full details of landscape maintenance regimes after completion of works.  
b-An implementation programme for the landscape works.  
c-A timetable for the implementation  
have been submitted to and approved in writing by the local planning authority. These shall be carried out in full in accordance with the approved details.

Any trees or plants planted in connection with the approved soft landscape details which within a period of 5 years from planting die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written approval to any variation.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity

- 19 Before any dwelling is occupied, details of secure cycle parking facilities for the occupants of and visitors to that dwelling shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be fully implemented and made available for use prior to the occupation of that dwelling and shall thereafter be available for use at all times.

Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles

- 20 No dwellings shall be occupied until a scheme for the provision of bird, bat and bee boxes and details of fencing allowing for movement of wildlife (i.e. hedgehogs), including their phasing and timing for their implementation has

been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with those details.

Reason: To secure biodiversity enhancement

- 21 In the event that contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To protect the amenity of future occupiers and the environment.

- 22 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015, or any amendments thereto, the garage accommodation on the site shall not be used for any purpose, other than as garage accommodation, unless permission has been granted by the local planning authority on an application made for that purpose.

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

- 23 Notwithstanding the provisions of Part 1, Class B & C of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no roof extensions to the building(s) hereby permitted shall be carried out without the grant of further specific planning permission from the local planning authority.

Reason: To minimise the potential for on-street parking which could adversely affect the convenience of road users which would otherwise arise due to the increase of bedrooms.

- 24 No dwelling hereby permitted shall be occupied until an ecological welcome pack comprising

- information about the sensitive nature of Flitwick Moor SSSI and other locally designated sites
- the wildlife species present
- guidelines for visiting, such as keeping dogs on-lead, keeping to the marked public footpaths and proper disposal of litter

has been submitted to and approved in writing by the local planning authority. The welcome pack shall be produced in accordance with the approved details and distributed to all 148 properties within 3 months of first occupation of the new property.

Within three months of occupation evidence of the distribution of the welcome pack should be submitted to and approved in writing by the local planning authority unless alternative time scales are agreed in writing

Reason: To manage the impact of the new development on the SSSI and other locally designated sites.

25 No building shall be occupied until the junction of the proposed vehicular access with the highway, drawing 18228-WEST-5-500 Rev F sheet 1 of 2 and 2 of 2, has been fully constructed in accordance with the approved details.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and the premises.

26 No dwelling shall be occupied until visibility splays have been provided at the junction of the estate road and private access road with the public highway. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the proposed estate road from its junction with the channel of the public highway and 43m measured from the centre line of the proposed estate road along the line of the channel of the public highway. The vision splays required shall be provided and defined on the site by or on behalf of the developers and be kept free of any obstruction.

Reason: To provide adequate visibility between the existing highway and the proposed access(es) and to make the access(es) safe and convenient for the traffic which is likely to use it (them).

27 Visibility splays shall be provided at all road junctions within the site. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the side road from its junction with the channel to the through road and 25m measured from the centre line of the side road along the channel of the through road. The vision splays required shall be provided and defined on the site by or on behalf of the developers and be entirely free of any obstruction.

Reason: To provide adequate visibility at road junction in the interest of road safety.

28 Before the premises are occupied all on site vehicular parking areas shall be surfaced in a stable and durable materials in accordance with details to be approved in writing by the Local Planning Authority. Arrangements shall be made for surface water drainage from the site to soak away within the site so that it does not discharge into the highway or into the main drainage system.

Reason: To avoid the carriage of mud or other extraneous material or surface water from the site so as to safeguard the interest of highway safety and reduce the risk of flooding and to minimise inconvenience to users of the premises and ensure satisfactory parking of vehicles outside highway limits.

29 Details of a refuse collection point located at the site frontage and outside of the public highway and any visibility splays shall be submitted to and approved by the Local Planning Authority prior to the occupation of any dwelling. The scheme shall be fully implemented prior to occupation of any dwelling and shall be retained thereafter.

Reason: In the interest of amenity and in order to minimise danger, obstruction and inconvenience to users of the highway and the premises.

30 Before (any of) the access(es) is first brought into use, a triangular vision splay shall be provided on each side of the new access drive and shall be

2.8m measured along the back edge of the highway from the centre line of the anticipated vehicle path to a point 2.0m measured from the back edge of the highway into the site along the centre line of the anticipated vehicle path. The vision splay so described and on land under the applicant's control shall be maintained free of any obstruction to visibility exceeding a height of 600mm above the adjoining footway level.

Reason: To provide adequate visibility between the existing highway and the proposed access(es), and to make the access(es) safe and convenient for the traffic which is likely to use it (them).

- 31 No dwelling shall be occupied until details of mitigation for the A5120/Greenfield Road junction has been provided in accordance with a scheme to be submitted to and approved by the Local Planning Authority.

Reason: To minimise the impact of the proposed development on the highway network.

- 32 The custom build element shall be served by means of roads and footpaths which shall be laid out and drained in accordance with the Central Bedfordshire Highway Design Guide or other such documents that replace them, and no building shall be occupied until the roads and footpaths which provide access to it from the existing highway have been laid out and constructed in accordance with the above-mentioned Guidance.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the proposed estate road.

- 33 The detailed layout plans to be submitted for approval of reserved matters in connection with custom build element of the application shall illustrate vehicular turning areas for all service vehicles including a 11.5m long Refuse collection vehicle.

Reason: To enable vehicles to draw off and turn outside the highway limits thereby avoiding the reversing of vehicles on to the highway.

- 34 The detailed layout plans to be submitted for approval of reserved matters in connection with the custom build element of this development shall include car and cycle parking in accordance with Central Bedfordshire Design Guide September 2014 or other such documents that replace them has been submitted and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and made available for use before the development is occupied and the car and cycle parking areas shall not thereafter be used for any other purpose.

Reason: To ensure a satisfactory standard of development in accordance with the Central Bedfordshire Design Guide September 2014.

- 35 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plan numbers:

### **SITE PLANS**

C00212-WHA-GE-XX-DR-A-1000-PL-P02 Site Location Plan

C00212-WHA-GE-XX-DR-A-1001-PL-P03 Planning Layout

C00212-WHA-GE-XX-DR-A-1002-PL-P03 Materials Plan

C00212-WHA-GE-XX-DR-A-1003-PL-P03 Boundary Treatment Plan

C00212-WHA-GE-XX-DR-A-1004-PL-P03 Fire Tracking and Parking Layout

C00212-WHA-GE-XX-DR-A-1005-PL-P03 Refuse Tracking and Management Plan  
C00212-WHA-GE-XX-DR-A-1006-PL-P03 Affordable Tenure and Housing Type Plan

## **STREET SCENES**

C00212-WHA-GE-XX-DR-A-1100-PL2-P02 Street Scenes

## **HOUSETYPES – MARKET HOUSING**

C00212-WHA-HT-HP202-DR-A-020-PL-P02 House Type 2.02 Floor Plans  
C00212-WHA-HT-HP202-DR-A-200-PL-P02 House Type 2.02 Elevations  
C00212-WHA-HT-HP301-DR-A-020-PL-P02 House Type 3.01 Floor Plans  
C00212-WHA-HT-HP301-DR-A-200-PL-P02 House Type 3.01 Elevations  
C00212-WHA-HT-HP305-DR-A-020-PL-P02 House Type 3.05 Floor Plans  
C00212-WHA-HT-HP305-DR-A-021-PL-P02 House Type 3.05 Key Building Floor Plans  
C00212-WHA-HT-HP305-DR-A-200-PL-P02 House Type 3.05 Elevations  
C00212-WHA-HT-HP305-DR-A-201-PL-P02 House Type 3.05 Key Building Elevations (Smooth Red Brick)  
C00212-WHA-HT-HP305-DR-A-202-PL-P02 House Type 3.05 Key Building Elevations (Red Multi Brick)  
C00212-WHA-HT-HP305-DR-A-203-PL-P02 House Type 3.05 Key Building Elevations (Render)  
C00212-WHA-HT-HP319-DR-A-020-PL-P02 House Type 3.19 Floor Plans  
C00212-WHA-HT-HP319-DR-A-200-PL-P02 House Type 3.19 Elevations  
C00212-WHA-HT-HP401-DR-A-020-PL-P02 House Type 4.01 Floor Plans  
C00212-WHA-HT-HP401-DR-A-200-PL-P02 House Type 4.01 Elevations  
C00212-WHA-HT-HP404-DR-A-020-PL-P02 House Type 4.04 Floor Plans  
C00212-WHA-HT-HP404-DR-A-021-PL-P02 House Type 4.04 Key Building Floor Plans  
C00212-WHA-HT-HP404-DR-A-200-PL House Type 4.04 Elevations  
C00212-WHA-HT-HP404-DR-A-201-PL House Type 4.04 Key Building Elevations  
C00212-WHA-HT-HP416-DR-A-020-PL House Type 4.16 Floor Plans  
C00212-WHA-HT-HP416-DR-A-200-PL House Type 4.16 Elevations  
C00212-WHA-HT-HP416-DR-A-201-PL-P02 House Type 4.16 Key Building Elevations  
C00212-WHA-HT-HP425-DR-A-020-PL House Type 4.25 Floor Plans  
C00212-WHA-HT-HP425-DR-A-021-PL House Type 4.25 Key Building Floor Plans  
C00212-WHA-HT-HP425-DR-A-200-PL House Type 4.25 Elevations  
C00212-WHA-HT-HP425-DR-A-201-PL House Type 4.25 Key Building Elevations  
C00212-WHA-HT-HP515-DR-A-020-PL-P02 House Type 5.15 Plans  
C00212-WHA-HT-HP515-DR-A-200-PL House Type 5.15 Elevations  
C00212-WHA-HT-HP515-DR-A-201-PL-P02 House Type 5.15 Key Building Elevations

## **HOUSETYPES – AFFORDABLE HOUSING**

C00212-WHA-HT-HA202-DR-A-020-PL-P02 House Type Affordable 2.02

Floor Plans (Rental)  
C00212-WHA-HT-HS202-DR-A-020-PL House Type Affordable 2.02 Floor Plans (Shared Ownership)  
C00212-WHA-HT-HA202-DR-A-200-PL-P02 House Type Affordable 2.02 Elevations (Rental)  
C00212-WHA-HT-HS202-DR-A-200-PL House Type Affordable 2.02 Elevations (Shared Ownership)  
C00212-WHA-HT-HABUNG-DR-A-020-PL House Type Affordable 2B Bungalow Floor Plan (Rental)  
C00212-WHA-HT-HABUNG-DR-A-200-PL House Type Affordable 2B Bungalow Elevations (Rental)  
C00212-WHA-HT-HA301-DR-A-020-PL-P02 House Type Affordable 3.01 Floor Plans (Rental)  
C00212-WHA-HT-HS301-DR-A-020-PL-P02 House Type Affordable 3.01 Floor Plans (Shared Ownership)  
C00212-WHA-HT-HA301-DR-A-200-PL-P02 House Type Affordable 3.01 Elevations (Rental)  
C00212-WHA-HT-HS301-DR-A-200-PL-P02 House Type Affordable 3.01 Elevations (Shared Ownership)  
C00212-WHA-HT-HA423-DR-A-020-PL-P02 House Type Affordable 4.23 Floor Plans (Rental)  
C00212-WHA-HT-HA423-DR-A-200-PL-P02 House Type Affordable 4.23 Elevations (Rental)  
C00212-WHA-B-B-DR-A-020-PL Affordable Flats - Blocks A & B (Plots 28-35 & 36-43) Floor Plans  
C00212-WHA-B-B-DR-A-200-PL Affordable Flats - Blocks A & B (Plots 28-35 & 36-43) Elevations

### **ANCILLARY BUILDINGS**

C00212-WHA-ANC-XX-DR-A-020-PL-P02 Ancillary Building Single Garage  
C00212-WHA-ANC-XX-DR-A-021-PL-P02 Ancillary Building Double Garage  
C00212-WHA-ANC-XX-DR-A-022-PL-P02 Ancillary Building Twin Garage  
C00212-WHA-ANC-XX-DR-A-023-PL Ancillary Building Triple Garage

### **SUPPORTING DOCUMENTS**

C00212-WHA--GE-XX-RP-A-001-PL-P02 Design and Access Statement

### **LANDSCAPE**

DR-L-0100 Landscape GA Plan- PL6  
DR-L-0101 Hard Landscape Surface Treatments Plan- PL5  
DR-L-0102 LEAP Detailed Proposals PL3  
DR-L-0103 Mature Canopy Coverage Projection- PL2  
DR-L-0600 Soft Landscape Sheet 1 of 7- PL4  
DR-L-0601 Soft Landscape Sheet 2 of 7- PL4  
DR-L-0602 Soft Landscape Sheet 3 of 7- PL3  
DR-L-0603 Soft Landscape Sheet 4 of 7- PL3  
DR-L-0604 Soft Landscape Sheet 5 of 7- PL3  
DR-L-0605 Soft Landscape Sheet 6 of 7- PL3  
DR-L-0606 Soft Landscape Sheet 7 of 7- PL4  
DR-L-0607 Soft Landscape Schedule, Specification and Details- PL4  
DR-L-0200- Site Sections-PL2

C00212-WHH-IG-XX-DR-C-1102-Vehicle Tracking RevC

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

## INFORMATIVE NOTES TO APPLICANT

1. 1/ The applicant is advised that no works associated with the construction of the vehicular access should be carried out within the confines of the public highway without prior consent, in writing, of the Central Bedfordshire Council. Upon receipt of this Notice of Planning Approval, the applicant is advised to contact Central Bedfordshire Council's Highway Help Desk, Tel: 0300 300 8049 quoting the Planning Application number. This will enable the necessary consent and procedures under Section 278 of the Highways Act to be implemented.

The applicant is also advised that if any of the works associated with the construction of the vehicular access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) then the applicant will be required to bear the cost of such removal or alteration.

2/ The applicant is advised that in order to comply with Condition 1 of this permission it will be necessary for the developer of the site to enter into an agreement with Central Bedfordshire Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. Further details can be obtained from the Highways Agreements Officer, Highways Contract Team, Community Services, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.

3/ The applicant is advised that the requirements of the New Roads and Street Works Act 1991 will apply to any works undertaken within the limits of the existing public highway. Further details can be obtained from the Highways Help Desk tel: 0300 300 8049.

4/ The applicant is advised that all cycle parking to be provided within the site shall be designed in accordance with the Central Bedfordshire Council's "Cycle Parking Annexes – July 2010".

5/ The applicant is advised that if it is the intention to request Central Bedfordshire Council as Local Highway Authority, to adopt the proposed highways within the site as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways together with all the necessary highway and drainage arrangements, including run off calculations shall be submitted to the Highways Agreements Officer, Highways Contract Team, Community Services, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ .

2. This permission relates only to that required under the Town & Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or

approval which is necessary must be obtained from the appropriate authority.