HARLINGTON WEST

DEVELOPMENT BRIEF

PREPARED BY PEGASUS DESIGN ON BEHALF OF WILLIS DAWSON LTD

P21-1034_11J | NOVEMBER 2021

Pegasus Design

Willis Dawson

“THE CREATION OF HIGH QUALITY, BEAUTIFUL AND SUSTAINABLE BUILDINGS AND PLACES IS FUNDAMENTAL TO WHAT THE PLANNING AND DEVELOPMENT PROCESS SHOULD ACHIEVE. GOOD DESIGN IS A KEY ASPECT OF SUSTAINABLE DEVELOPMENT, CREATES BETTER PLACES IN WHICH TO LIVE AND WORK AND HELPS MAKE DEVELOPMENT ACCEPTABLE TO COMMUNITIES. BEING CLEAR ABOUT DESIGN EXPECTATIONS, AND HOW THESE WILL BE TESTED, IS ESSENTIAL FOR ACHIEVING THIS. SO TOO IS EFFECTIVE ENGAGEMENT BETWEEN APPLICANTS, COMMUNITIES, LOCAL PLANNING AUTHORITIES AND OTHER INTERESTS THROUGHOUT THE PROCESS.”

(PARA 126, NPPF 2021)

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NOTE: THIS DOCUMENT IS DESIGNED TO BE VIEWED AS A3 DOUBLE SIDED

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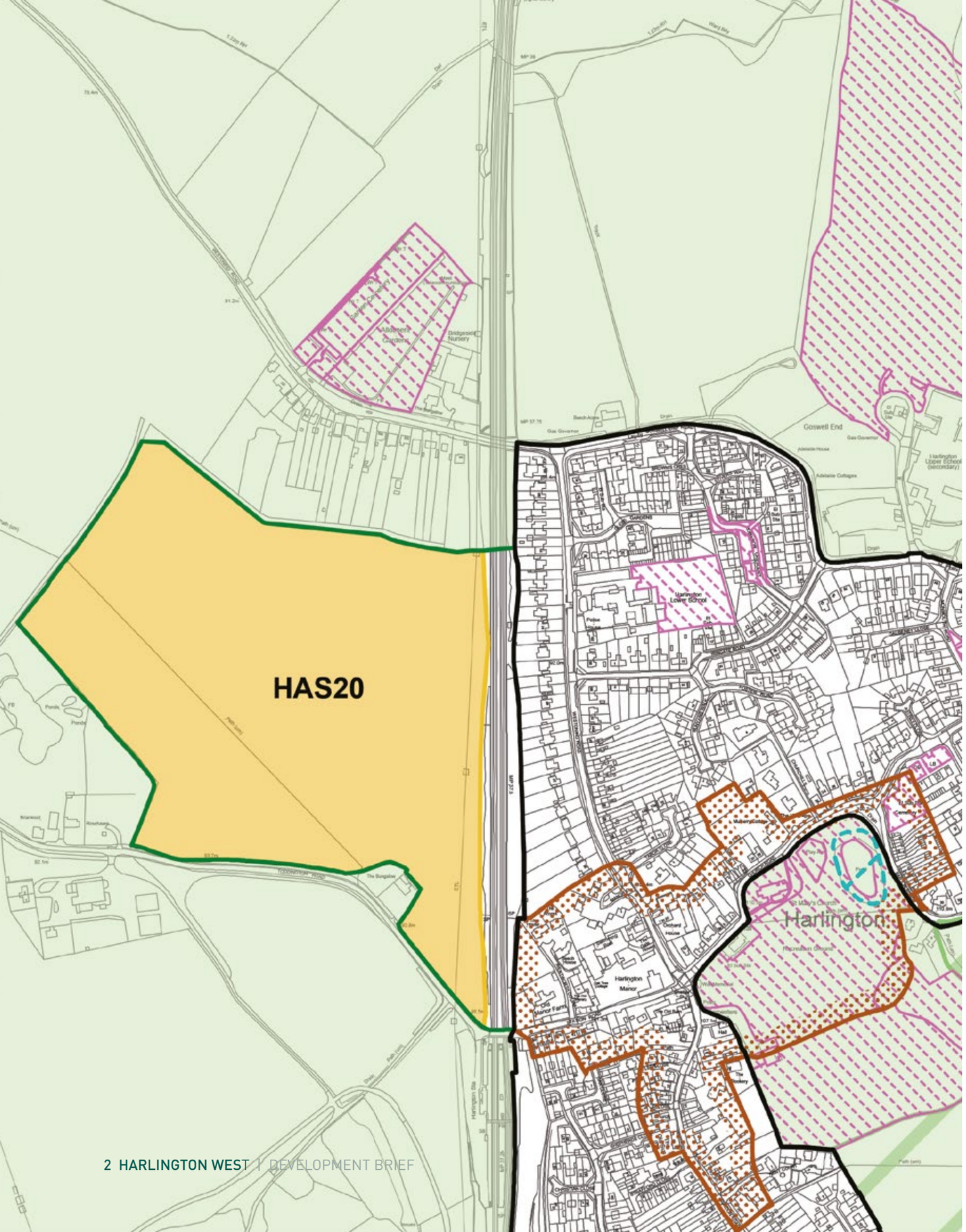
Prepared on behalf of Willis Dawson Ltd
November 2021 Project code P21-1034



PURPOSE OF THE DEVELOPMENT BRIEF

"Where development exceeds 300 dwellings, where there are complex design or amenity issues, or the site is sensitive, a Development Brief must be agreed with the Council prior to submission of a Full or Outline planning application."
(Policy HQ9: Larger Sites).

1.1 This Development Brief has been produced in accordance with Policy HQ9: Larger Sites of the adopted Central Bedfordshire Local Plan 2015 - 2035 (July 2021)) to set out and establish the design aspirations for Harlington West on behalf of Willis Dawson Ltd.

1.2 The Site is allocated under Policy HA1 of the adopted Central Bedfordshire Local Plan (2015 - 2035) as HAS20 Land to the west of Midland Mainline Railway for approximately 435 dwellings and a new two form entry primary school.

1.3 This Brief aims to establish a set of broad design principles, that meet the needs for the area as set out in the Central Bedfordshire Local Plan 2035 to inform a subsequent planning application on the site. This statement will achieve this by providing a framework together with broad parameters for the development of the Site including information on its physical constraints and an indication of how it is intended to be developed.

1.4 The Development Brief will be followed by more detailed guidance on the design aspects of the scheme to be contained in the Design & Access Statement accompanying an outline planning application. This will then be followed by a series of Design Codes at the reserved matter stage setting out in even more detail the expected approach to be taken in the relevant parts of the scheme to materials, elevational detail, colours and surfacing. The aim is to achieve a hierarchy of design documents which deliver the aspirations set out in Policy HQ9 to ensure a high quality of design for the development which not only meets much needed housing requirements within the Council area, but also represents an attractive new housing neighbourhood for existing and new Harlington residents.

SECTION 1 | INTRODUCTION

THE SITE

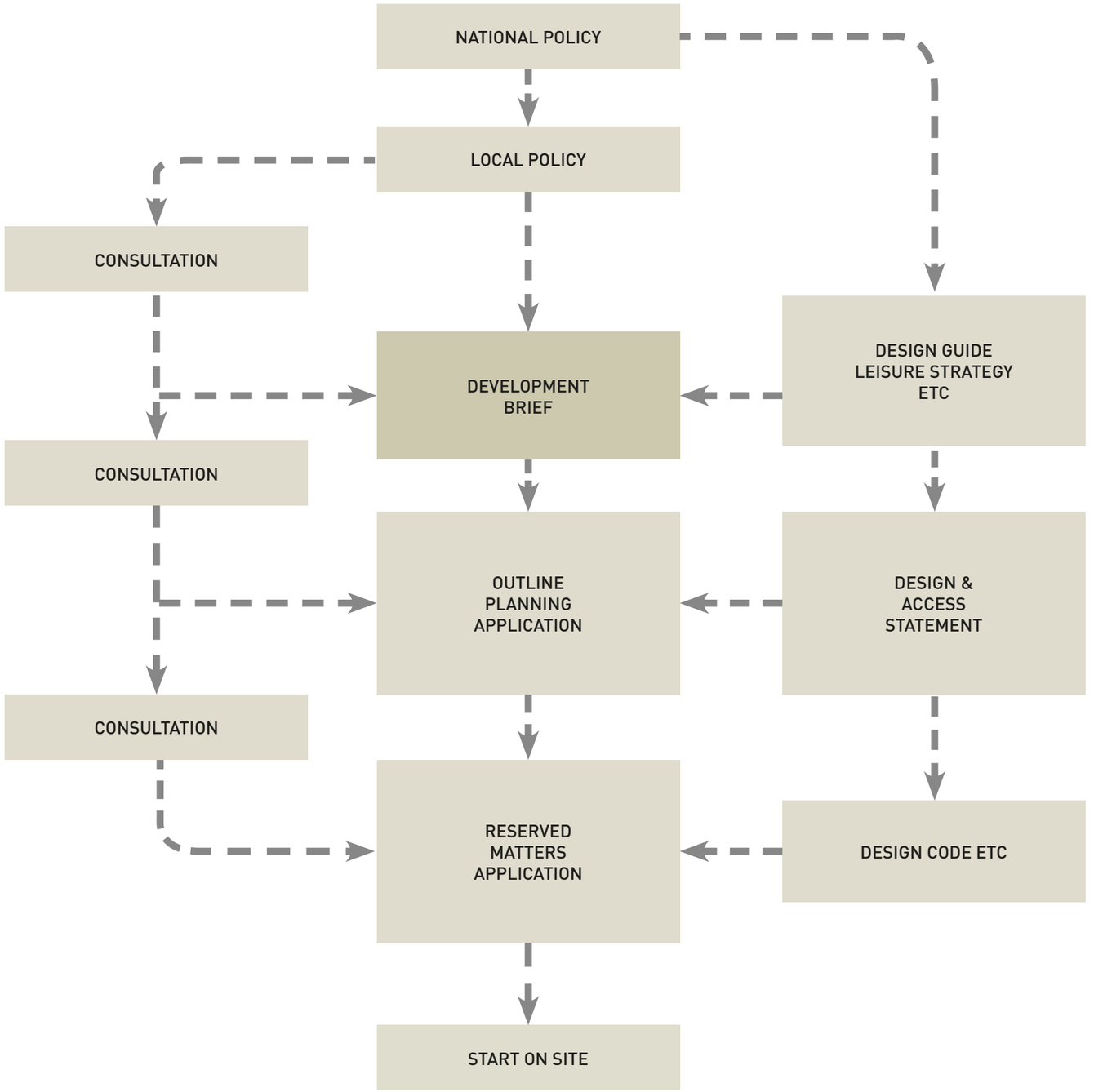
1.5 The HAS20 Site is located west of the Midland Mainline Railway, west of Harlington and falls within the jurisdiction of Central Bedfordshire Council. It extends to some 18.14 hectares and is accessed off Toddington Road along its southern boundary.

1.6 Harlington is in the Toddington Ward; other parishes in this ward are Chalton, Streatley, Sundon, Toddington.

SCOPE OF THE DEVELOPMENT BRIEF

1.7 This Brief comprises the following information:

- Planning Policy – outlining local policy context including the draft site allocation;
- Site analysis – including site description and its surroundings;
- Vision Objectives and Design Principles – outlining the design principles that have been derived from a combination of Government policy, local policy and public consultation;
- Scheme design – presentation of the design proposals including uses and amount proposed, access arrangements, layout of the development, landscape proposals and appearance;
- Infrastructure and delivery;
- Next steps.



SECTION 2 | POLICY CONTEXT

NATIONAL POLICY

2.1 The revised National Planning Policy Framework (NPPF) was published in July 2021, replacing that previously published in February 2019 and March 2012.

2.2 The NPPF sets out the Government's planning policies for England and details that the planning system is to contribute to the achievement of sustainable development. It sets the framework within which Local Plans should be prepared, land allocated for development and the context in which decisions on applications should be made.

2.3 The NPPF is to be considered alongside the provisions of the Development Plan.

NDG CIRCULAR CRITERIA GUIDE

National Design Guide

2.4 The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in September 2019 further reinforces the way in which the design process can be used to ensure the delivery of quality places:

"In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place."

(Para. 13, NDG 2019)

2.5 The NDG outlines and illustrates the Government's priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.

2.6 The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:

- To create physical character;
- To help to nurture and sustain a sense of community; and
- To positively addresses environmental issues affecting climate.

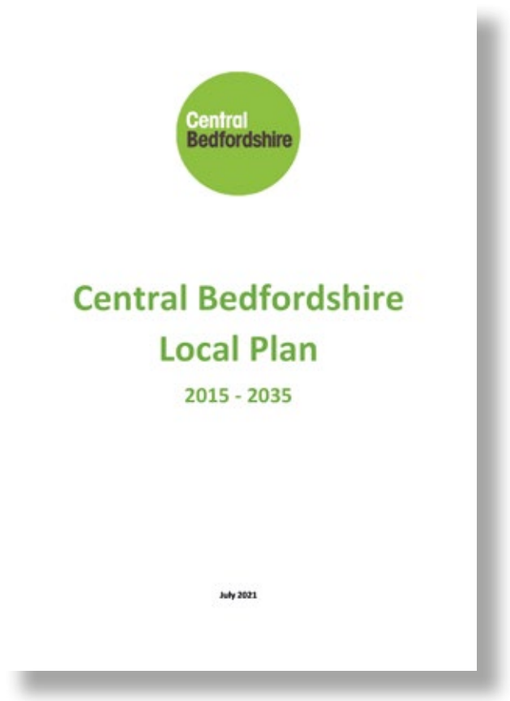
2.7 This Development Brief embodies the aims and aspirations of the ten characteristics set out in the National Design Guide and provides evidence for Context, Uses, Built Form and Identity (Community and Placemaking), Movement, Nature and Public Space (Green Infrastructure), Homes and buildings (Character Areas), Resources (Sustainable Drainage System) and Lifespan (Phasing and Delivery).

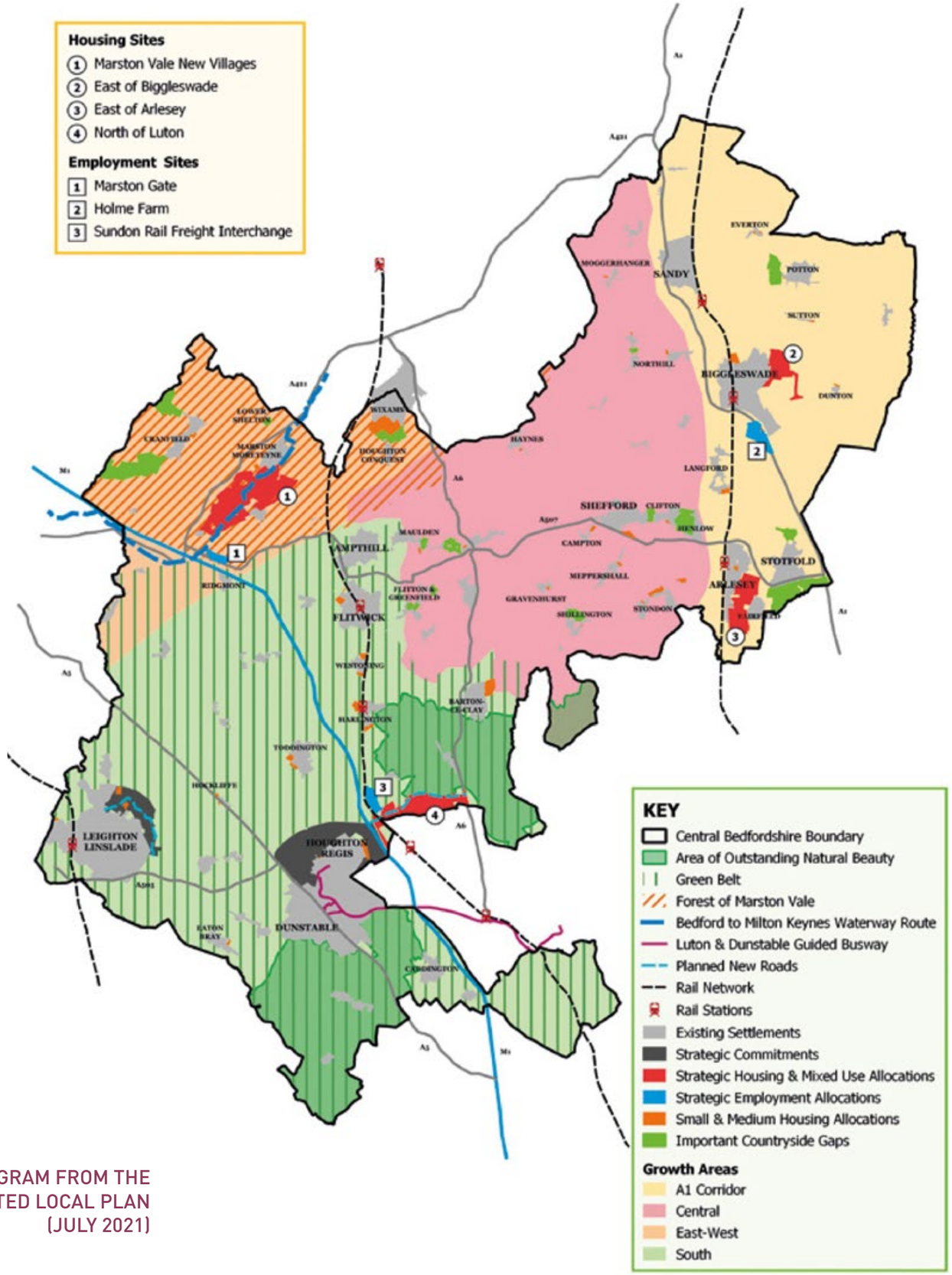
THE DEVELOPMENT PLAN

Adopted Local Plan

2.8 The adopted Development Plan comprises the Central Bedfordshire Local Plan 2015 – 2035 (July 2021).

2.9 The adopted Local Plan will deliver new homes and employment land within the plan period up to 2035 through strategic allocations and small to medium growth in existing towns and villages across Central Bedfordshire.





KEY DIAGRAM FROM THE ADOPTED LOCAL PLAN (JULY 2021)

2.10 The site detailed in this Development Brief is allocated for residential development as part of the adopted Local Plan.

- Policy SP1 'Growth Strategy' provides the overarching spatial strategy for the Borough.

2.11 Within the Settlement Hierarchy (Section 9), Harlington is classed as a second tier settlement, a 'Minor Service Centre.' A Minor Service Centre is a larger settlement with a good level of services, possibly including a school, doctor's surgery, a basic retail offer and frequent transport links. It also forms part of the Luton Housing Market Area.

2.12 A number of policies in the emerging Local Plan are of direct relevance, and these are summarised below:

- Policy SP2 'Presumption in Favour of Sustainable Development' reiterates the NPPF presumption in favour of sustainable development.
- Policy SP4 'Development in the Green Belt' provides for the release of land from the Green Belt in order to accommodate the growth required up to 2035. Green Belt boundaries are redrawn around allocated sites.
- Policy EE1 'Green Infrastructure' requires high quality, multifunctional green infrastructure to be integrated within developments, incorporating Sustainable Drainage Systems (SuDS) and enhancing biodiversity, landscape character, the rights of way network and design quality.
- Policy EE4 'Trees, woodlands and hedgerows' seeks to establish the principles for retaining and enhancing existing trees, woodlands and hedgerows alongside new landscaping within proposed development.
- Policy EE13 'Outdoor sport, leisure and open space' requires the provision of open spaces and outdoor sports facilities in accordance with the Central Bedfordshire Leisure Strategy standards.
- Policy CC1 'Climate Change and Sustainability' states that good design can improve the quality of places and ensure that they are adapted to a changing climate.
- Policy CC4 'Development Close to Watercourse' seeks to maximise opportunities for watercourse restoration and enhancement and developments should not compromise access to watercourses and compromise flood defences.
- Policy CC5 'Sustainable Drainage' expects developments to use SUDS as normal practice, incorporating naturalistic solutions within soft landscaped areas thereby delivering multiple environmental benefits.
- Policy HQ1 'High Quality Development' provides basic principles of local distinctiveness, density, scale, connectivity and landscape character and expects all development will comply with the requirements of the Central Bedfordshire Design Guide.
- Policy HQ9 'Larger Site' requires a Development Brief for larger sites exceeding 300 dwellings and, similarly, a Design Code for larger sites with multiple delivery options.

Site Allocation

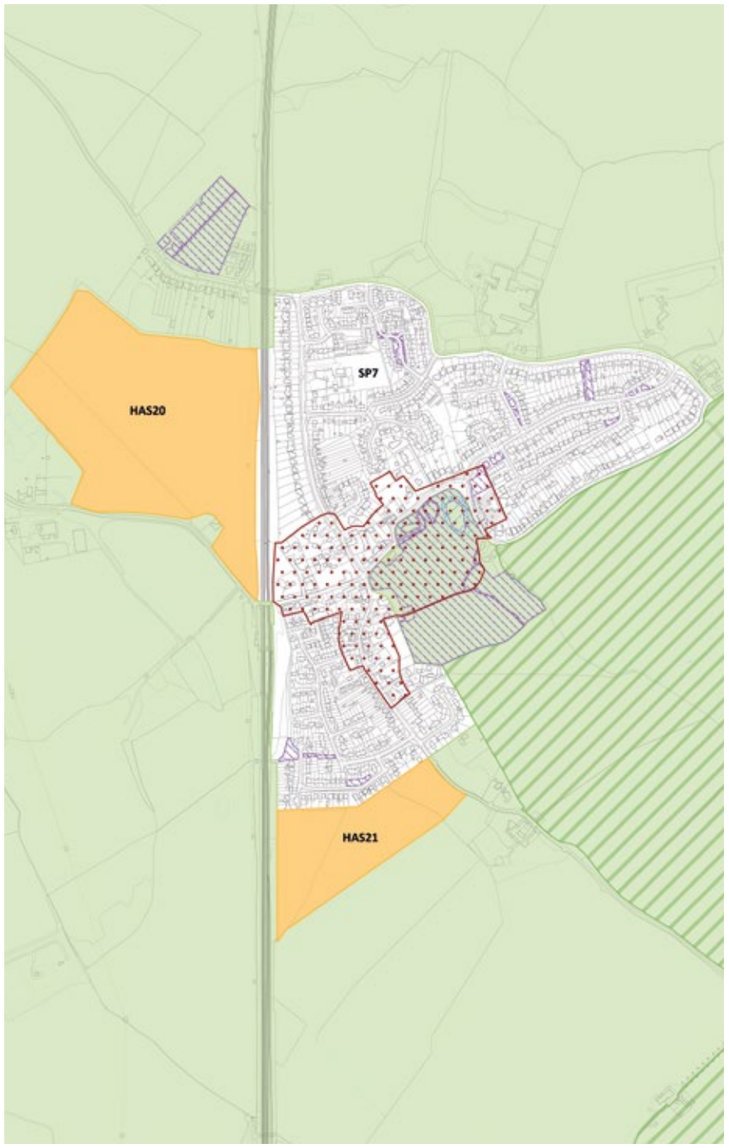
2.13 The site which is the subject of this Development Brief is allocated for development as part of Policy HA1 'Small and Medium Allocations' in the emerging Local Plan. The site is allocation HAS20.

2.14 The allocation for residential development identifies land to provide for approximately 435 dwellings and a two form entry primary school at an approximate average density of 40 dwellings per hectare alongside landscape buffers and noise mitigation required for the railway adjoining. Other policy requirements include improvements to the transport network and the provision of appropriate parking in close proximity to the school. The site is shown on Inset 27 (Harlington).

Supplementary Planning Guidance

2.15 Alongside the adopted Local Plan the following locally adopted documents apply;

- Central Bedfordshire Design Guide (March 2014)
- Affordable Housing Guidance Note for Central Bedfordshire (South Area) (September 2018)
- Highway Construction Standards and Specifications Guide (2019)



CENTRAL BEDFORDSHIRE LOCAL PLAN POLICIES MAP PUBLISHED JULY 2021

LEISURE STRATEGY

2.16 To ensure the appropriate delivery of leisure, sport and recreation facilities Central Bedfordshire Council worked with partner organisations to produce the 3 facility chapters which comprise the Leisure Strategy. The Strategy encompasses the provision of indoor and outdoor sport, recreation and open space facilities to support and promote physical activity, increase wellbeing and tackle the causes of ill health. The Council's Leisure Strategy sets out the requirements for the creation of new open spaces in developments.

2.17 Central Bedfordshire Council Local Plan 2035 Policy EE13: Outdoor sport, leisure and open space requires the provision of open spaces and outdoor sports facilities in accordance with the Leisure Strategy standards and facility requirements.

2.18 Table 5.1 in Chapter 2 'Recreation and Open Space Strategy' details the local standards (reiterated at page 180 of the adopted Local Plan (July 2021)).

2.19 Chapter 3 requires major developments to make on-site provision of outdoor sport pitches and supporting facilities in accordance with local and strategic sporting needs, the detail of which will be developed in consultation with Sport England and all sports National Governing Bodies for Sport (NGB).

2.20 On-site facilities must be designed and constructed in accordance with Sport England and National Governing Bodies for Sport design guidance. Where relevant, pitches are to be supported by the provision of changing facilities, car parking and ancillary facilities. A minimum of 1.3ha of outdoor sports pitches and supporting facilities are required.

Type of Open Space	Quantity
Countryside Recreation Sites	3.19 ha per 1000 population
Urban Parks	0.22 ha per 1000 pop. Major Service Centres only 0.39 ha per 1000 pop. (minor towns where/if required)
Large Formal Recreation Areas	1.20 ha per 1000 population
Informal Recreation Areas	2.6 ha per 1000 population
Small Amenity Spaces	0.55 ha per 1000 population
Children's Play Spaces	0.11 ha per 1000 (activity area only). Plus buffer zone of 10-20m from nearest dwelling
Provision for Young People	0.05 ha per 1000 (activity area only). Plus buffer zone of 20-30m from nearest dwelling
Allotments	0.37 ha per 1000 population (15 plots)
Cemeteries and Churchyards	2.03 burial plots per 1000 population

OPEN SPACE TABLE

CENTRAL BEDFORDSHIRE DESIGN GUIDE

2.21 The Central Bedfordshire Design Guide (March 2014) sets out the key principles and standards which the Council will seek to encourage in all new development to achieve the "highest possible quality" design and provide greater detail to support policies within the Development Plan.

2.22 The Design Guide sets out the key principles and standards to ensure the delivery of high quality design in Central Bedfordshire and the Council's expectations in relation to:

- layout
- street developments
- parking provision
- home dimensions

2.23 It is a material consideration in the determination of planning applications and should be used to guide all types of new development in Central Bedfordshire. It is in 10 parts. One core document and 9 accompanying themed supplements.

2.24 The guidance has been referred to in the production of this Development Brief with relevant key considerations from the placemaking checklist detailed in Section 6 of this Development Brief.

The development will need to adhere to all relevant policies in the Local Plan and principles in the Design Guide.

PRE-APPLICATION DISCUSSIONS

2.25 This Development Brief responds to comments that have been received from Council officers during May and June 2021 further to the submission of an initial development brief that was prepared to support the allocation of the site through the Local Plan.

2.26 Comments were received on drainage; landscape; ecology; noise and pollution; highways; green infrastructure and urban design.

2.27 This Development Brief responds to the feedback received from Council officers in delivering the Policy requirements of the site. This process is iterative and the Development Brief, once approved, will provide the framework on which any future outline planning application is based.

BRINGING THE ALLOCATED SITE FORWARD

2.28 The Main Modifications Local Plan consultation increased the policy requirements of the site to include access to the site from Westoning Road to ensure safe and secure pedestrian and cycle access to the primary school following concerns raised through the Examination relating to pedestrian access to the new school for parents with their children.

2.29 Through the Local Plan Examination it was evidenced that enhanced connectivity to provide policy compliant routes could be achieved along Westoning Road, and associated improvements could be made to Toddington Road, including over the railway bridge. These requirements are now embedded into the adopted policy requirements of Policy HAS20'.

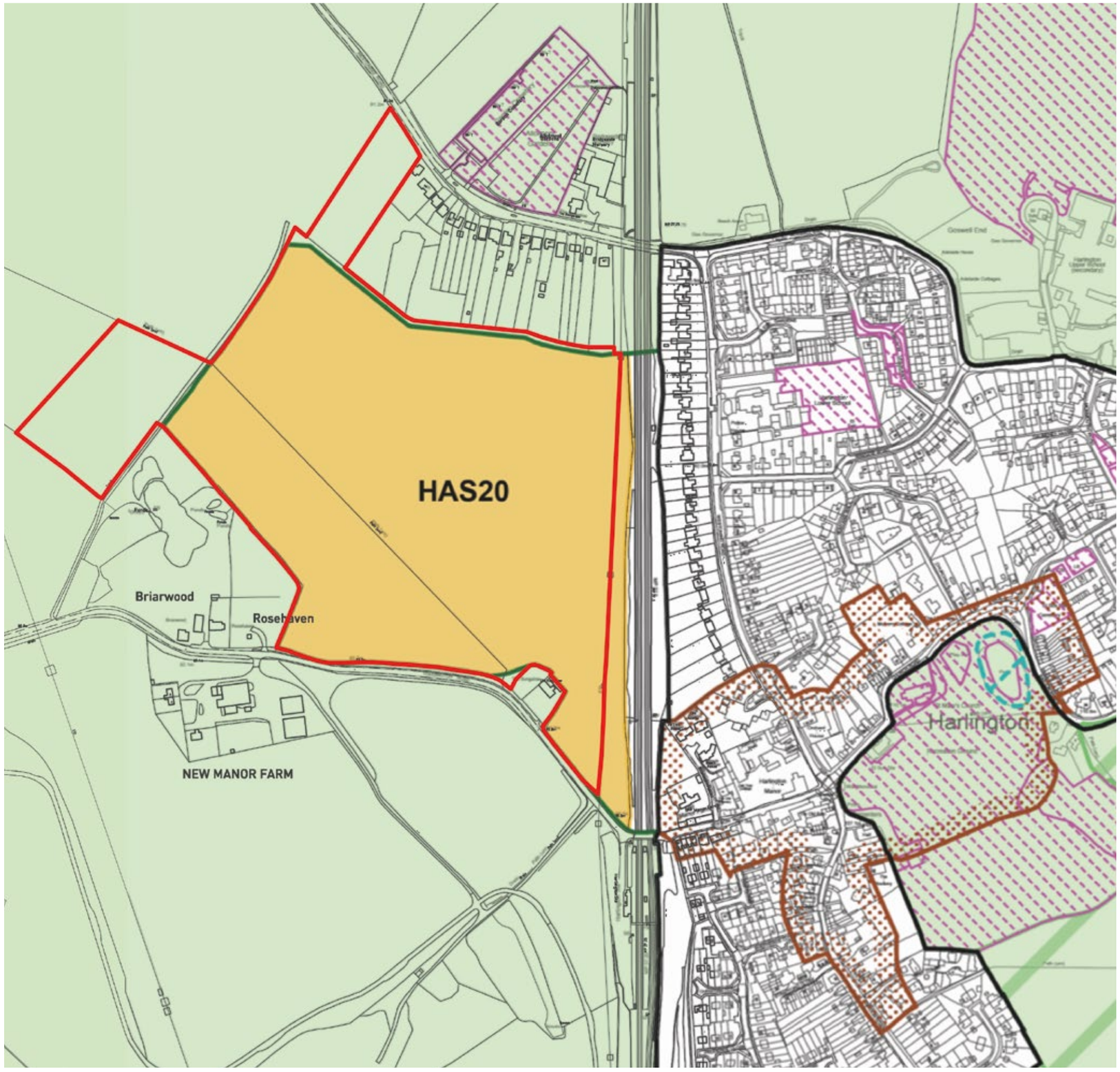
2.30 Consequently, it has been agreed with Council officers that the best location for the proposed new school is to the north of the site, to make best use of the new pedestrian and cycle link connection to Westoning Road. This part of the site also has a relatively flat topography suitable for the siting of a new school. Vehicular access to the school will remain from Toddington Road.

2.31 As a result, in order to bring the site allocation forward it is necessary to include land that extends beyond the allocation of HAS20 to include a strip of land to the north west to provide connectivity to Westoning Road plus a parcel of land to the west to provide for surface water attenuation.

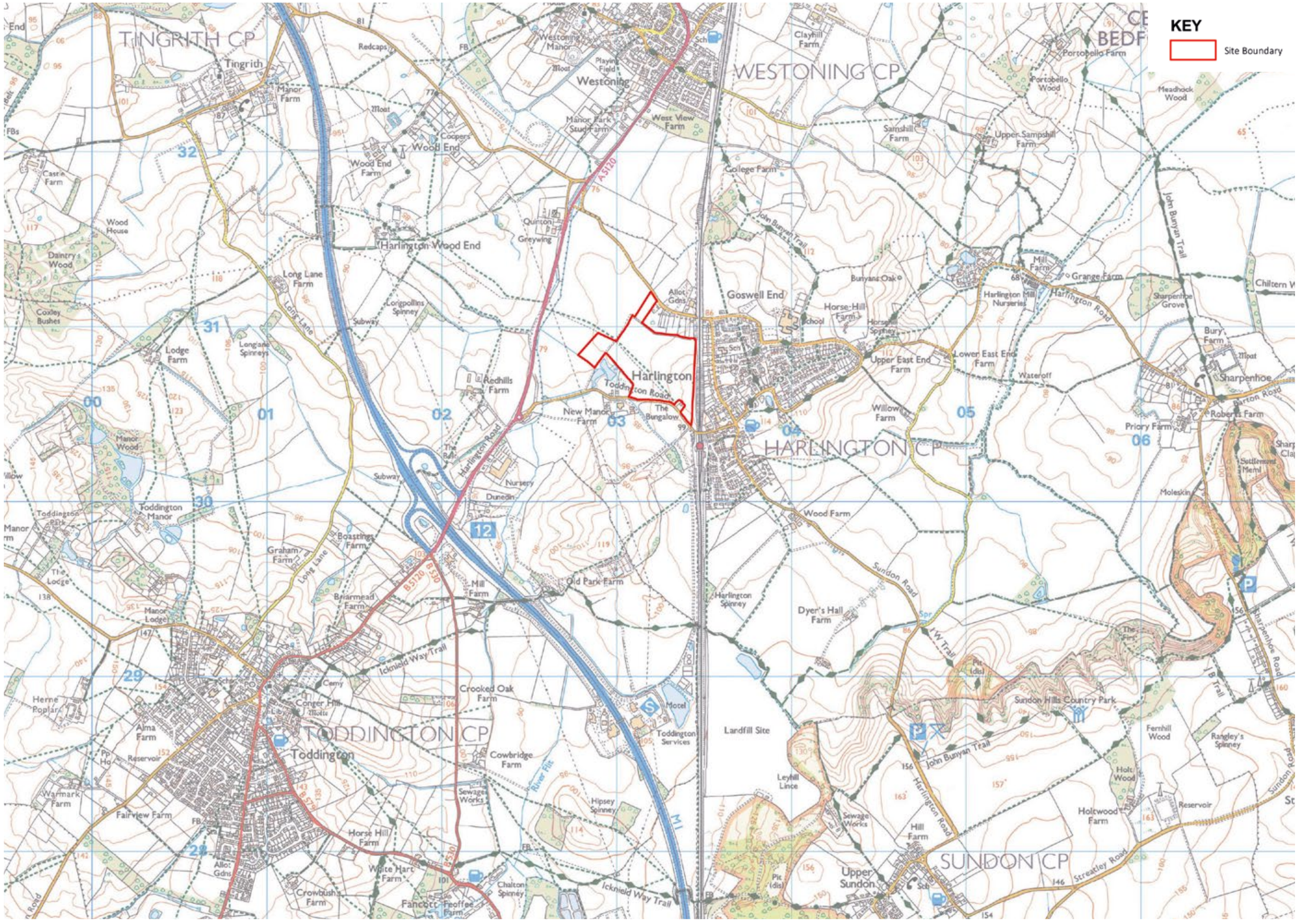
2.32 In addition the site to which this Development Brief relates will have a site boundary that abuts the rear boundary of existing dwellings along Westoning Road.

2.33 These areas remain in the Green Belt and any development proposed on them will be assessed against the relevant national and local planning policy.

2.34 The areas to which this Development Brief refers outside the HAS20 allocation boundary, and which are to remain in the Green Belt, are clearly shown in the Comparison Plan on page 9.



HAS20 COMPARISON PLAN



SITE CONTEXT PLAN

SECTION 3 | UNDERSTANDING THE SITE'S CONTEXT

SITE CONTEXT

3.1 As shown on the Context Plan opposite, the site is located adjacent to the western edge of the settlement of Harlington, just over 4 km to the north-west of the main urban area of Luton/Dunstable.

3.2 The M1 motorway traverses the landscape to the south, west and north-west of the Site, passing 1.2km at its closest point to the centre of the Site at Junction 12.

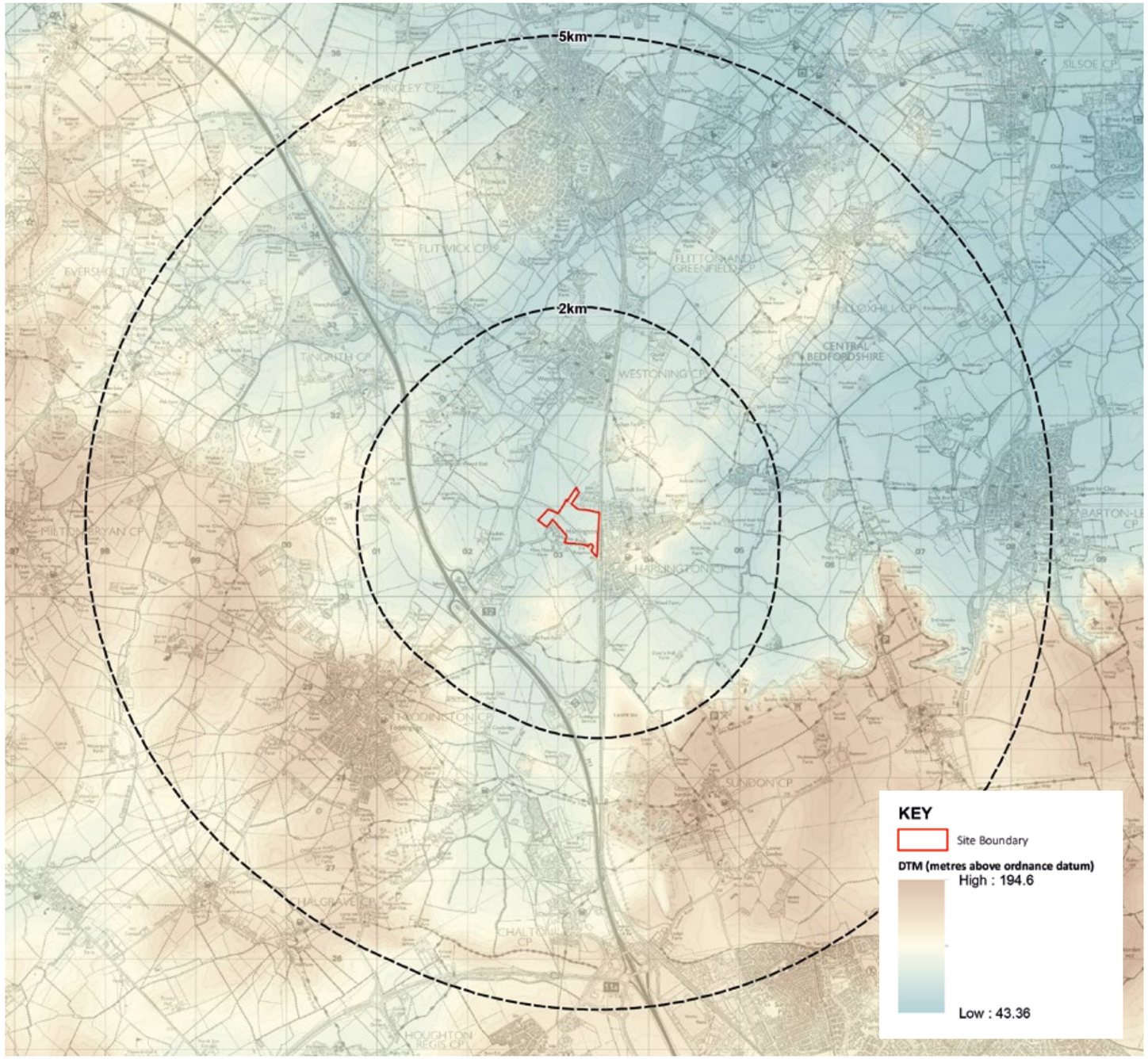
3.3 The Midland Mainline railway passes along the western side of Harlington, immediately adjacent to the Site's eastern boundary with Harlington Station being 500m from the centre of the Site. In addition to the Site, residential properties, a cemetery, allotments, the railway station and the associated car park also lie to the west of the railway line.

3.4 The village of Westoning lies 1.8km to the north of the Site, and physically separated from it by arable fields and by Westoning Road, which links the north-west of Harlington to the A5120.

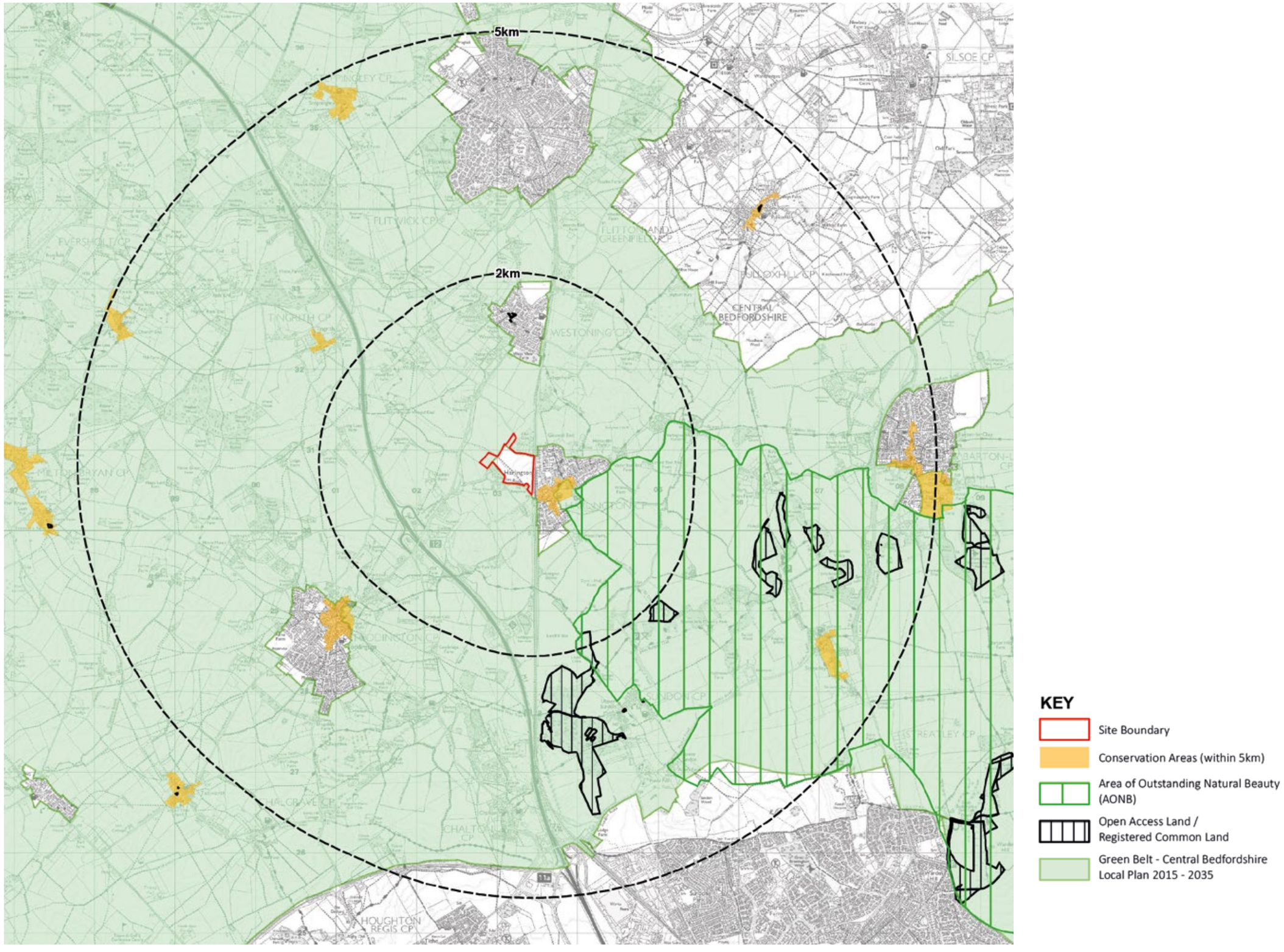
3.5 The village of Toddington lies 3km to the south-west of the Site, and physically separated from it by arable fields, the M1 motorway and farm and nursery buildings.

3.6 With regard to the Topography Plan, the Site lies on the side of a gradually sloping hill within a gently undulating landscape. In the wider context it is surrounded by steeply rising hills and ridges to its south-east, south-west and west. The centre of Harlington lies on a localised small ridge of land broadly orientated north-east to south-west, with areas of residential development extending down its slopes to the south, north and north-west.

3.7 Harlington has a population of 2,297 people (2011 Census) and has 2 public houses, 2 schools, several churches, a small parade of shops and several buildings surrounding the village green used for community activities including the parish hall, village hall and scout hut. More detailed information is provided in the following sections of this document.



TOPOGRAPHY PLAN



DESIGNATIONS PLAN

3.8 With regard to the Designations Plan, the Chilterns Area of Outstanding Natural Beauty (AONB) adjoins parts of the eastern side of Harlington, extending up the steeply sided Chalk Ridge towards the Sundon Hills Country Park to the south-east of the settlement. A network of Public Rights of Way (PRoW) crosses the AONB and the wider landscape, including the promoted Icknield Way Trail and the John Bunyan Trail, with the latter passing along the ridgeline approximately 2km to the south-east of Harlington.

3.9 The settlement of Harlington comprises an inset within the Green Belt designation although a number of properties and the allotments along Westoning Road, and the railway station and associated car parking all lie within the Green Belt designation.

SITE LOCATION PLAN

SITE'S IMMEDIATE SURROUNDINGS

3.10 With reference to the Site Location Plan, the Site extends to some 20.4ha, and comprises a single arable field north of Toddington Road, which is defined by generally tall hedgerows along each boundary. Toddington Road links Harlington and its railway station with the A5120 to the west, and thereafter to Junction 12 of the M1 Motorway.

3.11 The Site is physically defined as follows:

- to the west by a tall hedgerow separating the 2 arable fields;
- to the north by Westoning Road and the rear of a row of residential properties located along this road, which links the north-west of Harlington with the A5120;
- to the east by the Midland Mainline Railway and beyond that by the rear of properties within Harlington;
- to the south by Toddington Road, with the exception of the curtilage of a small number of residential properties directly accessed from Toddington Road.

3.12 Each of the roadside boundaries typically comprise hedgerows or mature trees and shrubs, which only allow brief glimpses into the Site across small gaps or field boundaries. The Site's other boundaries with adjoining private land uses are similarly typically marked by treelines and hedgerows, although a small part of the Site's south western boundary with a property along Toddington Road is more open.

3.13 Apart from small clusters of scrubby vegetation around the bases of the line of electricity pylons which runs alongside the railway line to the east of the Site, and group of mature trees on eastern boundary' there is no other permanent vegetation within the arable fields.

3.14 In addition to the electricity pylons and the associated overhead lines, lines of wooden telegraph poles cross the Site.

3.15 A Public Right of Way (footpath) crosses the Site, from the A5120 on the eastern side, passing through the arable fields, and finishing on Toddington Road, close to the residential property known as The Bungalow.

HISTORICAL CONTEXT

3.16 The village of Harlington has been inhabited since prehistoric times, and an Iron Age hillfort graces a nearby hill. Closer still is a Roman cemetery. The Domesday book calls the village Herlingdone and lists Nigel D'Albini as Lord of the Manor; he took over from 4 Saxon thegns who lost their lands at the time of the Norman Conquest in 1066.

3.17 The oldest buildings in Harlington, including several attractive 15th century half timbered houses, are situated on Church Road, Station Road, Westoning Road and Sundon Road. Nearby Harlington Manor was the home of Edmund Wingate, tutor to Queen Henrietta Maria.

3.18 The parish church of St. Mary the Virgin was built by the Augustinian monks of Dunstable Priory in the 13th century, on the site of a still earlier wooden church. A tower was added in the 15th century.

3.19 Harlington railway station was built by the Midland Railway in 1868 on its extension to St. Pancras. Even with the railway and station, Harlington grew very little in the first half of the 20th century but expanded in the 1970s and 1980s (possibly as a result of the construction of the nearby M1 motorway in 1959 and proximity of Junction 12) to the north and east with the construction of the schools and several residential neighbourhoods largely bounded by existing roads.

FLOOD RISK AND DRAINAGE

3.20 There are no watercourses on the site and the whole site is in the Environment Agency's defined Flood Zone 1 with a low probability of flooding. The Council's Level 2 SFRA does show, following modelling work, approximately 4% of the site near the south-western site boundary to be subject to a risk of fluvial flooding from the local field drainage network. Detailed hydrological analysis and hydraulic modelling of this network will be required at a later date to inform the detailed site layout by refining the flood outline and ensuring that residential properties are located outside of the areas assessed to be at risk.

3.21 The site drains in an east to west direction via natural overland flow to a local field drainage network running along the edges of the site with water being conveyed to the River Flit via a watercourse to the south west of the site. Limited infiltration to ground also occurs.

AGRICULTURAL LAND CLASSIFICATION

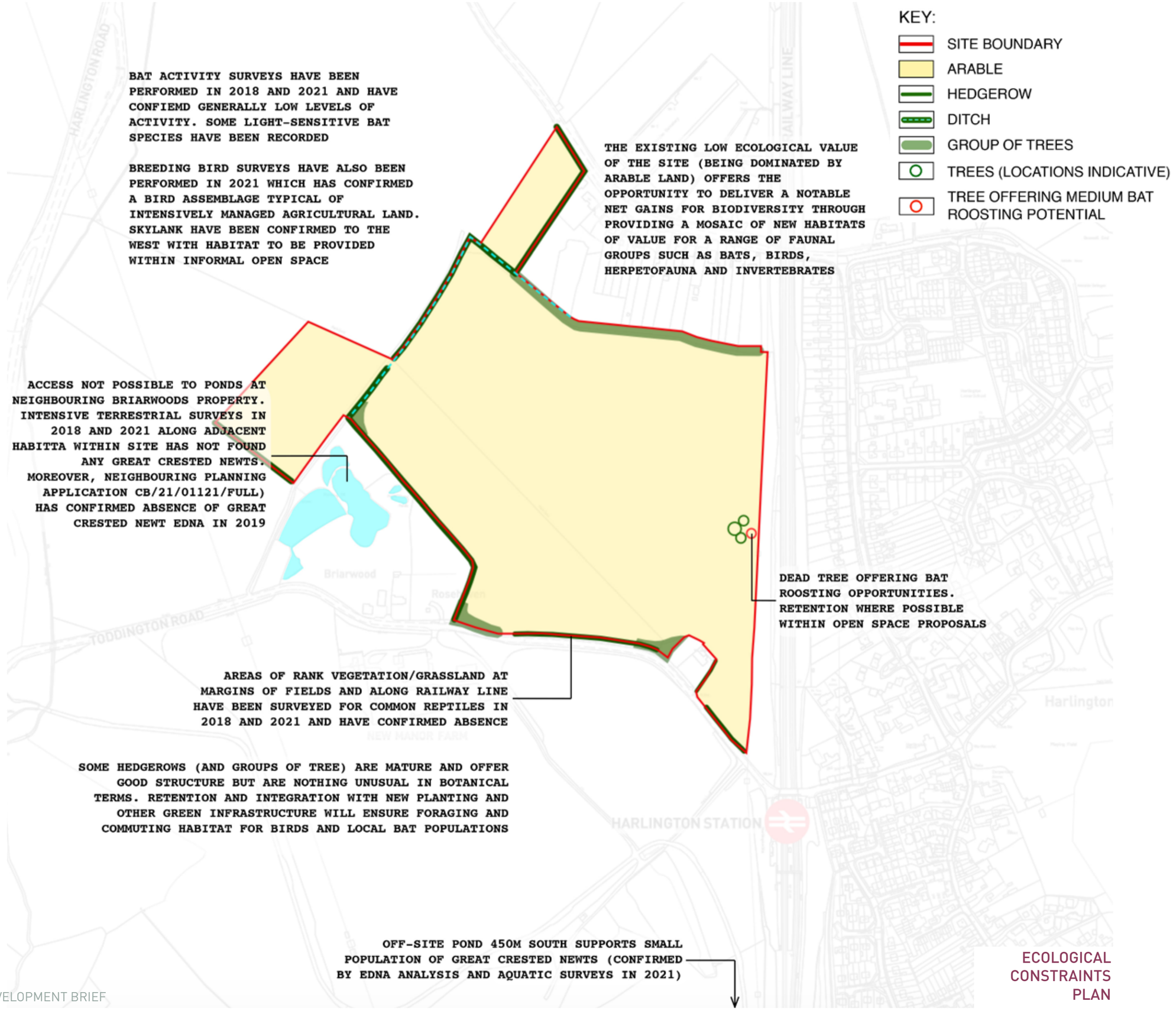
3.22 Agricultural land in England and Wales is divided into 5 grades 1 to 5, with grade 3 divided into 2 subgrades. Grade 1 is excellent quality land, and Grade 5 is very poor quality agricultural land. Grades 1, 2 and 3a represent the best and most versatile (BMV) agricultural land.

3.23 The Site has been assessed for agricultural land classification and comprises a mixture of subgrades 3a "good quality" and subgrade 3b "moderate quality" agricultural land. The Site contains, therefore, some 7.24 ha of land that falls within the BMV land category, as defined by the NPPF.

3.24 Natural England's "Guide to assessing development proposals on agricultural land", published in January 2018 notes that local planning authorities "should take account of smaller losses (under 20 ha) if they are significant when making your decision." This indicates that 20 ha of BMV agricultural land is a guide to what is "significant" for the purposes of BMV, but in areas where good quality land is less prevalent smaller amounts could be significant.

3.25 In this case the use of 7.24 ha of BMV land should not constrain development, because:

- The site is allocated in the Local Plan;
- The area, at 7.24 ha subgrade 3a, is not "significant" development of agricultural land in the local context;
- The majority of the District is shown to contain similar or higher proportions of BMV land; and
- Use of the land for development would not adversely affect the running or viability of the farm of which the site currently comprises a part.



ECOLOGICAL CONSTRAINTS PLAN

ECOLOGICAL CONTEXT

3.26 A Phase 1 Habitat Survey, desk study and a series of species-specific surveys have been undertaken.

Habitats

3.27 The existing low ecological value of the site (being dominated by arable land) offers the opportunity to deliver a net gain for biodiversity through providing a mosaic of new habitats of value for a range of wildlife.

3.28 The hedgerows and trees (mainly located along the boundaries of the site) are afforded some ecological value in the context of the site, mainly for the opportunities they provide faunal groups such as birds and bats.

Fauna

3.29 Although the survey work undertaken to date demonstrates that there is limited faunal activity on the site, further survey work for example in relation to Great Crested Newts, involving eDNA screening of the ponds adjacent to the site, is likely to be required. This survey work, together with that already performed, would form part of a full ecological impact assessment suitable in scope to accompany any planning application submission.

3.30 The retention of any protected/notable species would need to be given due regard as part of any emerging detailed design concepts associated with any future planning application. Mitigation, enhancement and necessary safeguarding measures during construction would be required to ensure species protection and legal compliance.

3.31 An ecological construction and management plan would also likely be required to ensure habitats and species protection, legal compliance and delivery of net ecological gains post-construction. This could be secured by way of a suitably worded planning condition.

TREE SURVEY

3.32 A Tree Survey has been undertaken. The key findings are as follows:

- Online records show there are no Tree Preservation Orders in place on the site.
- There is a single high quality (Category A) tree in the area close to the pylon. This can be retained and integrated appropriately.
- None of the trees on site would bring into play paragraph 180(c) of the revised NPPF, as there are no ancient or veteran trees associated to the site. The same is true of ancient woodland as none of the woodland areas associated to the site are designated as such.
- The main consideration will be any highway access from Toddington Road. Some tree and hedgerow loss will be inevitable to establish this.

LANDSCAPE CONTEXT

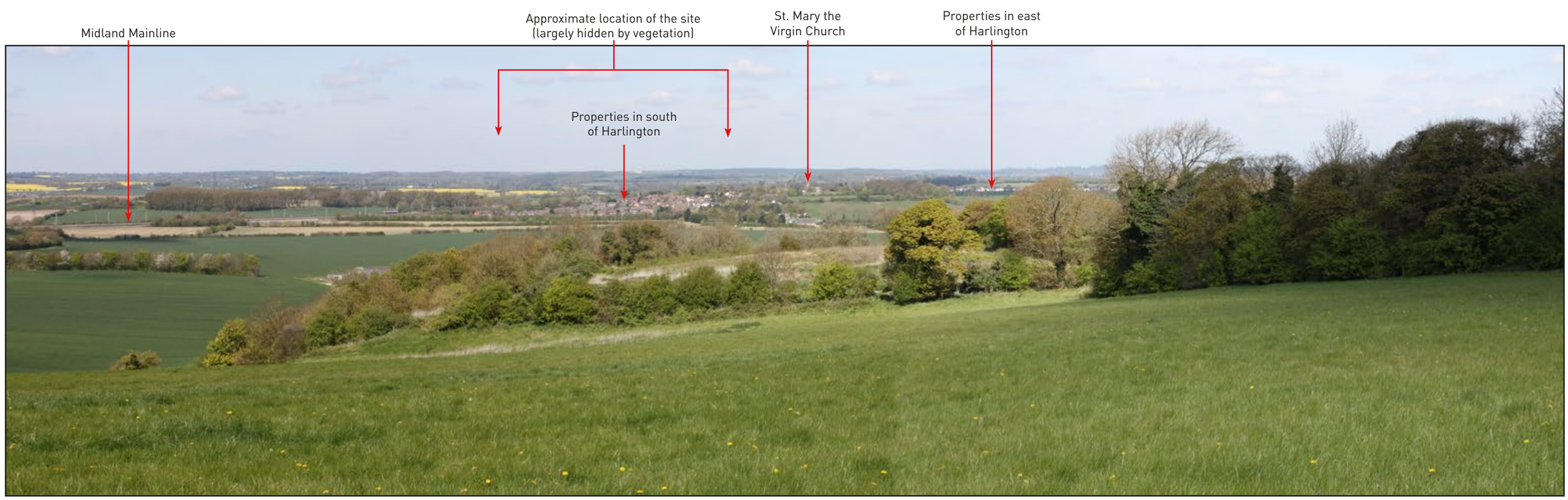
3.33 The Site comprises agricultural fields, largely used for production of arable crops. The fields are typically defined by hedgerows, tree lines and small areas of woodland. Whilst development of parts of the Site would inevitably result in the loss of the existing arable fields, neither the arable fields nor the vegetation which largely defines the field boundaries are uncommon in the surrounding landscape. Any proposed development would create the opportunity to provide enhancements to the existing landscape structure, ensuring the retention of valued features and elements in the longer term, as well as providing additional biodiversity and green infrastructure benefits.

3.34 An initial visual appraisal has been carried out to understand the broad visibility of the Site from publicly accessible locations within the surrounding landscape. The Site benefits from a high degree of visual containment provided by topography and by the mature vegetation along much of its external boundaries, as well as from the field boundaries which subdivide the Site itself.

3.35 **Context Photo 1** illustrates the view from a section of the promoted John Bunyan Trail to the west of the car park at the Sundon Hills Country Park, approximately 2km to the south-east of the Site. This elevated location lies within the Chilterns AONB and offers a panoramic view across the vale landscape to the north of the Chalk Ridge. The Midland Mainline Railway and the columns along its length can be clearly seen to the left of the photograph. The southern part of Harlington stretches across the middle ground of this view, whilst the eastern part of the settlement extends to the right of the open fields and woodland cover close to the church of St Mary the Virgin in the centre of the village. Distant hills form the backdrop to the view.

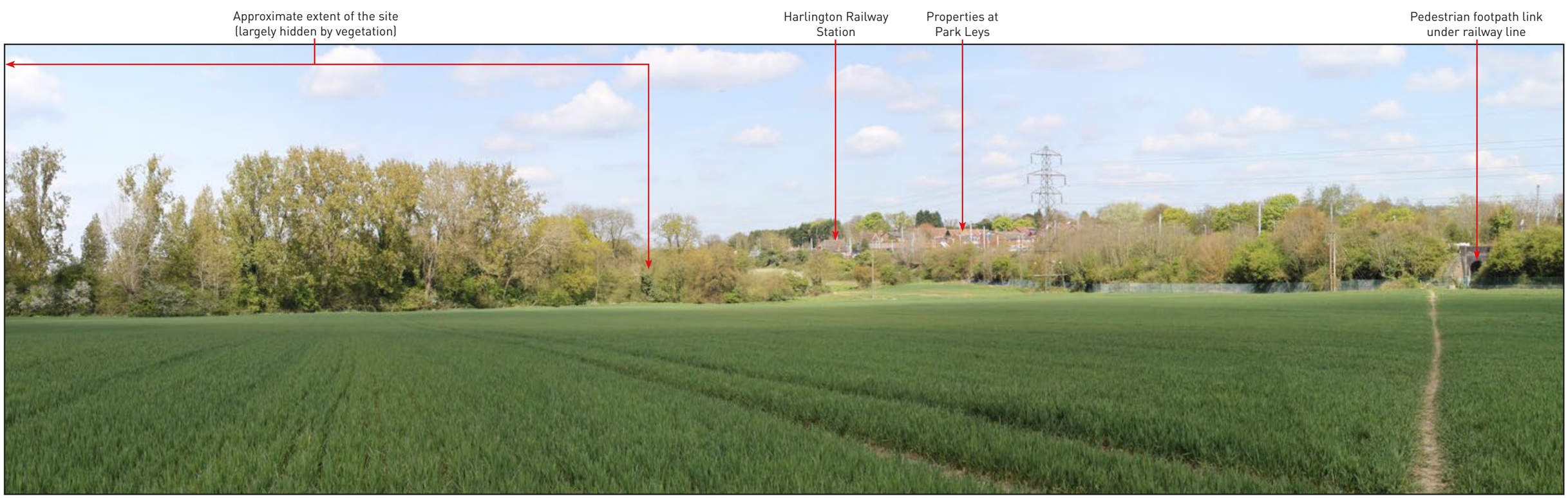
3.36 The majority of the Site is hidden from view by intervening tree and vegetation cover to the south-west of Harlington, with only small parts of the (green) arable fields of the Site visible from this location. In the view, the Site area lies to the rear of existing development in Harlington. The arable fields beyond the Site, to the west of the A5120, are clearly visible in the view, and can be identified in the photograph by their yellow crop of oil seed rape.

3.37 The view from the John Bunyan Trail to the east of the Sundon Hills Car Park is similar to Context Photo 1, but with the Site more screened by intervening vegetation.



Context Photo 1. View from John Bunyan Trail within the Chilterns AONB, looking north-west

3.38 **Context Photo 2** is taken from the footpath which passes underneath the railway line to the south of Harlington, heading south-west. Views of the Site from the footpath are prevented by gently rising topography and intervening vegetation adjacent to the southern Site boundary. ¬



Context Photo 2. View from public right of way to the south-west of Harlington, looking north

3.39 **Context Photo 3** illustrates the publicly accessible views towards the Site from within the Harlington Conservation Area. Despite the elevated location of the viewpoint (adjacent to the gate to the churchyard) other buildings and vegetation within the Conservation Area prevent views of the Site. There may be private views towards the Site from properties along the western edge of Harlington, but bands of vegetation along the railway line (including a line of tall conifers) and also the Site's boundaries are anticipated to prevent many views. No clear, publicly accessible views into the Site were apparent from the elevated residential area to the south of Harlington.

Context Photo 3. View from entrance to St. Mary the Virgin (churchyard of), looking south-west

3.40 **Context Photo 4** illustrates the brief view from a layby on the eastern side of the A5120. A wide arable field and a band of scrubby vegetation separates the Site from the road, although in some places (such as the location of the photograph) the vegetation is less dense allowing clearer glimpses of parts of the Site.

Context Photo 4. View from lay-by off A5120, looking east

Site Photo A. View from public right of way to the west of the site, looking north-west

(Continued below)

Site Photo A. View from public right of way to the west of the site, looking south-west

3.41 Generally, views into the Site from the A5120, Toddington Road and Westoning Road are screened by mature roadside vegetation, although there are occasional brief glimpses across field gates and gaps in the vegetation. These glimpsed views show the largely arable nature of the Site, visually and physically contained by rising landform and by mature vegetation.

3.42 **Site Photo A** illustrates the open views towards the Site from the footpath which subsequently crosses it. The open nature boundary with the property on Westoning Road allows residents of the property and a small number of adjoining properties, clear views into the Site. The more steeply rising land to the eastern side of the Site can be seen, although the vegetation along the railway line partially screens properties on the western edge of Harlington. The church tower of St Mary the Virgin as well as the Pylons along this edge can be clearly seen against the skyline from much of the footpath.

3.43 In summary, the visibility of the Site from within the surrounding area is strongly limited by the undulating landform and by mature vegetation, both on and off-site.

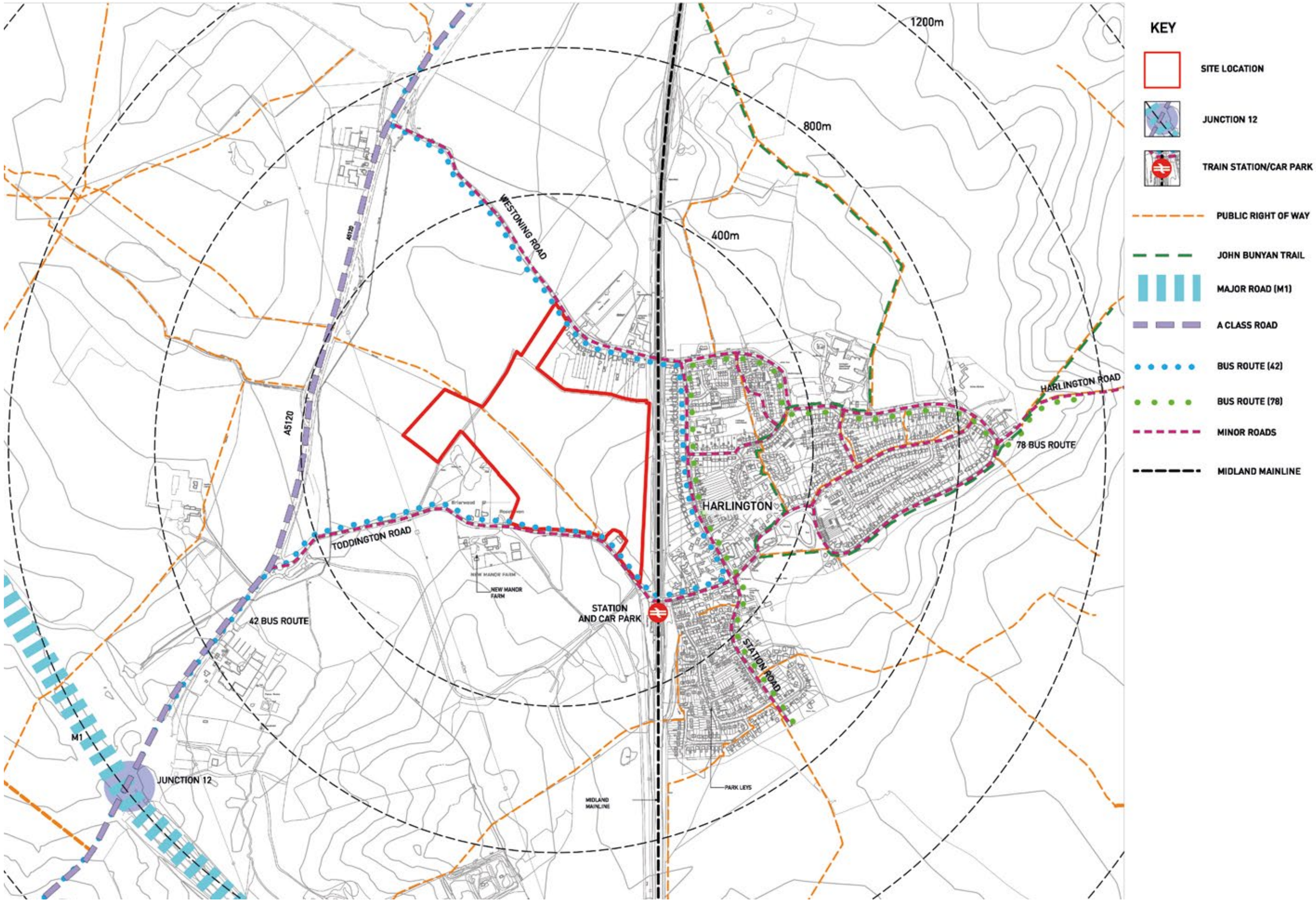
3.44 There are limited opportunities to see into the Site from the two roads which form part of the Site's boundaries. Mature vegetation along the roadside edges provides a fairly comprehensive deciduous screen to the Site, although this effect would be reduced following leaf fall.

3.45 Generally, there are no publicly accessible views from many areas within the adjoining settlement of Harlington, due to a combination of falling topography and the screening effects of built form and vegetation.

3.46 There are a limited number of private views from properties on the western and north-western sides of Harlington, although vegetation cover close to parts of the Site's boundaries screens views from other properties in these locations.

3.47 There are open views of the Site from the PRoW which traverses the proposed develpoment. These views include visual links to parts of the settlement of Harlington, including the church tower of St Mary the Virgin, which lies within Harlington's conservation area.

3.48 There are views towards Harlington and the Site from within the elevated parts of the Chilterns AONB to the south-east of Harlington. The Site area itself is frequently screened by a combination of intervening more elevated topography and by bands and belts of mature vegetation. Where parts of the Site are visible, these are typically seen between built form within Harlington and the continuing fields and rising landscape beyond the Site.



EXISTING MOVEMENT PLAN

TRANSPORT CONTEXT

3.49 The Site is located on the western edge of Harlington adjoining the Midland Mainline Railway. To the north, the site is bordered in part by Westoning Road, which links the north-west of Harlington with the A5120, and to the south in part by Toddington Road, which links Harlington and its railway station with the A5120 to the west, and thereafter to Junction 12 of the M1 Motorway. Westoning Road and Toddington Road meet to the east of Harlington linking Harlington to Sharpenhoe, Barton-le-Clay and the A6.

3.50 Footpath FP2 (a Public Right of Way) crosses the Site, from the A5120 on the eastern side, passing through the arable fields, and finishes on Toddington Road, close to the residential property known as The Bungalow. This links into the local network of PROWs including the John Bunyan Trail, a 124km/77mile circular route which passes through Harlington.

3.51 The nearest Sustrans cycle route is the National Route 6 which passes through Luton approximately 5km/3miles to the south of Harlington which will connect London to Threlkeld (nr. Keswick) in Cumbria when complete. There are also on-road cycle routes through the Sharpenhoe Clappers about 3km/2miles east of Harlington.

3.52 Harlington Station is located to the south of the Site, about 500m from the centre of the Site. Trains from here go north to Bedford and south to London, Gatwick Airport and Brighton. Thameslink operates trains from Harlington four times an hour to Bedford, twice to Brighton and twice to Three Bridges, both via Luton, Luton Airport, St Albans, London, and Gatwick Airport. Brighton-bound services also call at Burgess Hill. In peak times, trains run to Sutton and Kent.

3.53 Harlington is served by 2 bus routes. The no. 78 service provided by Centrebus links Luton Station Interchange to Shefford via Barton-le-Clay 4 times a day Monday to Friday and twice on Saturdays. The no. 42 service provided by Grant Palmer links Bedford Bus Station to Dunstable via Flitwick, Toddington and Ampthill with regular services throughout the day. There is a bus stop adjacent to the site on Toddington Road and one in Westoning Road.

BUS STOP ON TODDINGTON ROAD

HARLINGTON STATION

EXISTING CHARACTER AREAS PLAN

LOCAL CHARACTER ANALYSIS

3.54 As described previously, Harlington dates back to Saxon and even earlier times. However, the town experienced the majority of expansion in the late 20th century possibly as a result of the construction of the nearby M1 and Junction 12. The character area plan shows a fairly contained expansion to Harlington with the oldest properties being present within the village centre, limited and dispersed expansion in the early to mid 20th century and later expansion largely contained by existing roads and the railway line.

Historic Core

3.55 The village centre is characterised by 1½-2 storey densely packed (with the exception of Harlington Manor and Wentworth Court) buildings either exposed red brick, render, exposed timber structure with white infill render panels, or dark stained timber cladding. Roofs are generally red clay roof tiles and dual pitched parallel to the street with occasional gables and gabled dormers. Central chimneys are a feature with occasional end gable chimneys. Building features include brick segmental arches, occasional gothic arch, small pane double-hung sash and casement windows, occasional bay and bow windows and contrasting brick detailing. The densely packed dwellings are often close to the back edge of pavement with parking squeezed in front of the dwelling or on-street.


CHURCH ROAD


SUNDON ROAD


STATION ROAD


STATION ROAD


CHURCH ROAD


WESTONING ROAD

Early/Mid 20th Century

3.56 There are a number of early/mid 20th Century red bricked terraces and semi-detached houses such as those along Sundon Road, Westoning Road and Barton Road. These are mainly 2 storeys and generally have small front gardens or are back edge of pavement, except those along Westoning Road tend to have more generous front gardens. Roofs are generally dual pitched parallel to the street with chimneys punctuating the skyline or occasional gables. Building features include brick detailing and banding, slate roofs, bay windows, double height bay windows and some brick arched porches. Parking is generally provided in the front gardens, to the side or sometimes to the rear of the terraces. Larger front gardens are defined by mature hedges, smaller front gardens by low brick walls and shrub planting.


BARTON ROAD


SUNDON ROAD

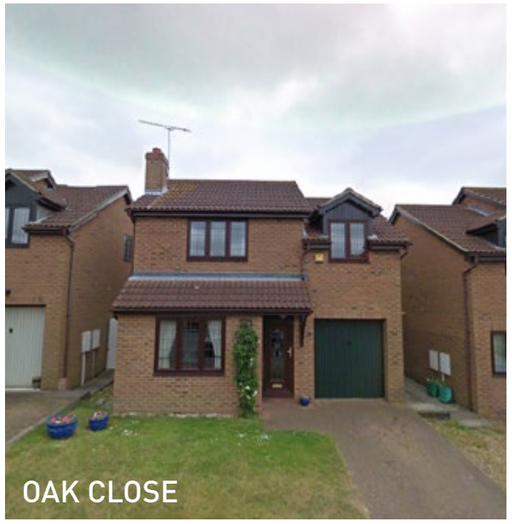

WESTONING ROAD


WESTONING ROAD


WESTONING ROAD

Late 20th Century

3.57 The late 20th century saw Harlington expand to the north, south and east. More recent development has included 'infill' and re-purposing land including the former Aquatics Centre off Westoning Road to the west of the railway, and 45 apartments at Station Yard, adjacent to the station. As a result, there is a large variety of house types and styles within this expansion. There is a mixture of 1 and 2 storeys including bungalows, detached, semi-detached, short terraces and larger footprint buildings. Building features include red and buff coloured bricks, red pantiles and roof tiles, occasional chimney features, small areas of wall tiles or timber cladding, some a-symmetric roof shapes and elevations. Generally, dwellings have generous front gardens often laid with grass and defined by low hedgerows and/or shrub planting with on plot parking and occasional integral garages. Streets sometimes include grass verges and street trees.


OAK CLOSE


WESTONING ROAD


WINGATE ROAD


GOSWELL ROAD


BRIAN ROAD

DENSITY

> "Well-designed new development makes efficient use of land with an amount and mix of development and open space that optimises density. It also relates well to and enhances the existing character and context."
>
> Para 65, NDG 2021

58 DPH

STATION YARD

3.58 Government guidance in the form of the National Planning Policy Framework (2021) expects planning authorities to optimise the density of development in line with its policies, including whether policies promote a significant uplift in minimum density standards in locations well served by public transport. In achieving appropriate densities, planning policies and decisions should support development that makes efficient use of land, taking into account the desirability of maintaining an area's prevailing character and setting (including residential gardens).

3.59 The National Design Guide (January 2021) also recommends optimising density providing it relates well to and enhances existing character and context.

3.60 Harlington has a village character with an average density of about 19-22dph*. This is made up of a range of densities that reflect in part the history of development, location and accessibility. Generally areas close to the station, and particularly to the south, and which are more recent, have smaller gardens and have higher densities than areas which may be older with larger gardens.

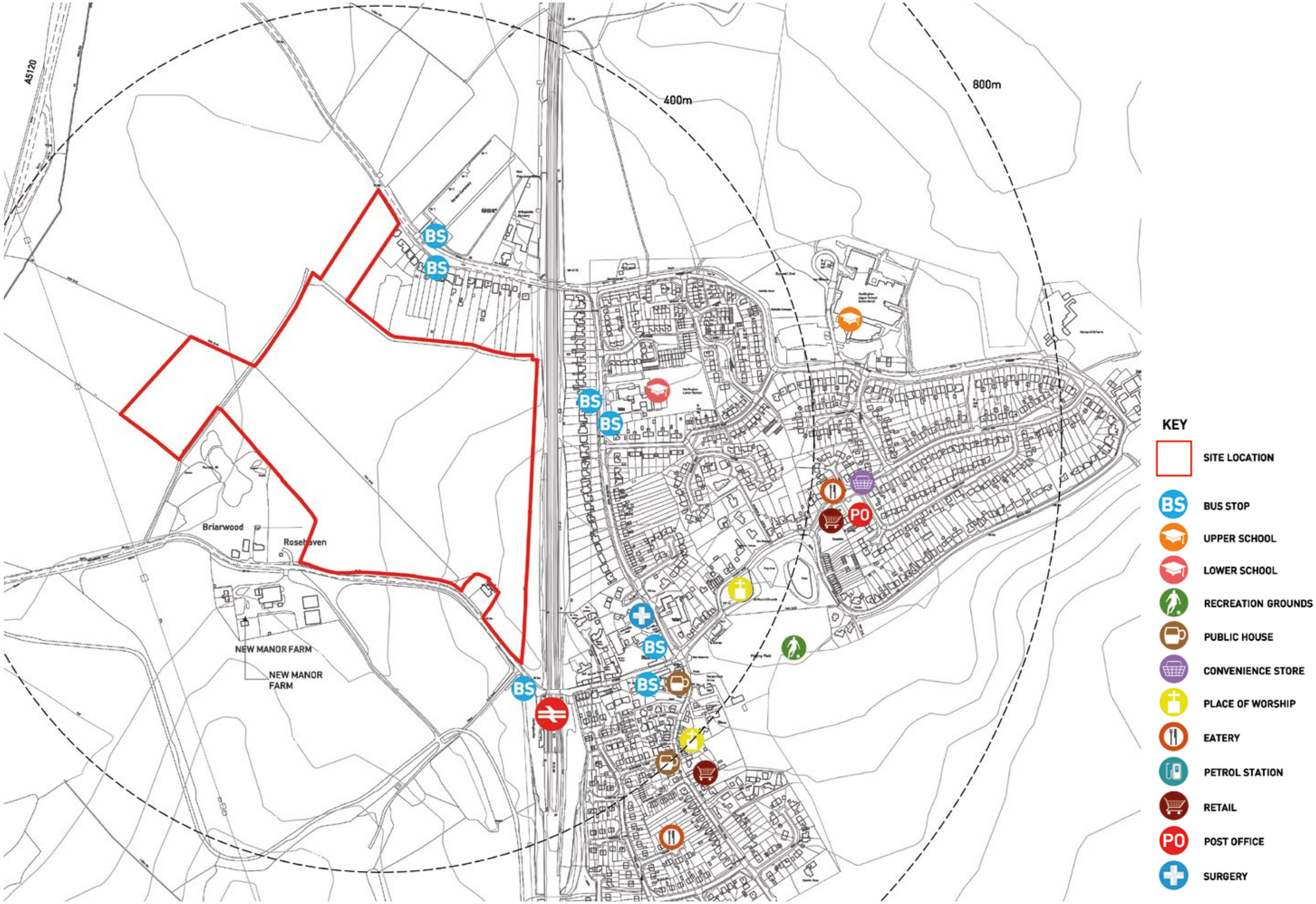
3.61 Some areas immediately adjoining the railway line may have densities at approximately 12dph, however, other areas close to the station have densities considerably higher. For example, Strafford Close has a density of approximately 65dph and the recently approved Station Yard immediately adjoining the railway has a density of 58dph.

3.62 The NPPF 2021, paragraph 125(c), states that it may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas, rather than one broad density range. New development at Harlington West can therefore maintain Harlington's prevailing character whilst making efficient use of land by reflecting the range of densities locally.

FORMER CHILTERNS AQUATICS CENTRE, WESTONING ROAD

GLEBE GARDENS

STRAFFORD CLOSE



EXISTING LOCAL FACILITIES PLAN

LOCAL FACILITIES AND AMENITIES

3.63 Harlington Rail Station is approximately 500m (5 minute walk) from the centre of the site. Harlington Railway Station provides an excellent 15 minute service to both Luton and Bedford with both being accessed in 9 minutes and 15 minutes respectively. Harlington Railway Station also connects to London, again providing an excellent 15 minute service.

3.64 Harlington is classified as a Minor Service Centre with local facilities within 400-600m from the centre of the site. Harlington has 2 public houses, the Carpenters Arms and The Old Sun. There are several churches, including the Church of St Mary the Virgin, Harlington Methodist Church and Life Church (part of the Pioneer network of churches). There is a small parade of shops consisting of a general store with post office counter, a cafe and a gunsmith. Other businesses include an estate agent in Church Road.

3.65 There are several buildings surrounding the village green used for community activities. These include the parish hall, village hall and scout hut. A cricket pitch adjoins the village green.

3.66 The village is home to 2 schools, Harlington Lower and Harlington Upper. The lower school takes children from reception class through to age 9 (end of school Year 4). Also on the Lower School site is Harlington Village Pre-School, a volunteer run charity accepting children from the ages of 2 years and 9 months. As Central Bedfordshire operates a three-tier system, children aged between 9 and 13 (school Years 5 to 8) currently attend Parkfields Middle School in nearby Toddington.

3.67 Harlington Upper School serves a large rural area, and takes children from age 13 (school Year 9) up to A-level. Harlington Upper School recently became a specialist science college.

EXISTING SERVICES

Foul Drainage

3.68 There is a 225 mm diameter foul sewer crossing the Site from SE to NW, which has capacity for the Site. Anglian Water has carried out a pre-planning review and has advised that the sewage will be discharged to Flitwick sewage treatment works, which currently has capacity for the Site.

3.69 An easement for all or part of the existing sewer cannot be ruled out at this stage and the extents will depend on the land ownership arrangements, alignment and ultimate configuration of the masterplan.

3.70 At this stage a diversion of the existing sewer should be allowed for to be more compatible with the proposed masterplan and road layout. The feasiability of any such diversion and maintaining a gravity arrangement will be, primarily, dependent on the existing levels.

Water Supply

3.71 Anglian Water has advised that the proposed development can be supplied from the main in Toddington Road. However, some offsite reinforcement is likely to be required which Anglian Water is responsible for providing as planned development.

Electricity Supply

3.72 UK Power has advised that the 11kV networks crossing the Site can be undergrounded through the Site and connected to new substations for the proposed development. These networks currently have capacity to supply the proposed development.

3.73 The 132kV overhead pylon route along the eastern boundary of the Site will be incorporated into the masterplan.

Gas Supply

3.74 Gas supply is available in Harlington notwithstanding the Government's proposal to ban gas boilers in new build homes from 2025.

Telecommunications

3.75 The developer will liaise with Broadband providers to facilitate high speed broadband access for the development.

3.76 There are a couple of data lines running north south in close proximity to the eastern boundary. Due to the limited accuracy and indicative nature of the records it is not clear if these utilities run within the site or within the rail corridor. Therefore this would need to be explored further and established.

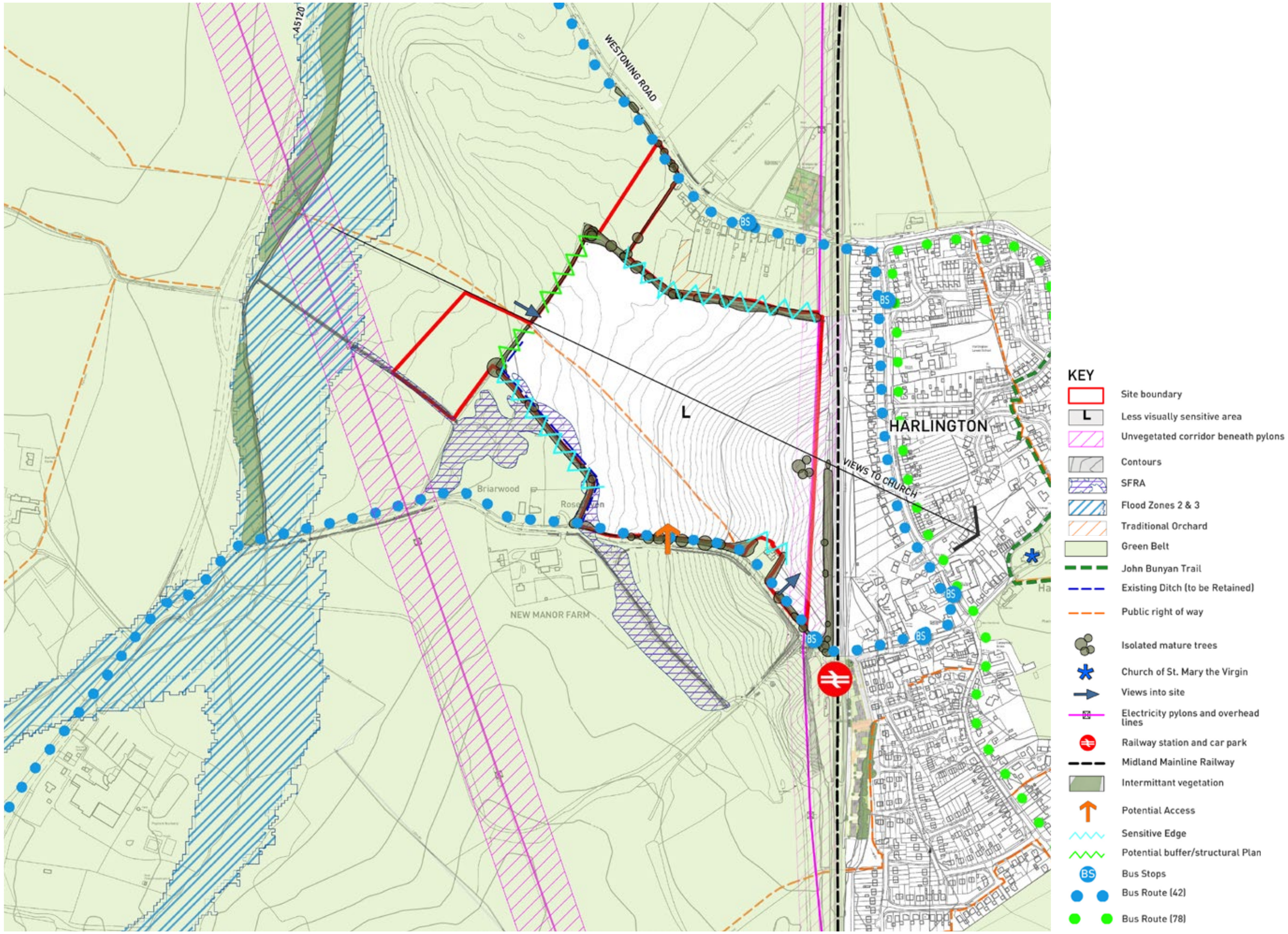
NOISE

3.77 Given the offset from the High Voltage power lines the potential for noise or vibration materially affecting the future households is anticipated to be low.

3.78 Typically, 30m from the source of vibration would be sufficient to avoid the effect of vibration. Given that the development will be offset from the High Voltage Powerlines, which are about 30m from the railway line, the resulting greater distance between the railway lines and proposed houses should not present a significant constraint that cannot be managed via optimization of the proposed development layout.

3.79 Apart from at the north east corner of the site the railway is in a cutting which further mitigates the effects from the trains.

3.80 A detailed noise assessment will be undertaken as part of the planning application submitted on the site and subject to the results of this assessment consideration will need to be given to the design and orientation of buildings closest to the railway line and whether additional noise barriers are required to be incorporated.



CONSTRAINTS & OPPORTUNITIES PLAN

OPPORTUNITIES AND CONSTRAINTS

3.81 The Site Opportunities and Constraints Plan (opposite) identifies a number of factors that will influence the ultimate form of development on the Site. The list below seeks to give a picture of the main issues that will need to be considered in developing proposals for the Site.

CONSTRAINTS

- Open views to the site especially from the west;
- Existing trees and hedgerows mainly along the Site's boundaries;
- Noise from the Midland Mainline Railway line to the east;
- Loss of agricultural land;
- Line of electricity pylons and overhead cables which run alongside the railway line to the east of the site;
- Existing ditches and associated flood extents / maintenance buffers;
- Traditional orchard adjacent to the northern boundary of the Site;
- The Site's topography rising to the east and gently sloping to the west;
- The private amenity of adjacent residential dwellings that adjoin the site boundaries to the north and south;
- Existing views toward the church of St Mary the Virgin in the east; and
- Existing Public Right of Way across the site.

OPPORTUNITIES

- The Site is well-related to the existing settlement and within walking distance of a number of services and facilities including the adjacent mainline railway station;
- Significant opportunity for sustainable travel to higher order settlements via the very close proximity to the train station and also via buses along Toddington Road;
- The opportunity to improve walking and cycling along both Toddington and Westoning Roads to key existing services within the village such as schools;
- New vehicle access from Toddington Road together with pedestrian and cycle links onto both Toddington Road and Westoning Road;
- Opportunities for Sustainable Drainage by conveying surface water run off within attractive green and blue infrastructure corridors with above ground surface water features, such as swales, being integrated into on-site landscaping areas;
- Provide additional landscape buffering (circa 15m) to existing hedgerow on western boundary to help protect open views;
- Provision of children's play areas alongside informal areas of open space for new and existing residents;
- Opportunities for new bat and bird roosts and a sensitive lighting scheme that respects nocturnal wildlife and the creation of diverse natural habitats;
- Provision of a new Primary School;
- Provision of a sustainable development that can accommodateup to 400 dwellings supported by amenity space and new infrastructure;
- Make efficient use of the land through the application of appropriate densities;
- Opportunity to create quality architecture that takes design cues from the local character (and the proximity to the Conservation Area) and responds positively to the existing adjacent built form of Harlington; and
- Provision of much needed affordable housing and open market dwellings in a range of sizes from 1 bedroom first time buyers to 5 bedroom detached family homes.

SECTION 4 | VISION

THE VISION

4.1 To create a new community that is an exemplar of sustainable development and enjoyment for Harlington's residents both present and future.

4.2 The community should build upon the existing character of Harlington and its surrounding environment, adapted for the 21st century.

4.3 The development should promote sustainable forms of living, including sustainable drainage, green infrastructure, enhanced biodiversity, the use of sustainable modes of transport and should provide a range of house types and tenures to meet the needs of residents.

4.4 In particular, the development at Harlington West should meet the policy requirements and reflect the site's context, constraints and opportunities with the following principles:

VISION PRINCIPLES

Principle 1: Provide a new 2.1Ha Primary school for Harlington.

Principle 2: Encourage all means of sustainable and safe transport, public transport improvements, and cycleway and footway improvements. There is a significant opportunity for sustainable travel to higher order settlements via the very close proximity to Harlington train station and also via buses along Toddington Road.

Principle 3: Provide additional landscape buffering (minimum 15m) incorporating tree planting to reinforce boundaries, protect open views and form a defensible edge to the Green Belt boundary.

Principle 4: Maintain key views towards St Mary's church.

Principle 5: Establish a distinctive townscape and landscape utilising the site's existing topography and features.

Principle 6: Include Sustainable Drainage as above ground surface water features (e.g. swales and basin) within attractively landscaped green/blue corridors.

Principle 7: Increase and improve access to green space and surrounding countryside.

Principle 8: Provide soft green edges, maintain the route of the existing PROW and provide a central green corridor through the development.

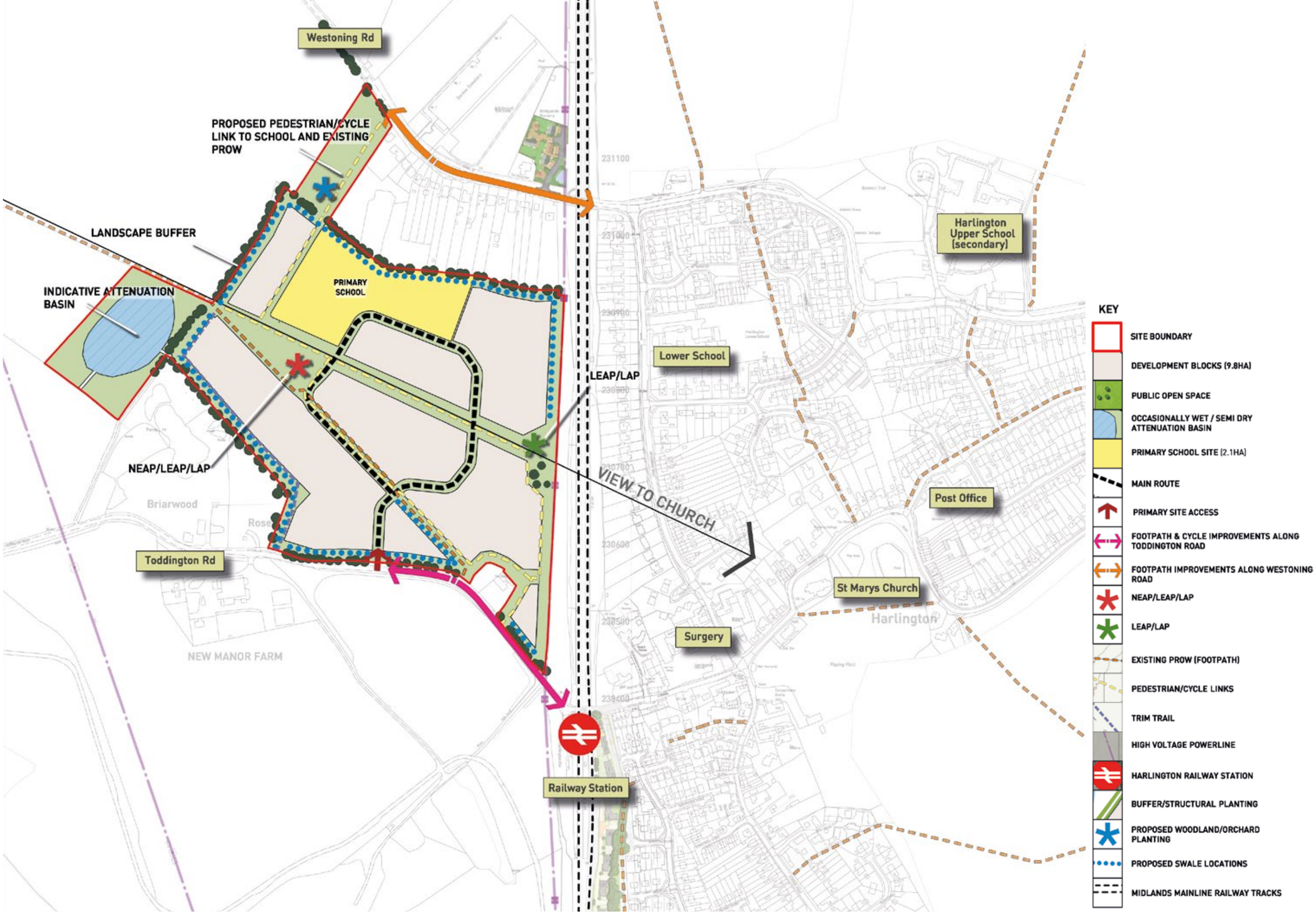
Principle 9: Provide connectivity to existing services and facilities in Harlington, including Harlington Upper School.

Principle 10: Provide development that is built to a high quality and high standards of environmental sustainability.

Principle 11: Minimise impact of development on existing residents.

Principle 12: Enhance biodiversity across the site.

In developing the detail of the vision, it is important to understand the needs of local residents, the aspiration of the Council, and the wider needs for housing and schools. The requirements for access and transport links also need to be considered.



CONCEPT MASTERPLAN

SECTION 5 | CONCEPT MASTERPLAN

CONCEPT PLAN

5.1 The Concept Masterplan proposes development to the west of Harlington and the Midland Mainline Railway adjoining existing development along Westoning Road and Toddington Road north and south of the Site. The scheme is located on the western fringes of Harlington with access to the nearby Harlington Station.

5.2 It is anticipated that the scheme will deliver up to 400 dwellings based on an average density of approximately 40 dwellings per hectare (dph) allowing for a range of dwellings across the Site, plus a site for a new school. This will provide a hierarchy of dwellings from detached properties with larger plots through to smaller terraced forms and apartments allowing for a variety in the streetscape.

5.3 The proposed development is located to the north and south of the Site with the view corridor to St Mary's church retained within a green corridor. A second green corridor adjacent to the railway line accommodates the off-set from the pylons and overhead cables as well as providing mitigation for noise from the railway line. These green corridors link to provide a pedestrian and cycle route through the development from the west on the line of the existing PROW to Toddington Road near to the railway station. With additional structural planting along the western boundary, development will be contained and views mitigated from the west.

5.4 The majority of existing hedgerows and hedgerow trees are retained on the Site to assist in screening the development from nearby properties whilst retaining green and blue corridors that provide for drainage features (swales) and on-site biodiversity. Where trees and hedgerows are lost along Toddington Road as a result of proposed highways improvements, it is proposed these will be replaced to maintain a landscaped setting along Toddington Road. The proposed development has also been set back along the northern boundary to help protect the private amenity and traditional orchard adjacent to the site.

5.5 A well connected movement network, accessible by all users, is proposed which will successfully integrate with the surrounding network of routes. Vehicular access into the site is via Toddington Road along the Site's southern boundary. Outward facing development along this road will create a sense of arrival. Additionally, a pedestrian/ cycle only link to Westoning Road is proposed on the Site's northern boundary.

5.6 The proposed tree-lined primary road will meander through the development to create a more informal approach whilst reducing vehicular speeds that allow for a safer pedestrian experience. Minor Roads will link to the main street to provide access to properties or private drives which provide direct access to a limited number of dwellings around the periphery of the site and adjacent to the open spaces.

5.7 The proposed new school is located to the north of the site and is integrated with new residential development to the west, south and east. The Concept Plan demonstrates residential blocks overlooking the new pedestrian and cycle access to Westoning Road. The new school site backs onto the rear gardens of existing dwellings on Westoning Road and fronts onto the main circular route through the site.

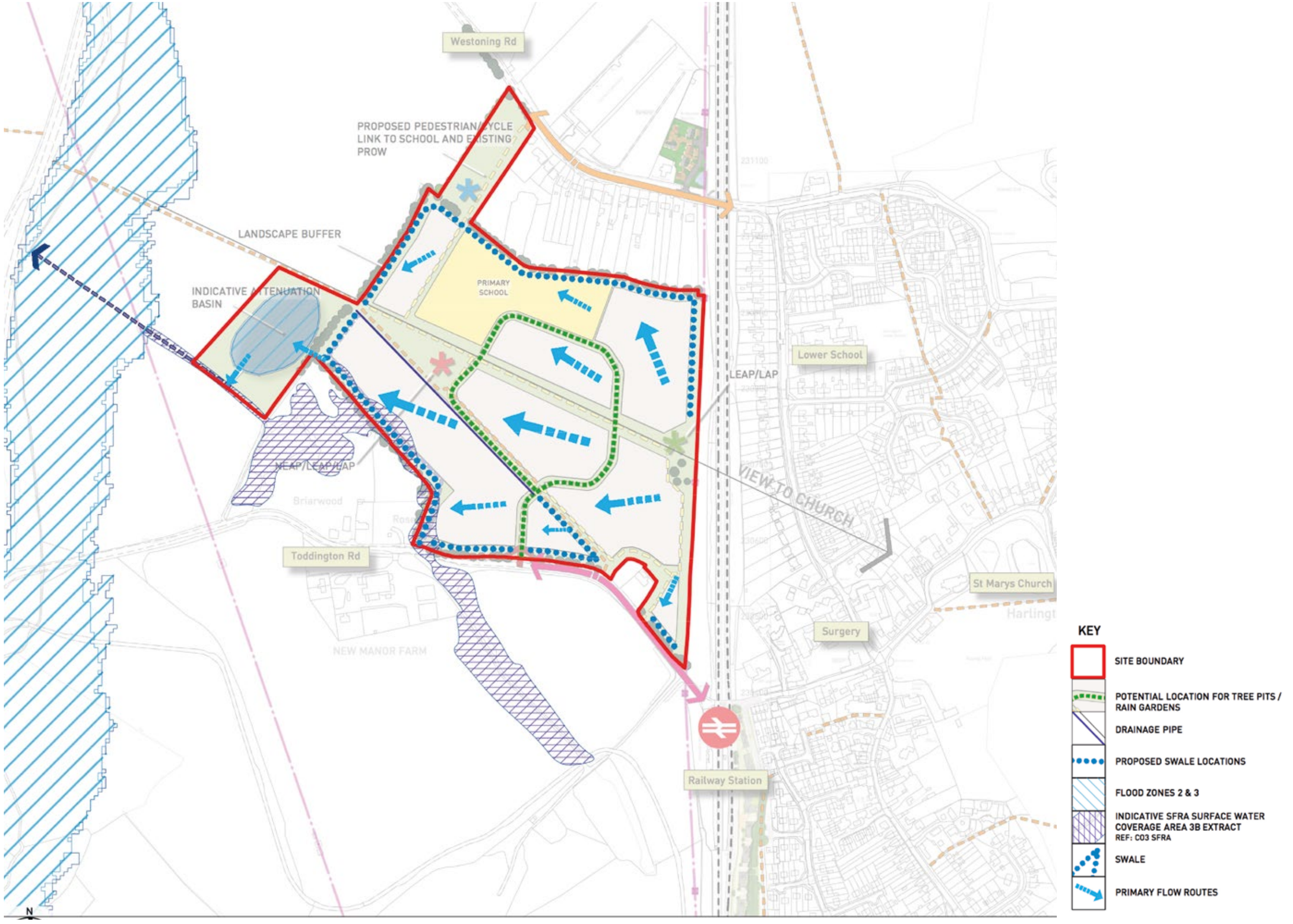
5.8 The existing PROW is retained through the development and additional footpath and cycle links provided to Westoning Road and along the central green corridor following the view towards St Mary's church to link to Toddington Road close to the railway station. These ensure access for all users including existing residents to the open spaces, children's play area and provide opportunities for trim trails promoting healthy lifestyle choices.

5.9 Street tree planting along the main street within verges, which may incorporate rain gardens, and/or continuous building lines will create a sense of enclosure. This continuity will assist in defining the public realm, help to improve an active street scene creating a safe and attractive environment that is well overlooked. Other streets will provide additional street tree planting and buildings set back behind more traditional front gardens to create a verdant streetscape. Here, the residential on-plot planting will help to define the character areas and provide a sense of place as users move through the scheme. Building densities could be higher towards the south and south east of the scheme whilst lower densities located further to the west. This will help maximise the number of properties in very close proximity to the Railway Station and bus stops on Toddington Road.

5.10 The surface water drainage strategy will include swales, a basin and other attenuation features and will be discharged at restricted rates into a ditch running within land controlled by the same owner. This ditch has a confluence with the River Flit further west of the site. The approximate location of a proposed basin is shown on the Concept Plan opposite.

5.11 Five structuring principles have shaped the initial proposals including:

- Drainage
- Access and movement;
- Green infrastructure;
- Identity;
- Community uses; and
- Placemaking.



DRAINAGE STRATEGY PLAN

DRAINAGE

SURFACE WATER DRAINAGE

5.12 The development site lies within Flood Zone 1 on the Environment Agency's Flood Map for Planning, an area considered to have a low probability of flooding. The Council's Level 2 SFRA does show a small part of the site near the south-western site boundary to be subject to a risk of fluvial flooding from the local field drainage network. Detailed hydraulic modelling of this drainage network and hydrological analysis will be required at a later date to inform the detailed site layout by refining the flood outline associated with this network and ensuring that residential properties are located outside of the areas assessed to be at risk.

5.13 The development will seek to incorporate Sustainable urban Drainage Systems (SuDS) features in order to limit the rate and volume of surface water discharged from the site to acceptable rates. This will ensure that the proposals will not result in an increase in flood risk to the site or the surrounding area, even accounting for the anticipated effects of climate change.

5.14 The SuDs strategy will use the existing topography of the site to provide drainage features in the form of linear swales and enhanced swales mainly located around the periphery of the site with opportunities for other features like rain gardens and/or tree pits within the main street and open spaces.

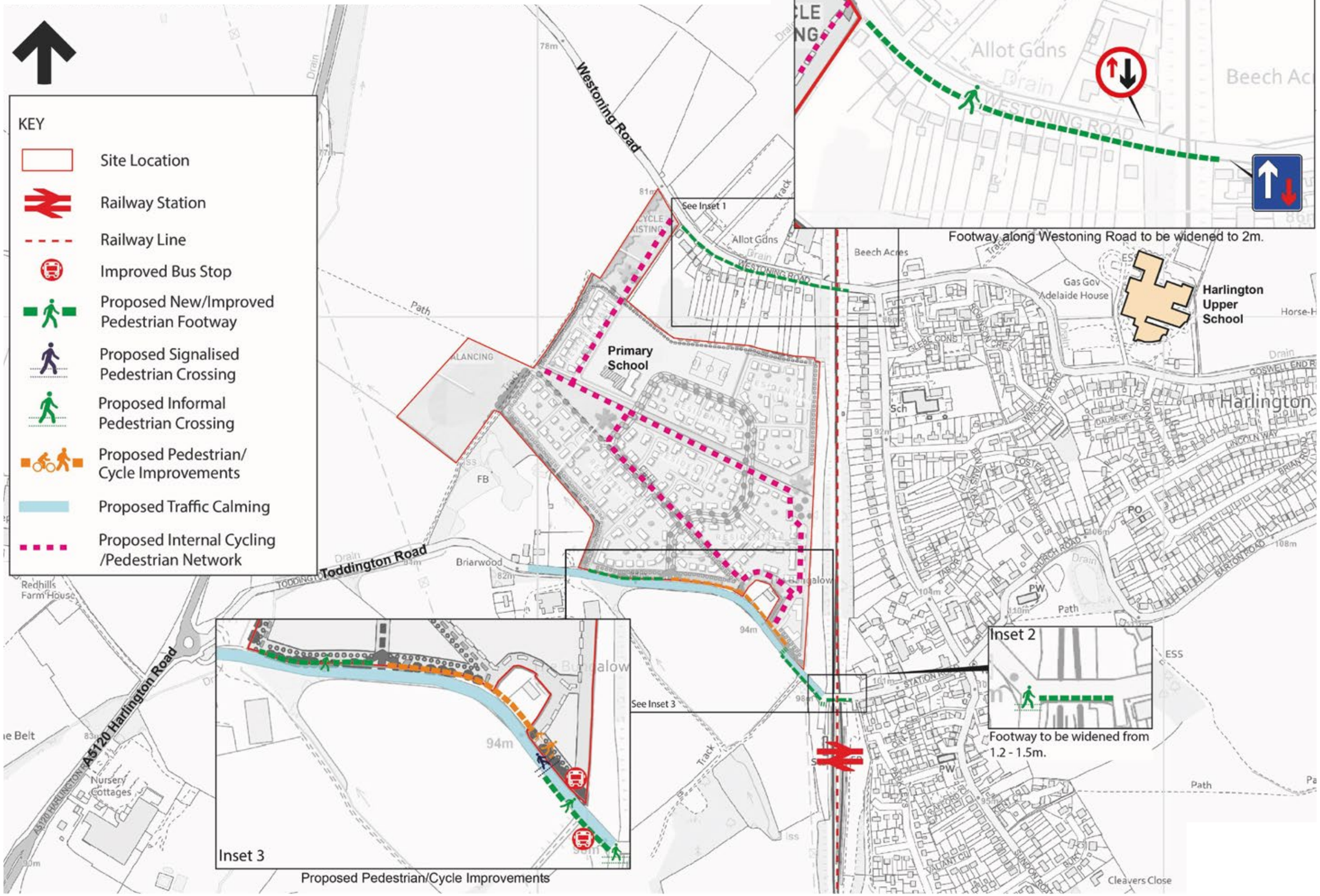
5.15 Enhanced swales include check dams located at regular spaces along their lengths and underlying storage measures to optimise their attenuation potential. To meet allocation requirements in terms of housing numbers other forms of SuDS including permeable paving and / or cellular storage will also be required to attenuate flows below car parking areas and private roads. Runoff will be collected from adjacent development parcels via the swales & permeable paved areas and drained to the attenuation basin located in the western part of the site.

5.16 The adjacent property, called Briarwood, located to the immediate south west of the site, comprises in its garden a number of interconnected ponds which are understood to be partly fed by the existing ditch running along the south western boundary of the site. Consideration will therefore need to be given to the ponds within the Briarwood property as part of the detailed drainage design of the site.

5.17 Surface water management within the development will seek to mimic the existing flow regime at the site as far as is practicable. Existing overland flow-routes are to be incorporated into the design of the development to route surface water generated during events in exceedance of the design of the drainage system away from properties and towards the existing ditch adjacent to the site. A combination of source control and site control SuDS features offering complementary water quantity, water quality, biodiversity and amenity benefits will be utilised in order to maximise the opportunities presented by the development of the site to the water environment.

5.18 A Flood Risk Assessment will be prepared as part of any future planning application.

MOVEMENT



MOVEMENT PLAN

ACCESS AND MOVEMENT

5.19 Subject to the highways authority being satisfied, a small pocket of development (approx 15-20 dwellings) in the south east corner of the site is proposed to be accessed directly from Toddington Road via a secondary access. In addition, a comprehensive network of pedestrian and cycle routes through the site, including access to Westoning Road, will be provided ensuring that the development is walkable and accessible for all.

5.20 The improvements will consider the realignment and widening of Toddington Road to deliver a safe and suitable access to the site. The new alignment will provide improved accessibility to the enhanced bus stops and also allow a new footway to be provided on the southern side, connecting the development area with Harlington Railway Station.

5.21 A safe pedestrian crossing point is also proposed together with pedestrian/cycle improvements on the northern side (including within the site) as shown on the Illustrative Movement Plan.

5.22 Harlington benefits from having both upper and lower schools, both within walking distance of the proposed development area. However, a new primary school is proposed within the development area to serve new and existing residents with convenient accesses for both groups. A new primary school will be accessible from the development by walking and cycling and will include appropriate parking and drop off provisions either within or in close proximity to the school site.

5.23 As well as the pedestrian and cycle improvements along Toddington Road, the existing footway on the southern side of Westoning Road will be extended to connect to the site via a pedestrian/cycle link to the site, providing direct pedestrian and cycle access to the village centre and the schools. Facilities within the village, accessible within walking and cycling distance, include doctors, shops, pubs, eateries and sports facilities.

5.24 Traffic calming measures will also be required on both Toddington Road and Westoning Road, including at the railway crossing points to enable safe pedestrian and cycle access into the site, in particular the new school. These measures together with the proposed access works will need to take account of the desire for a landscape setting to the development frontage on Toddington Road.

5.25 Off-site Improvements of the route across the railway line and further east along Station Road towards the centre of Harlington will also need to be provided, which is a route frequently used by existing residents including children attending Harlington Upper School. It is proposed to widen the existing footway across the railway bridge however improved pedestrian links along Station Road will also need to be provided. Measures could include installing one-way working locations along this route to improve increased safety for pedestrians and better control of traffic.

5.26 Harlington is served by 2 bus routes, with the 42 service passing close to the proposed development. This route connects Harlington to Bedford, Flitwick and Dunstable. Harlington is served by 6 buses a day in each direction, with the first bus at 7.29 and the last bus at 18.33. The existing bus stops on Toddington Road adjacent to the railway station will be replaced by a safer design, in line with the proposed footway and crossing facility improvements.

5.27 Employment opportunities exist in the neighbouring towns of Bedford, Luton/Dunstable and Milton Keynes. Harlington Railway Station provides an excellent 15-minute service to Luton and Bedford, with each being accessed in 9 minutes and 15 minutes respectively. Harlington Railway Station also connects to London, again providing an excellent 15-minute service. The proposed improvements to Toddington Road, between the site access and the railway bridge, means access to the station for both pedestrians and cyclists will be a viable alternative to the private car.

5.28 Alternatively, access by car to these destinations is likely to be via Toddington Road to the M1 and the recently upgraded Junction 12. It is estimated that c.60-70% of car employment trips would be via the strategic road network and thus avoiding the village of Harlington.

Site Boundary

Harlington railway station

High voltage powerline

Existing PRoW (footpath)

Existing contours

Existing off-site orchard area

Areas of existing vegetation

Areas of proposed landscape buffer

Eastern green buffer / corridor

Proposed footpath / cycleway

Proposed trim trail

Primary School

Footpath improvements along Westoning Road

Realignment & widening of Toddington Road to allow pedestrian cycleway and public transport enhancement

Primary site access

Proposed swale locations

Indicative attenuation basin

Tree lined streets

Proposed NEAP / LEAP / LAP

Proposed LEAP / LAP

Proposed orchard area

GI STRATEGY PLAN

GREEN INFRASTRUCTURE

GREEN INFRASTRUCTURE

5.29 The Green Infrastructure Strategy for the site has been prepared in conjunction with the guidance contained in the Central Bedfordshire Design Guide (March 2014) (Chapter 2) which sets out that Green Infrastructure can include: amenity spaces, green corridors, hedgerows, play space, playing fields and natural and semi-natural habitat for wildlife amongst other multifunctional green spaces. The guidance has been used in the preparation of this Development Brief.

5.30 The Green Infrastructure Strategy has considered carefully the surroundings to the site and the relationship to adjoining and nearby properties and vistas. The GI Strategy aims to integrate the findings of the site analysis including those of the landscape and visual appraisal and seek to integrate the proposed development within the existing landscape framework, whilst retaining key views and creating a diverse and multi-functional landscape for site users and the local community to enjoy.

5.31 Strategic planting is proposed along the site boundaries, to strengthen the existing vegetation and improve both visual screening of the site and connect with, and reinforce, the existing corridors for wildlife movement around the site extent. A green corridor runs east-west through the centre of the site, retaining views towards St Marys Church and accommodating a Public Right of Way. This also forms enhanced habitat for wildlife. The eastern extent of the site is proposed to form a green corridor accommodating the overhead line which crosses the site north-south on the eastern boundary, whilst setting the development back from the railway to help mitigate any noise impacts.

5.32 Additional structural planting along the western boundary will be provided to help mitigate views from the west.

5.33 The design of the public open space shall provide a series of green corridors which are strategically positioned to utilise key vistas across the development whilst creating biodiverse spaces for habitat and wildlife.

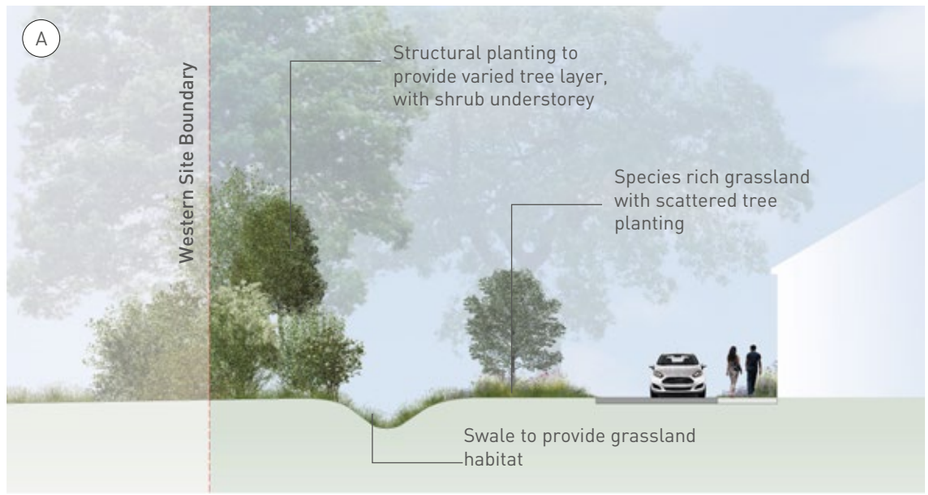
5.34 Parkland style tree planting would be used within the public open space to create a well treed environment with feature trees to highlight focal views and key vistas. Boulevard tree planting along the principal streets within the site would delineate the route and enhance the streetscape. areas of the public open space within the site would contain both wildflower meadow grassland and areas of bulb planting to provide seasonal interest alongside more traditional open spaces for recreation.

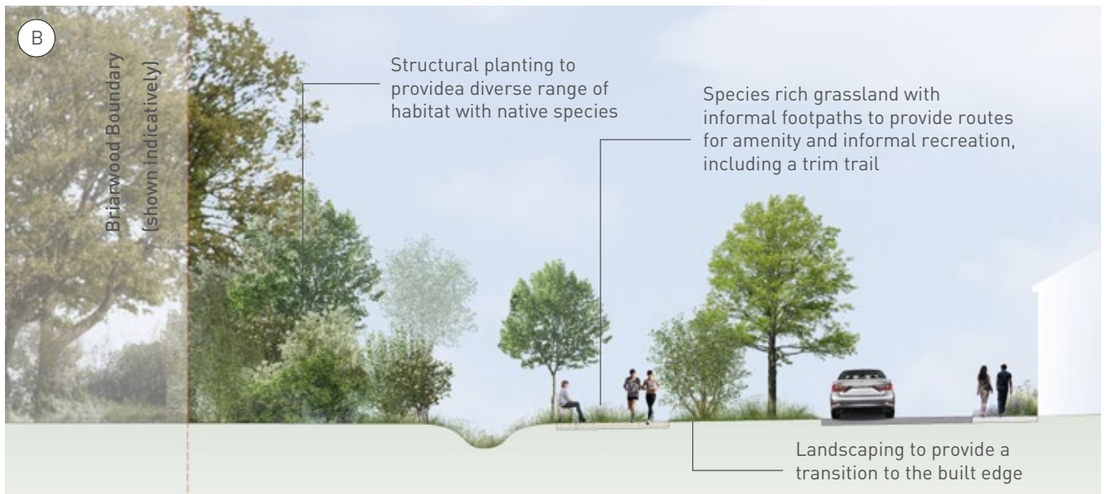
5.35 Play provision comprises a play space at the eastern end of the central green corridor (incorporating a LEAP/LAP) and another within the centre of the development, adjacent to the primary school (incorporating a NEAP/LEAP/LAP). A MUGA will also be provided.

5.36 The proposals for the site, as reflected in the Green Infrastructure Strategy, provide for a number of multifunctional green spaces (including SuDS)and habitat improvements that include landscape, biodiversity, access, movement, recreation and leisure to create a joined-up approach across the development site and connect with the surroundings spaces.

5.37 The Green Infrastructure aims to enable the following key principles:

- Retain the existing bands of mature vegetation and trees across and around the Site to maintain ecological benefits as well as screening properties. Incorporate new hedgerow trees where appropriate;
- Incorporate the isolated mature trees (subject to their condition) into the Site masterplan and a wider green infrastructure strategy across the Site;
- Provide supplementary tree and woodland planting to provide visual and biodiversity linkages between existing areas of vegetation, but ensure that views towards the church tower are not obscured;
- Create a green corridor around the existing public right of way through proposed development area of the Site to provide a biodiversity corridor as well as an attractive link to the wider countryside;
- Ensure that the treatment of adjoining roadside edges incorporates native tree and countryside hedgerow planting to supplement the existing vegetation along the roadside and to assimilate any proposed development into the surrounding rural context;
- Provide opportunities for mitigation and compensation for flora and fauna including bats and farmland birds;
- Existing Public Rights of Way across the site are retained and provide connections into the wider landscape. Within the development additional new footpaths will improve connectivity as well as provide a network of leisure walking/cycle routes for the local community.





ILLUSTRATIVE LANDSCAPE SECTIONS FOR GREEN CORRIDORS

PUBLIC OPEN SPACE AND GREEN INFRASTRUCTURE

5.38 Minimum standards for the provision of open space in new developments are given in Policy EE13. The table below illustrates the minimum requirements for a development consisting of 400 dwellings (i.e. a population of 960).

Type of Open Space	Quantity	Area required based on 400 units (Population = 960)
Countryside Recreation Sites	3.19 ha per 1000 population	3.06 ha (provided off-site)
Urban Parks	0.22 ha per 1000 pop. Major Service Centres only 0.39 ha per 1000 pop. (minor towns where/ if required)	0.37 ha (provided off-site)
Large Formal Recreation Areas	1.20 ha per 1000 population	1.15 ha
Informal Recreation Areas	2.6 ha per 1000 population	2.50 ha
Small Amenity Spaces	0.55 ha per 1000 population	0.53 ha
Children's Play Spaces	0.11 ha per 1000 (activity area only). Plus buffer zone of 10-20m from nearest dwelling	0.11 ha
Provision for Young People	0.05 ha per 1000 (activity area only). Plus buffer zone of 20-30m from nearest dwelling	0.05 ha
Allotments	0.37 ha per 1000 population (15 plots)	0.36 ha (provided off-site)
Cemeteries and Churchyards	2.03 burial plots per 1000 population	2 plots (provided off-site)
Total		**4.34 ha** **(excluding off-site provision)**

5.39 In addition to the above requirements off-site contributions to the Newgrounds Sports Field in Harlington will be required, in accordance with the Leisure Strategy and in lieu of on-site provision. Furthermore, Chapter 1 of the Leisure Strategy refers to the need to contribute towards some improvement costs for indoor sports and leisure centre facilities.

5.40 The development proposals include approximately 5.2 hectares of public open space and green infrastructure. (landscaping will be provided along the foot/cycle way to Westoning road)

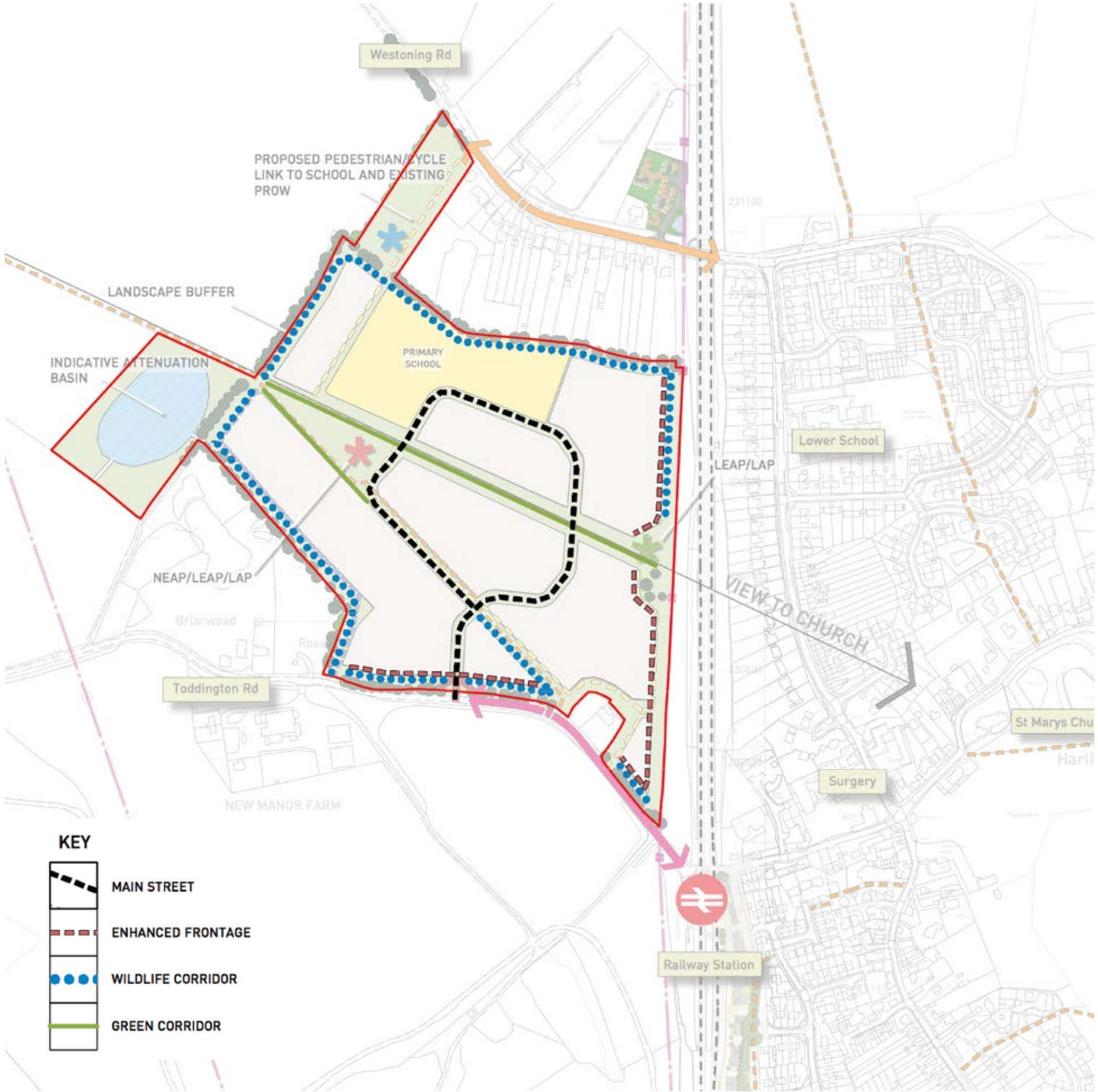
5.41 This will provide the following facilities:

- A NEAP/LEAP/LAP play area located adjacent to the primary school;
- A LEAP/LAP located on the eastern side of the development to include formal play but be within a landscape setting; and
- A MUGA

5.42 The green infrastructure areas will also include Sustainable Drainage Systems (SuDS) such as swales and an attenuation basin, and indicative areas of planting. The Concept Masterplan identifies the location for an attenuation basin to help control rates of runoff from the development into existing watercourses.

5.43 A landscape framework has been incorporated into the proposals, which embodies a green infrastructure and open space strategy. Natural features and groups of trees and hedgerows are incorporated, integrating with the surrounding edges of the development.

CHARACTER



PROPOSED CHARACTER AREAS PLAN

IDENTITY

5.44 Character areas are a useful way of helping assimilate the design proposals within its surroundings, whilst providing a continuity of themes across the development and helping to generate a sense of place. Each character area will contain its own individual design components which aid in making it distinct from other areas. These components of character include the built form elements referred to earlier will include built form principles, and in addition consideration of changes in building height, building setbacks, landscape treatments, architectural detailing and materials.

5.45 The site has been divided into four proposed character areas each with a clearly defined character relating to the site's context and surroundings. The following pages describe how the character areas should designed in such a way to help create a varied and diverse townscape. The residential character areas are detailed below as follows:

- **CA1 Site Entrance and Main Street**
- **CA2 Wildlife Corridors**
- **CA3 Green Corridor**
- **CA4 Enhanced Frontage**

5.46 A summary of the proposed residential character is set out on the following pages.

The internal and external space standards for new housing are set out in section 5 of the Design Guide.

CA1 – Site Entrance and Main Street

5.47 The development will include a clearly defined tree lined main street extending from the entrance off Toddington Road through the development to the primary school site and looping back around to the site's entrance. This main residential street will be wide enough to allow coaches to access the primary school site and provide safe routes for pedestrians and cyclists to the primary school site.

5.48 The street design needs to balance the need to keep vehicles moving with slowing traffic down and creating pedestrian and cycle friendly spaces. The street will be subject to Reserved Matters and will be designed to accord with Central Bedfordshire Council's Highway Construction Standards & Specifications Guidance July 2019. 'Traffic Calming' measures, whereby the street will incorporate traffic calming features at 40-80m intervals, introduced to restrict vehicle speeds will be part of the initial design of the road layout rather than an afterthought.

5.49 The Main Street will provide the following:

- A tree lined street linking the site entrance to the primary school site and the Green Corridors;
- Provide 2m wide verges to both sides of the street, 1m where it is adjacent to open space;
- Incorporate SUDs strategy features including rain gardens and/or tree pits. These would serve to drain the highway; and
- Housing to provide a consistent building line and increased height adjacent to the entrance from Toddington Road.
- Landscaping within the Main Street and site entrance shall present a semi-formal verdant entrance to the scheme whilst providing repetition to help enhance the sense of place created within the built form and around the highway. Hedgerows shall provide a clear delineation of the Main Street.

ILLUSTRATIVE DRAWING

CA2 – Wildlife Corridors

5.50 The Wildlife Corridors are formed around part of the SuDs strategy using the existing topography of the site to provide drainage features in the form of linear swales and enhanced swales mainly located around the periphery of the site.

5.51 Enhanced swales include check dams located at regular spaces along their lengths, and underlying conveyance measures to make use of their storage potential. The main attenuation will be provided by a basin which will be located in the western part of the development. This basin will be designed to incorporate multi-functional benefits such as drainage, ecology, amenity and landscaping.

5.52 The wildlife corridors will also include retained and enhanced hedgerows and hedge trees within a generous landscape buffer as well as provide opportunities to incorporate new trim trails around the periphery of the site linking to the existing PRoW network.

5.53 Typically, swales and enhanced swales at the site will be approximately 3m to 3.5m wide and 0.45m deep.

5.54 The Wildlife Corridors will provide the following:

- Location for swales and enhanced swales using the existing topography of the site mainly located around the periphery of the site;
- Retain and incorporate the existing ditch along the south west boundary of the site into a Widllife Corridor;
- Opportunities for enhanced biodiversity;
- Provide connected corridors for wildlife around the periphery of the site;
- Incorporate pedestrian/cycle ways where appropriate; and
- Housing adjacent to the Wildlife Corridors will be set back behind generous front gardens and will overlook the Wildlife Corridors providing natural surveillance.
- The landscaping along the wildlife edges shall prioritise naturalistic planting, with species to encourage wildlife be it through flowers, nectar and pollen or structure to provide links between the public and private landscaping. Where necessary, hedgerows would prioritise native species.

ILLUSTRATIVE DRAWING

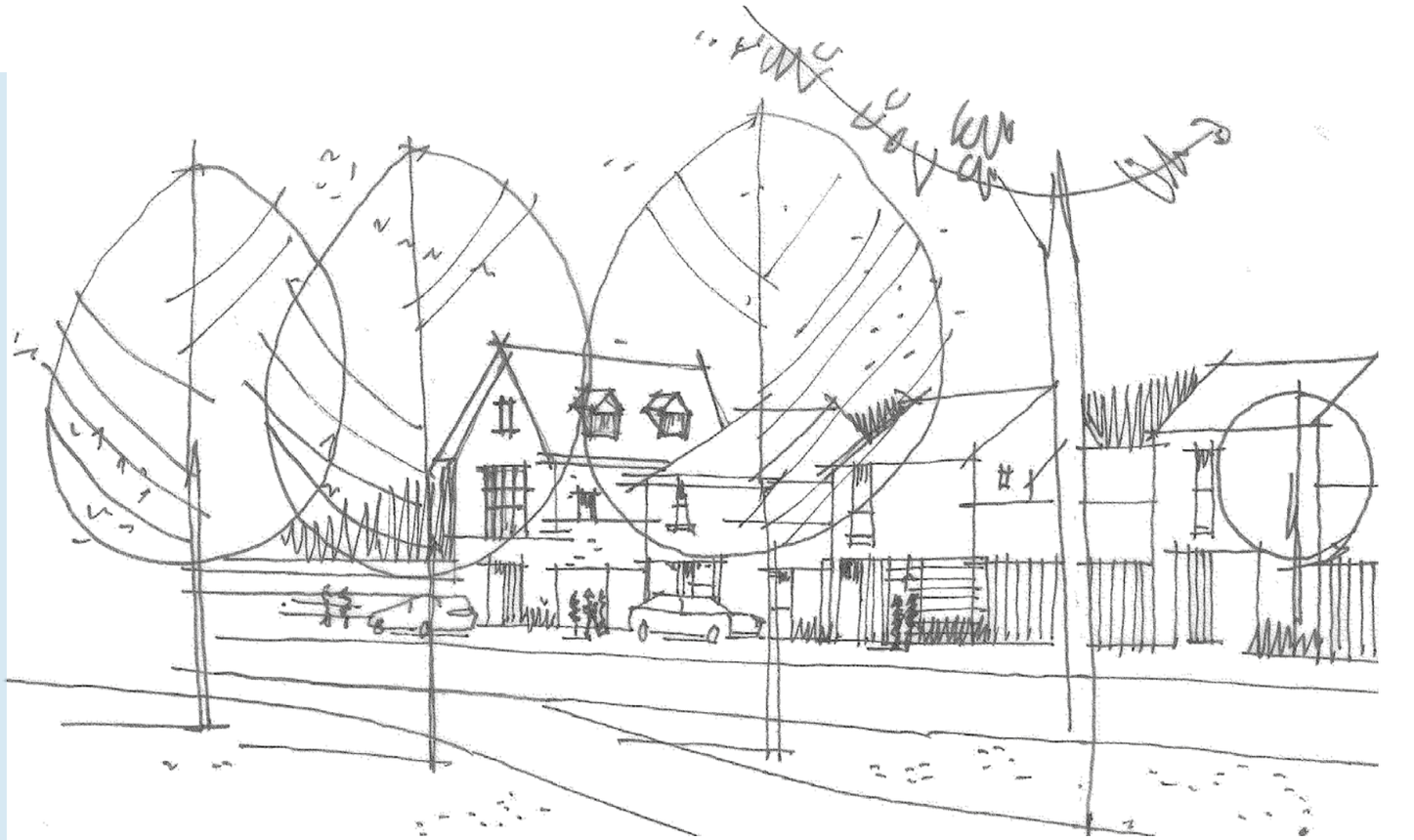
CA3 –Green Corridor

5.55 Footpath FP2 (a Public Right of Way) crosses the Site, from the A5120 on the eastern side, passing through the arable fields, and finishes on Toddington Road, close to the residential property known as The Bungalow. The Green Corridor comprises a large green space where the PRoW enters the site in the west and contains, within a wide landscape corridor, the view corridor to St Mary's Church to the east.

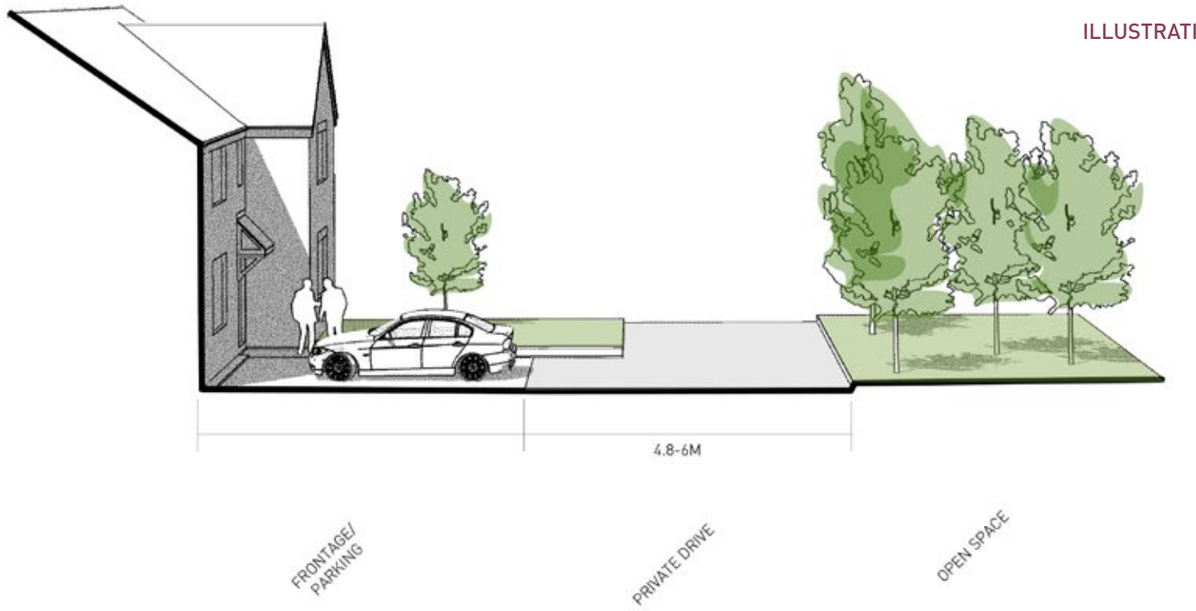
5.56 The Green Corridor provides opportunities for a new foot/cycle way through the site from west to east linking to the existing PRoW, new foot/cycleways north to Westoning Road and south to Toddington Road. It also provides opportunities for new planting, and active and passive recreation areas.

5.57 As part of the variety of open spaces within the development, the Green Corridors will provide the following:

- Retaining the existing PRoW through the development and providing new off-road foot/cycle ways through the development linking the existing PRoW in the west to Toddington Road in the south and Westoning Road in the north;
- Providing a variety of open space with opportunities with a range of functions, including informal and formal amenity and recreation inckuding children's play areas and habitat creation through the creation of species rich wildflower grassland with areas of scattered tree planting incorporating orchard species;
- Providing a landscaped view corridor through the site to St Mary's Church; and
- Housing adjacent to the Green Corridor will be set back behind generous front gardens and will overlook the Green Corridor providing natural surveillance.
- The residential landscaping within the green corridor character area shall be used to define the transtition between the public and private areas of open space, here hedgerows shall provide a verdant edge to the on plot areas and streetscape. The landscaping shall be semi-formal to naturalistic in character.



ILLUSTRATIVE DRAWING



CA4 - Enhanced Frontage

5.58 Initial noise assessment work has indicated two areas within the site which are affected by noise, these are the areas adjacent to the railway line particularly in the north east corner and along Toddington Road particularly in the south east corner. The layout of the buildings in these locations could help to mitigate this.

5.59 A key design feature for the masterplan, particularly in the vulnerable areas, would be to minimise gaps between dwellings (e.g. through the use of terraces and/or link-detached houses with garages in between) in order to maximise protection to amenity areas behind.

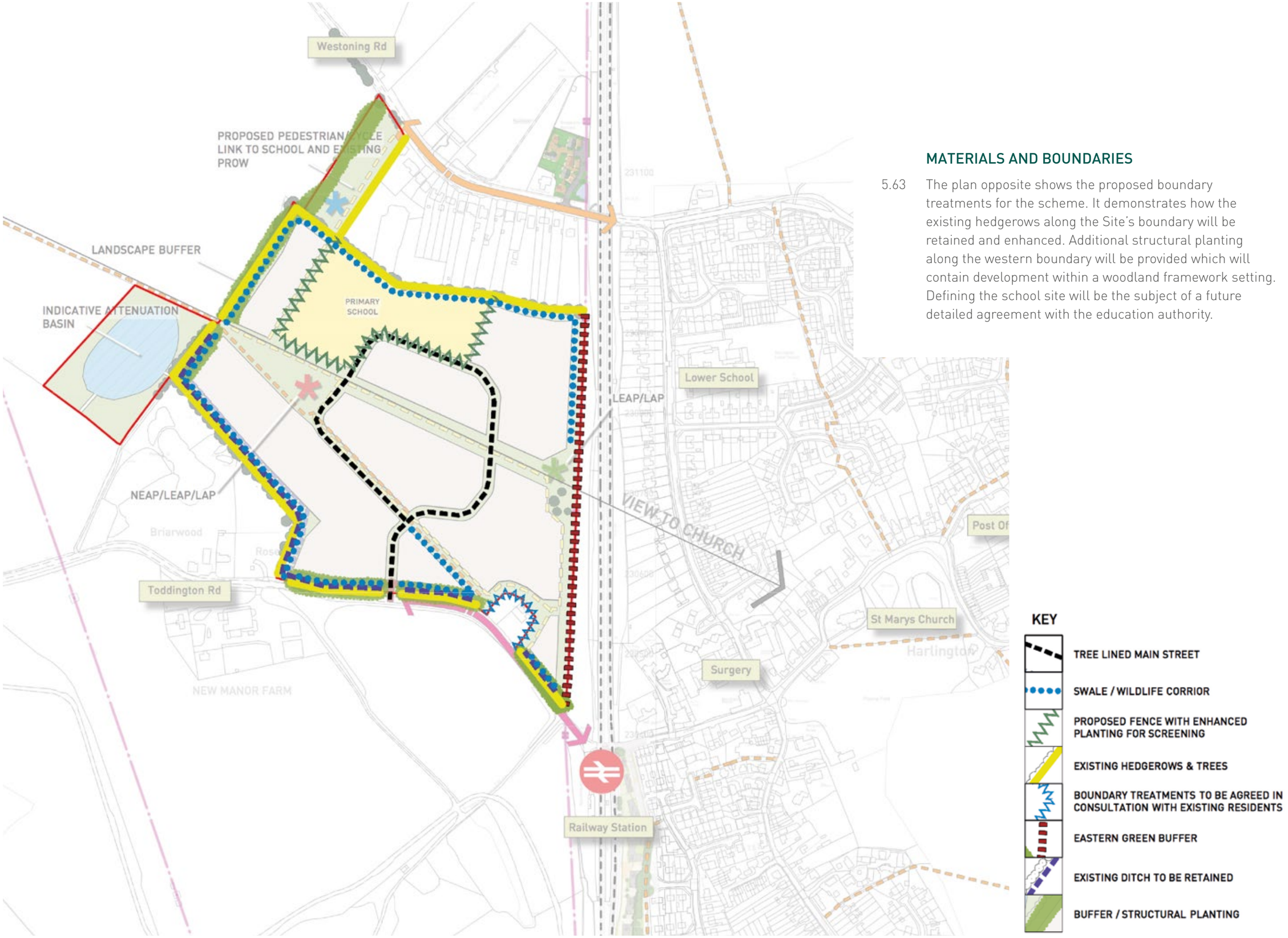
5.60 In the vulnerable areas, provision should also be made for the following:

- an improved glazing performance for windows to habitable rooms; and
- acoustically rated ventilation.

5.61 As part of the noise mitigation measures within the development, the Enhanced Frontages will provide the following:

- Minimise gaps between dwellings (e.g. through the use of terraces and/or link-detached houses with garages in between) in order to maximise protection to amenity areas behind; and
- Development may include small clusters of buildings along Toddington Road and particularly in the south east corner of the site, designed to reflect either the arrangement of farm yard buildings and/or historic clusters within Harlington.

5.62 The landscaping within the enhanced frontages shall maximise the greening of the built edge, through the use of structural planting and hedgerows with the use of scattered trees to link the residential landscaping with the landscaping within the public realm.



BOUNDARY TREATMENTS PLAN

MATERIALS AND BOUNDARIES

5.63 The plan opposite shows the proposed boundary treatments for the scheme. It demonstrates how the existing hedgerows along the Site's boundary will be retained and enhanced. Additional structural planting along the western boundary will be provided which will contain development within a woodland framework setting. Defining the school site will be the subject of a future detailed agreement with the education authority.

COMMUNITY

COMMUNITY USES

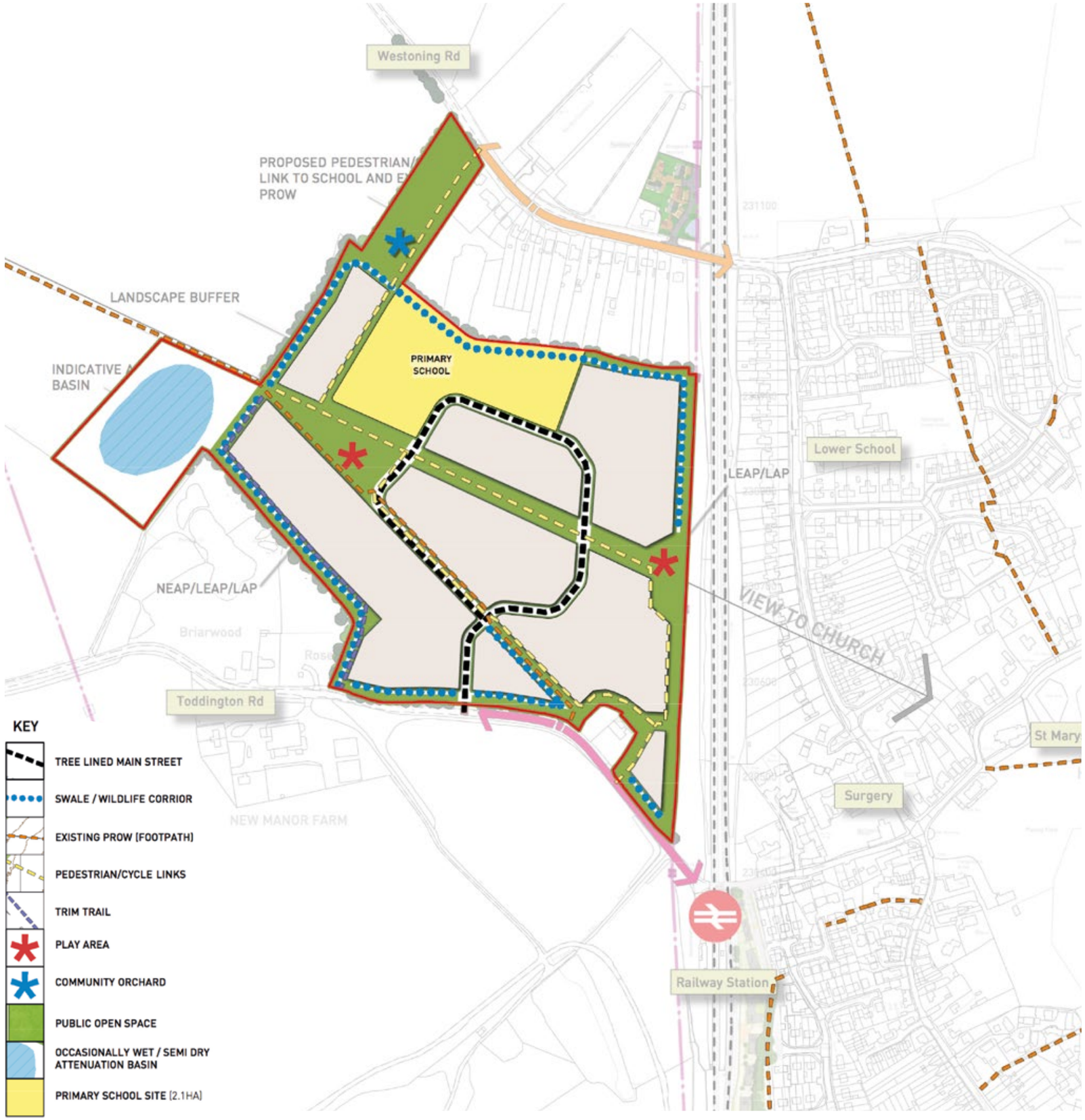
5.64 The Site has the potential for a variety of community uses to be included within the development to promote its economic and social success, and reduce the need to travel.

5.65 A mix of uses will be provided which will include land for a primary school (2.1 Ha), children's play areas and a variety of landscaped areas all set within new public open space.

5.66 The network of open spaces will provide an opportunity for people to meet and gather. Key meeting places will be larger than others and include additional landscaping features including seating, art and signage creating landmarks for community interaction.

5.67 A residential grid of perimeter blocks will be created following best practice guidance and creating safe streets and spaces for people to enjoy.

5.68 The council would seek a contribution toward the Flitwick area library which serves Harlington.



INDICATIVE COMMUNITY USES PLAN

PLACEMAKING

PLACEMAKING

5.69 Careful consideration will be given to the use of streetscape and buildings to create attractive and comfortable places to live, work and visit to help establish a strong sense of place within the Site.

5.70 Vehicle turning and parking within the school site will be the subject of a future reserved matters planning application. Some additional parent parking may also be provided in close proximity to the primary school and will be the subject of a future reserved matters planning application.

5.71 New development will provide a suitable frontage to Toddington Road, comprising a landscaped edge (retaining where possible the existing mature trees and hedgerow) overlooked by new buildings.

5.72 The new development will be well connected to the existing settlement via Toddington Road and Westoning Road and the local network of existing footpaths.

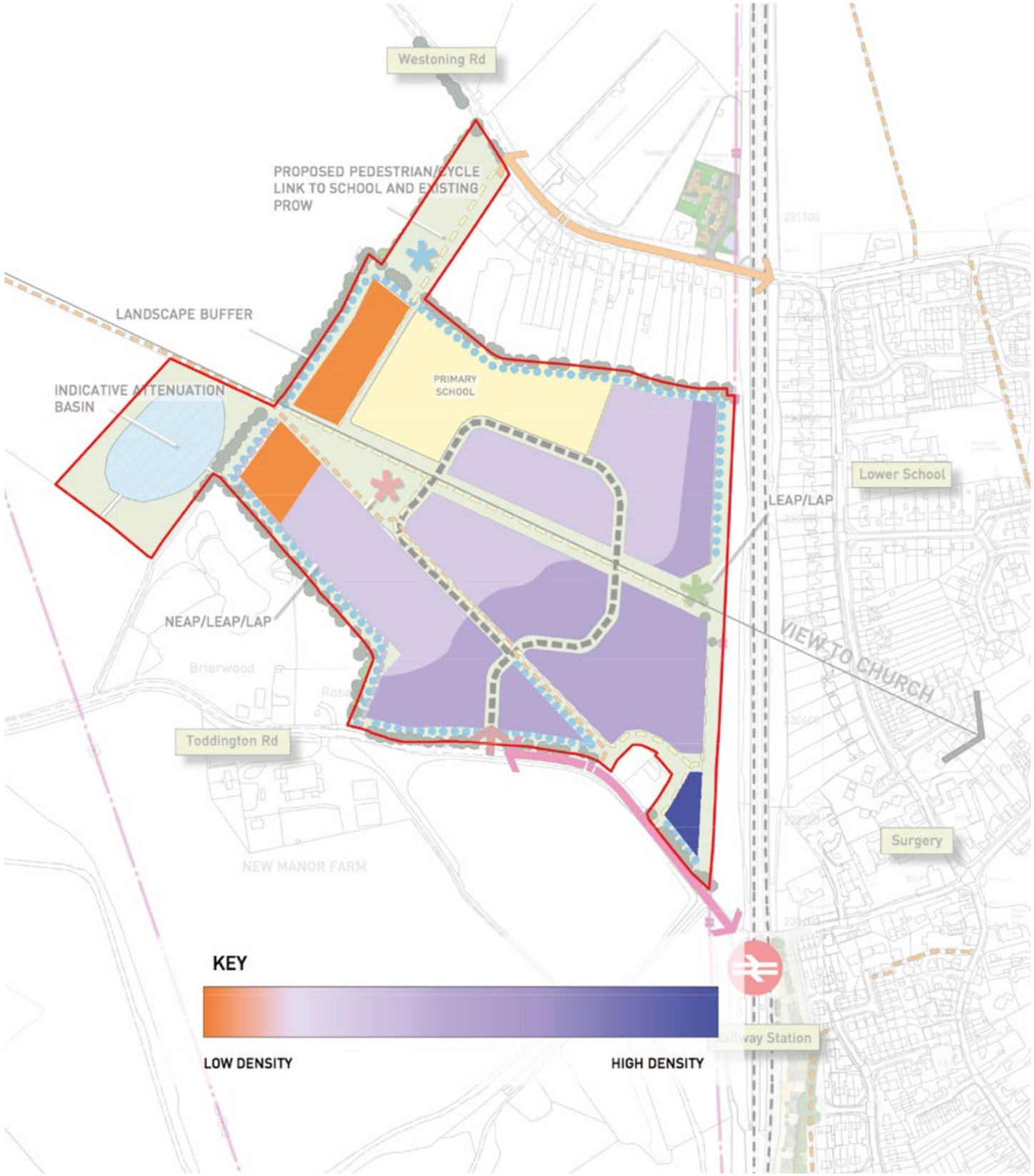
5.73 A tree lined primary street will provide an appropriate entrance to and route through the development.

5.74 Affordable housing will be provided in accordance with Policy H4 and pepper potted around the Site in clusters to ensure it is not distinguishable from open market dwellings. The location of self and custom built housing will also need to be considered as set out within Policy H17, together with housing suitable for older persons as set out in Policy H3.

5.75 A range of densities will be provided with higher densities towards the south east of the site, close to Harlington Station, and lower densities towards the western edges of the site to provide an appropriate transition to the open countryside beyond.

5.76 Buildings will be predominantly 2 storeys with occasional 1 1/2 storeys along the edges and some 2 1/2 storeys in the south eastern corner close to Harlington Station, at the entrance, along the primary street, and located on important vistas and corners within the streetscape.

Policy T3 of the Local Plan requires developments to meet the Council's adopted parking standards.



INDICATIVE DENSITY PLAN

PHASING & DELIVERY

PHASING AND DELIVERY

5.77 The entire site is owned by a single landowner therefore development will be seamless being built out from south to north with the primary highway access being off Toddington Road. The land for the Primary School will be provided in the early phases of the development to not only serve the new community but also assist in integrating that community with the rest of Harlington.

5.78 To fulfil this important integration role, the development will be designed to maximise accessibility to the station and existing facilities by foot and cycle, and will be designed to provide opportunities for public transport operators at an early stage of development connecting the existing and new Harlington in the first phase.

5.79 Investigations into utilities and services have been undertaken which confirm that foul drainage, mains water, electricity supply and gas supply either cross the Site or are in close proximity to the Site. Early connections to these services is achievable given the available capacity that currently exists.

5.80 In terms of delivery, the site is anticipated to deliver new housing within the first 5 years of the Local Plan, continuing over a 6 year period. It is anticipated that the delivery of the first dwellings will be in 2023/24, comprising of circa 25 dwellings in that year. The site is then anticipated to deliver approximately 80 dwellings a year over the next 4 years through to 2027 with the remaining 55 dwellings being delivered in 2028/29.

SUSTAINABILITY PRINCIPLES

5.81 The development should follow the requirements of Central Bedfordshire's Local Plan Policy CC1: Climate Change and Sustainability and Central Bedfordshire's Green Infrastructure, Climate Change Adaptation and Sustainable Buildings Design Guide to allow for a development to be built with a focus on sustainability and climate change resilience.

5.82 The Council requires new development to incorporate measures that minimise and mitigate its impacts on the environment and climate change by:

- Reducing carbon dioxide emissions and maximising energy efficiency and conservation through orientation, layout and design of buildings, landscaping and planting;
- Taking advantage of opportunities to use renewable and low carbon energy sources;
- Minimising water use and ensuring a high levels of water efficiency (110l/person/day).

5.83 All major developments must provide a Sustainability Statement. This will demonstrate:

5.84 That the development will provide for a minimum of 10% of its energy demand to be reduced through either a fabric first approach, deployment of energy efficient technology, or offset from site or building located renewable and low carbon energy sources; and

5.85 An adaptation strategy that considers how good site design and layout, hard and soft landscaping and amenity space will support adaptation to the impacts of climate change.

5.86 The Council believes all new development should use resources such as energy and water efficiently and future proof against climatic impacts such as flooding, subsidence and the urban heat island effect.

5.87 Resource efficiency and climate change adaption measures should be considered at the earliest possible stage of development design, and could include:

- Good solar orientation and application of passive design principles; and
- Well located and designed green infrastructure can compensate future changes through providing shading, cooling and integrating sustainable drainage systems (SuDS) to improve biodiversity and provide summer cooling.

SUSTAINABLE BUILDING TECHNIQUES

5.88 The proposed development should accord with the very latest building regulation requirements, that emphasise the high levels of building fabric insulation and other materials required to reduce energy and resource requirements., and where appropriate, will be built with sustainable building construction techniques. Sustainable construction measures could comprise a combination of the following measures:

- Improved energy efficiency through careful building siting, design and orientation;
- Sustainable Drainage systems (SuDs);
- Considering fabric efficiency in the design of buildings;
- Use of renewable energy and low carbon technologies including potential new sustainable technologies that are emerging;
- Use of building materials capable of being recycled; and
- An element of construction waste reduction or recycling.

MATERIALS AND WASTE RECYCLING

5.89 Materials selected for construction, including hard and soft landscaping elements, should be carefully chosen to ensure that they are high-quality, durable and that 'whole life costs' are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

LANDSCAPE DESIGN AND MICROCLIMATE

5.90 The strategic use of tree planting can mitigate against some of the impact of colder northerly winds. Where possible the development should be designed to be self-sheltering, with arcs of tree planting included to the north-west of the development, to minimise the 'wind chill effect' and the potential heat loss from dwellings as a result of strong winds.

SUSTAINABLE DRAINAGE SYSTEMS

5.91 Development should be located away from areas of surface water and fluvial flooding. Surface water run-off rates will be managed by the use of Sustainable Drainage systems (SuDs) on-site, to ensure that the development does not impact on the surrounding area.

SUSTAINABLE COMMUNITIES

5.92 The land uses proposed provide a good basis for the creation of a sustainable community. Residential development is proposed alongside a primary school, creating a truly walkable neighbourhood. Provision is also made for active travel to and from the site linking the site to the existing community of Harlington. The location of the development adjacent to Harlington Station, ensures that the development delivers housing in a location that is both sustainable as well as reducing the reliance on car ownership. The development will include the provision for charging of electric and ultra-low emission vehicles within parking areas.

5.93 Areas of green space should be incorporated into the proposals with substantial areas of publicly accessible open space, comprising formal and informal amenity open space and play facilities, encouraging opportunities for social and community cohesion. A mix of house types, tenures and sizes are proposed, limiting social exclusion and ensuring the creation of a truly varied and mixed community.

Checklist of Key Placemaking Considerations

- ✓ Does the proposal seek to meet national and local policy requirements?
- Have all steps in the design route map (section 1.3) been followed?
- ✓ Does the site require a Design Code, Masterplan or Development Brief?
- ✓ Has consideration been given to the local character and context of the area, in terms of landscape and local materials for example?
- ✓ Has a site appraisal been conducted in accordance with the questions in section 1.8 and have all the constraints and opportunities been identified?
- ✓ Has the scheme responded to the street user hierarchy and created streets that encourage and give priority to walking, cycling and public transport use?
- ✓ In larger schemes, has a route hierarchy been identified?
- ✓ Does the scheme meet the parking standards (page 29) and have the key principles for parking been followed (page 28), to provide an appropriate solution for accommodating parking?
- ✓ Are streets fully accessible to all?
- ✓ Does the scheme provide an appropriate distinction between public and private space?
- ✓ Have play areas been provided in accordance with the Central Bedfordshire Leisure Strategy and have the principles for their design been followed?
- ✓ Has consideration been given to the enclosure of streets, key groupings and focal points?
- ✓ Is the scheme of an appropriate density to reflect the surrounding context? For larger developments, have a range of densities been provided?
- ✓ Have sustainability principles been integrated into the overall design, including:
  - Orientation of streets and buildings to maximise solar gain.
  - Measures to optimise energy and water use.
  - Landscaping and SUDS.
  - Green construction or the re-use of existing structures.
- ✓ Has the scheme responded to any potential sources of pollution (air, light, noise, soil, water or vibration)?

CHECKLIST OF KEY PLACEMAKING CONSIDERATIONS

SECTION 6 | CONCLUSION

6.1 This Development Brief has been produced in accordance with Policy HQ9. This Brief aims to establish a set of broad design principles to inform subsequent design proposals. This Brief achieves this by providing a framework for the development of the Site including information on its physical constraints and an indication of how it is intended to be developed.

6.2 The proposals within this Development Brief have evolved with reference to the Checklist of Key Placemaking Considerations as outlined in The Design Guide and shown opposite. Note that the principles contained within this Development Brief do not necessarily contain all the detailed information required by the Checklist and that this will form part of any future planning application.

6.3 In particular, the development at Harlington West should meet the policy requirements and reflect the site's context, constraints and opportunities with the following principles:

Principle 1: Provide a new 2.1Ha Primary school for Harlington.

Principle 2: Encourage all means of sustainable and safe transport, public transport improvements, and cycleway and footway improvements. There is a significant opportunity for sustainable travel to higher order settlements via the very close proximity to Harlington train station and also via buses along Toddington Road.

Principle 3: Provide additional landscape buffering (circa 15m) incorporating tree planting to reinforce boundaries, protect open views and form a defensible edge to the Green Belt boundary.

Principle 4: Maintain key views towards St Mary's church.

Principle 5: Establish a distinctive townscape and landscape utilising the site's existing topography and features.

Principle 6: Include Sustainable Drainage as above ground surface water features (e.g. swales and basin) within attractively landscaped green/blue corridors.

Principle 7: Increase and improve access to green space and surrounding countryside.

Principle 8: Provide soft green edges, maintain the route of the existing PROW and provide a central green corridor through the development.

Principle 9: Provide connectivity to existing services and facilities in Harlington, including Harlington Upper School.

Principle 10: Provide development that is built to a high quality and high standards of environmental sustainability.

Principle 11: Minimise impact of development on existing residents.

Principle 12: Enhance biodiversity across the site.

NEXT STEPS

6.4 This document provides a framework for the submission of a future outline planning application and a Design and Access Statement on the site in accordance with Central Bedfordshire Council Local Plan 2035 Policy HQ9: Larger Sites, which is intended to ensure good quality new development across the Council area.

6.5 As part of the outline planning application process the developer will agree various planning obligations for the site with Central Bedfordshire Council.

6.6 Once planning permission has been granted further design guidance will be provided through the preparation of a Design Code in the accordance with the key principles of this Development Brief.

6.7 Public consultation with the existing residents of Harlington will be necessary as the scheme progresses through the planning process.

DESIGN ENVIRONMENT PLANNING ECONOMICS HERITAGE

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