

Central  
Bedfordshire  
Council  
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Shefford SG17 5TQ



**TO EACH MEMBER OF THE  
SUSTAINABLE COMMUNITIES OVERVIEW & SCRUTINY COMMITTEE**

12 February 2015

Dear Councillor

**SUSTAINABLE COMMUNITIES OVERVIEW & SCRUTINY COMMITTEE - Thursday 19  
February 2015**

Further to the Agenda and papers for the above meeting, previously circulated, please find attached the following additional report(s) which the Chairman has agreed to take as an urgent item of business:-

10. Community Infrastructure Levy and Planning Obligations Strategy

To receive a report regarding the Community Infrastructure Levy (CIL) and the Planning Obligations Strategy.

11. Wixams Park Masterplan

To receive a report regarding the Wixams Park Masterplan.

12. North Luton and Sundon Rail Freight Interchange Draft Framework Plan

To receive a report regarding Land North of Luton and Sundon RFI Draft Framework Plan.

Should you have any queries regarding the above please contact the Overview and Scrutiny Team on Tel: 0300 300 4193

Yours sincerely

Rebecca Preen  
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**Meeting:** Sustainable Communities Overview and Scrutiny Committee  
**Date:** 19<sup>th</sup> February 2015  
**Subject:** The Community Infrastructure Levy (CIL) and the Planning Obligations Strategy  
**Report of:** Cllr Nigel Young , Executive Member for Regeneration  
**Summary:** The report outlines the findings of the CIL viability refresh report, the recommended CIL charges and alternative options and provides an update on the progress and timetable for the adoption of CIL and the revised Planning Obligations Strategy.

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**Advising Officer:** Jason Longhurst, Director of Regeneration  
**Contact Officer:** Richard Fox, Head of Development Planning and Housing Strategy  
**Public/Exempt:** Public  
**Wards Affected:** All  
**Function of:** Council

<b>CORPORATE IMPLICATIONS</b>
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<b>Council Priorities:</b>
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- |    |  |
|----|--|
| 1. | CIL revenues may be used to support growth by investing in new infrastructure and could therefore be utilised across all of the following Council's Priorities: <ul style="list-style-type: none"><li>• Enhancing Central Bedfordshire – creating jobs, managing growth, protecting our countryside and enabling businesses to grow.</li><li>• Improved educational attainment.</li><li>• Promote health and wellbeing and protecting the vulnerable.</li><li>• Better infrastructure – improved roads, broadband reach and transport.</li><li>• Great universal services – bins, leisure and libraries.</li></ul> |
|----|--|

**Financial:**

2. The 2010 CIL Regulations govern the approach to CIL which nominates CIL as a development tax to be sought by Local Planning Authorities (LPAs) and seeks to ensure that use of section 106 under the 1990 Planning Act, whilst still extant, is reduced. The 2010 regulations introduced statutory restrictions on the use of s106 agreements including a date, 06 April 2015, after which only a maximum of 5 individual s106 contributions can be pooled towards an infrastructure project. These restrictions will apply whether or not a LPA chooses to adopt a CIL charge. The Community Infrastructure Levy will raise funds for the delivery of important infrastructure. The Council has funded the work to date from the existing Development Plan budget.

In financial terms, CIL has a number of advantages over the existing s106 approach to collecting developer contributions in that:

- The levy due is transparent and non-negotiable, based on a cost per square metre (psm) of net additional floorspace.
- The CIL liability becomes due from commencement of development, although the Charging Authority (CA) may adopt phased payments.
- Up to 5% may be deducted at source to cover administrative costs
- Communities that have a neighbourhood plan or neighbourhood development order (including a community right to build order), and secure the consent of local people in a referendum, will get 25% of the CIL revenues from the development that takes place in their area
- Local authorities must also allocate at least 15% of levy receipts to spend on priorities that should be agreed with the local community in areas where development is taking place who do not have a neighbourhood plan.
- The Charging Authority decides where and how the revenues are spent, apart from the proportion passed over to parish and town councils.
- More predictable and the cost more certain for developers once established, speeding up planning permissions
- Increase fairness by broadening the range of developments contributing to infrastructure costs.
- Allow the cumulative impact of small developments to be better addressed and appropriate mitigation measures taken.
- Provide a potential means of funding important sub-regional infrastructure projects.
- Prove a flexible measure, with relatively few restrictions on its application, enabling Councils to identify and fund the infrastructure they need.
- Be transparent, charging authorities must report on CIL revenues received and expenditure undertaken for each financial year.

3. From 6th April 2015 s106 cannot be charged via a tariff based approach. The Council has an interim position on s106 contributions that can be secured prior to the implementation of CIL.
4. Many developers have been seeking to gain planning permission for schemes prior to the adoption of CIL, preferring to pay s106 contributions which should by legal definition be directly related to their own sites as outlined at paragraph 34, rather than pay CIL charges for off-site projects.
5. The revised viability study sets out suggested new charging rates. Appendix A explains how these rates compare to the income received from the current S106 arrangements
6. Although the suggested rates are lower than previously identified, Charging authorities are able to keep charging schedules under review. This means that levy charges can be changed to take account of changes in market conditions so that they remain relevant to the funding gap for the infrastructure needed to support the development of the area.

**Legal:**

7. The Community Infrastructure Levy, when approved, will be part of the statutory development framework for the area

CIL was introduced in 2008 by the previous government; it was adopted by the present Coalition in the 2010 CIL Regulations, which have been amended on a regular basis since. The Government's approach nominates CIL as a development tax to be sought by Local Planning Authorities (LPAs) and seeks to ensure that use of section 106 under the 1990 Planning Act, whilst still extant, is reduced. The 2010 regulations introduced statutory restrictions on the use of s106 agreements including a date, 06 April 2015, after which only a maximum of 5 individual s106 contributions can be pooled towards an infrastructure project. These restrictions will apply whether or not a LPA chooses to adopt a CIL charge.

**Risk Management:**

8. The following risks have been identified:

- Failure to deliver the Council's priorities
- Failure to deliver the necessary infrastructure needed to support development
- After 6<sup>th</sup> April 2015 the Council will be unable to charge for offsite infrastructure requirements, which will result in a loss of income.
- Failure at examination stage.

The above risks can be minimised by endorsing the draft CIL Charging Schedule and draft Revised Planning Obligations Strategy. Although the process of adoption of a CIL charge through examination has inherent risks, these can be minimised by setting rates that are balanced and based on sound evidence.

Examiners also have the ability to lower proposed rates well below those sought by CAs, if they feel that the technical arguments do not adequately support such levels or that objectors' concerns that the appropriate balance has not been demonstrably achieved are valid.

The Council has received advice from Counsel that it does not need an adopted Development Plan in place, in order to adopt CIL. This has reduced the length of the funding gap until a CIL is in place and the risk that any delay to the Development Strategy will delay the implementation of CIL.

In view of the delay in the interim from 6th April 2015 to the adoption of CIL, the Council does intend to maximise the possible level of S106 contributions can be secured by adopting creative approaches to the pooling restrictions.

**Staffing (including Trades Unions):**

9. Not Applicable.

**Equalities/Human Rights:**

10. Public authorities have a statutory duty to promote equality of opportunity, eliminate unlawful discrimination and to foster good relations in respect of nine protected characteristics; age disability, gender re-assignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

11. Adequate supporting infrastructure is essential to ensuring that new developments provide residents and occupiers with a good quality of life. Growth should contribute to the formation of neighbourhoods and communities that enjoy and sustain an attractive mix of housing; a wide range of local employment opportunities, shops, schools, faith spaces, health facilities, community and cultural facilities; access to both local jobs and to a range of quality open spaces and countryside.

**Public Health**

12. The adoption of CIL and a revised planning obligations strategy will help to ensure that an appropriate level of health and leisure infrastructure is provided for new development. If residents have good access to leisure facilities then there will be positive outcomes for health and wellbeing. The appropriate provision of medical facilities also has clear public health benefits.

Setting and adopting a CIL charge that delivers the emerging Development Strategy will help to meet the Council's duties to promote access to green space, to encourage sustainable transport and to ensure that the built environment maximises opportunities for physical activity. The built environment links closely to mental health, and new developments should actively contribute to acknowledging, or at best addressing social exclusion, both in terms of physical space, but also by facilitating community integration and cohesion. Access to services is equally known to be important to health experience and outcomes. Investment in social and physical infrastructure will therefore help the council to improve outcomes for health and wellbeing.

**Community Safety:**

13. We have a statutory duty to consider community safety across all council functions under the Crime and Disorder Act 1998. CIL revenues may be used to fund Police Stations, Community Safety projects and initiatives supporting housing growth, such as school safety zones; safe play areas and other community infrastructure.

**Sustainability:**

14. The adoption of CIL and a revised planning obligations strategy will help to ensure that an appropriate level of infrastructure is provided for new development. If services are provided within close proximity to new development then this enhances environmental and social sustainability.

CIL can be used to ensure that appropriate measures will secure wider infrastructure improvements providing long-term sustainable development in Central Bedfordshire. The Council's viability assessment for the emerging development strategy considered the impact of CIL alongside proposed policies for resource efficiency (energy and water) and concluded that that these standards were achievable alongside the requirement for developers to pay a CIL charge.

**Procurement:**

15. Not applicable.

**RECOMMENDATION(S):**

The Committee is asked to:-

1. **Consider the findings of the Viability Refresh Report and associated recommended charging rates**
2. **Support and recommend to Executive the charging rates and buffers for residential schemes of under and over 10 units and for commercial development :-**
  - a) **Residential rates with a 30% buffer;**
  - b) **Explore the possibility of Residential rates with a 20% buffer subject to review of the evidence base in light of CBC's unique market position**
3. **Recommend to Executive that they agree the Draft Charging Schedule for formal publication (Appendix C) and submission for Examination**
4. **Consider the Draft Revised Planning Obligations Strategy (Appendix B) and recommend to Executive that they approve the Strategy for consultation alongside the publication of the Draft Charging Schedule**

**Background**

16.	<p>CIL is a discretionary development land tax, which the Council can choose to adopt to help fund local infrastructure. CIL charges are fixed, non-negotiable and enforceable. They are based on simple formulae which relate the size of the charge imposed to the size of the proposed development, expressed as a charge per square metre (psm) of net additional floorspace created.</p>
17.	<p>The process for setting and implementing the Charge is set out in the CIL Regulations 2010 and Amendments in 2011 and 2012. There is also new Statutory CIL Guidance (December 2012) and further regulation will be forthcoming. Under the CIL Regulations changes to the use of s106 Planning Obligations will become law from 6th April 2015. This will significantly restrict current infrastructure funding practices whether or not a local CIL charge has been adopted.</p> <p>S106 agreements will be focused on addressing the specific mitigation required by a new site specific development. CIL has been developed to address the broader impacts of development. So s106 can still be charged on certain site specific infrastructure whereas CIL is a levy on all new development. CIL can be charged by geographical area, by floorspace and by types of development.</p> <p>In order to clarify what types of infrastructure will in future no longer fall under S106, the Council will publish a list of infrastructure types and projects that it intends will be, or may be, wholly or partly funded by CIL. This is known as the Regulation 123 list. It will be kept up to date to take into account any changes in circumstances and / or infrastructure needs identified in the future.</p>
18.	<p>The introduction of CIL is achieved through an Examination in Public which follows two rounds of public consultation. Charging authorities may revise their charging schedule in whole or in part. Any revisions must follow the same processes as the preparation, examination, approval and publication of a charging schedule.</p> <p>In January 2013 the Council commissioned Three Dragons to complete a viability study to assess what CIL rates could be charged. These figures were input into the Preliminary Draft Charging Schedule. The Council initially consulted on its Preliminary Draft Charge Schedule (PDCS) in January / February 2013. The majority of respondents considered the proposed rates to be too high as evidenced by comparison with other authorities, whilst a number felt the burden of paying CIL should be more widely shared by both residential and business sectors.</p>

19.	At the request of Members, officers jointly recomissioned Three Dragons, EC Harris and Lambert Smith Hampton to refresh the original viability report of January 2013 which was used to set the initial CIL charging rates in the Preliminary Draft Charging Schedule.
20.	<p>A new viability report was completed in January 2015. The study is based on the assumptions in the 2013 Three Dragons January 2013 Affordable Housing and Community Infrastructure Levy (CIL) study, updated to take into account the policy and guidance changes that have taken place in the interim, along with the additional details emerging from the process of planning for the sustainable urban extensions in Central Bedfordshire, and updated development values, land, build and finance costs.</p> <p>It sets out findings of the viability assessment for residential and non-residential development using a set of policy proposals which take into account the Council's aspiration to set high development standards, continue to secure affordable housing to meet local need and use potential CIL funding to support delivery of necessary infrastructure in the district. It also takes account of the proposed approach to the Sustainable Urban Extensions (SUE's) planned for Central Bedfordshire, where these important development sites are proposed to deliver many of their own infrastructure requirements.</p>
21.	<p>The process to identify the CIL rate is to identify the maximum chargeable CIL rate on the margin of what would be financially viable to develop and then to reduce that rate by 30%. This reduced rate is known as a 'buffer'. The consultants have based this 30% 'buffer' percentage on recent decisions by the Planning Inspectorate at CIL examinations'. There has also been an increase in infrastructure and build costs and, land values which has meant that together with the buffer the charge rates have reduced since the previous viability report of January 2013.</p> <p>The recommended 2015 rates identified are as follows:</p> <ul style="list-style-type: none"> <li>• Sites of 10 dwellings or fewer in Value Area A - £330/sq m</li> <li>• Other residential development in Value Area A - £130/sq m</li> <li>• Sites of 10 dwellings or fewer in Value Area B - £245/sq m</li> <li>• Residential development in Value Area B - £75/sq m</li> <li>• Sites of 10 dwellings or fewer in Value Area C - £135/sq m</li> <li>• Residential development in Value Area C - £40/sqm Housing for older persons (sheltered and extra care) - £0/sqm Residential development on SUEs - £0/sq m</li> </ul>
22.	Communities that have a neighbourhood plan or neighbourhood development order (including a community right to build order), and secure the consent of local people in a referendum, will get 25% of the CIL revenues from the development that takes place in their area.
<b>Issues:</b>	

23.

**1/ Appropriate Buffers**

In the event that the new rates with a 30% buffer are considered to be too low and unacceptable on sites of 11 units and above the buffer could be varied and lowered as has been done in Leeds where a high value area with increasing values known as the “Golden Triangle” has implemented a 10% buffer on the maximum CIL charge. A lower buffer rate would need to be justified by robust evidence, however. On the basis of the viability refresh it is considered that a 30% buffer is justified but if further evidence supports it this could be reduced to 10%. Two alternative scenarios are set out below for consideration by Members.

**Proposed Charging Schedule with a 10% buffer**

Development Type	Definition (Use Class Order 1987)	Area A £ / square metre	Area B £ / square metre	Area C £ / square metre	SUEs £ / square metre
Residential 11 units and above	(C3 incl sheltered / specialist housing)	165	95	54	0

**Proposed Charging Schedule with a 20% buffer**

Development Type	Definition (Use Class Order 1987)	Area A £ / square metre	Area B £ / square metre	Area C £ / square metre	SUEs £ / square metre
Residential 11 units and above	(C3 incl sheltered / specialist housing)	147	84	48	0

**Comparison of Rates**

Area	2013	2015(30%)	2015(20%)	2015(10%)
A	£225/sqm	130/sqm	£147/sqm	£165/sqm
B	£150/sqm	£75/sqm	£84/sqm	£95/sqm
C		£40/sqm	£48/sqm	£54/sqm

The figures identified are comparable with our neighbouring authorities with a 30% buffer. If we are to look at our closest neighbouring authority in Bedford Borough their CIL rates are slightly higher as land values are lower in Bedford Borough than they are in CBC. The difference in CIL rates is marginal and the top end CIL rate in Central Bedfordshire (with a 30%) buffer is higher than the highest CIL rate in Bedford Borough.

Area	CBC	Bedford	Dacorum	Hertsmere	Huntingdon	South Cambs
A	130	125	250	180	85	125
B	75	120	150	120		100
C	40	100	700			
D		55	70			
E		40				

	<p><b>2/ Differential rates for small sites</b></p> <p>The report has stated that we could charge a higher rate on sites of 10 and below. This is because of the recent change to planning guidance which removed the need to provide both affordable housing and S106 contributions on small sites. This would result in those sites being more viable. However, we would be the only local authority in the region to have a different CIL charge for smaller schemes because the guidance only came into effect on the 28<sup>th</sup> November 2014 Other neighbouring local authorities have had their CIL in place before this guidance came in.</p>
<p><b>Commercial Rates:</b></p>	
<p>24.</p>	<p>Commercial Rates have also changed. The analysis has demonstrated that of the non-residential development types considered; only retail uses are currently able to support a CIL.</p>
<p>25.</p>	<p>The recommended rates are the following non-residential CIL charges:</p> <ul style="list-style-type: none"> <li>• Out of centre convenience of below 280 sq m trading area £40/sq m.</li> <li>• Larger convenience retail including supermarkets £85/sq m.</li> <li>• Out of centre comparison retail/retail warehouse £50/sq m.</li> <li>• All other uses including town centre retailing £0/sq m.</li> </ul>
<p><b>Revised Planning Obligations Strategy</b></p>	
<p>26.</p>	<p>Central Bedfordshire Council has previously operated a Planning Obligations Supplementary Planning Document (SPD) for the North and for the South of CBC, alongside site specific S106. These Planning Obligations SPDs contained a tariff based approach to planning obligations for a number of contribution types. The CIL Regulations 2010 (as amended) mean that from 6<sup>th</sup> April 2015 this approach can no longer be applied in Central Bedfordshire. Once adopted alongside CIL later this year a revised Planning Obligations Strategy will supersede both of these SPDs and they will be formally revoked at the same time.</p>
<p>27.</p>	<p>Following the adoption of a CIL Charging Schedule, it is expected that CIL will become the main source of infrastructure funding to be obtained through the planning application process. However subject to the legal tests set out above, it will still be appropriate to seek S106 contributions for certain items of infrastructure.</p>
<p>28.</p>	<p>The split between those infrastructure items that will be funded by CIL and those that can be funded by Planning Obligations is shown in the draft Planning Obligations Strategy (Appendix B)</p>
<p><b>Conclusion and Next Steps</b></p>	

29.	The findings of the revised and refreshed viability study have identified lower CIL rates than the previous CIL rates of 2013. The recommended rates of 2015 include a 30% buffer as recommended by Three Dragons this is due to recent decisions at examination which have supported the use of a 30% buffer.
30.	However, a Residential CIL rate on schemes of 11 units and above could be set higher by having a lower buffer rate than the standard 30% identified by the consultants (Three Dragons) at either 20% or 10%. This will increase the CIL revenue for infrastructure and will be more in line with our higher charging neighbouring local authorities such as Dacorum but higher than the lower charging neighbouring authorities such as Bedford.
31.	<p>Timetable for CIL</p> <ul style="list-style-type: none"> <li>• OSC - February 2015</li> <li>• Executive - authority to consult and submit and delegated powers for changes– March 2015</li> <li>• Prepare Final Consultation Draft of Document – April 2015</li> <li>• Period of heightened sensitivity – April – May 2015</li> <li>• Publication (Regulation 16) 11th May - 4th June 2015</li> <li>• Collate Responses – June 2015</li> <li>• Make any changes required – June/July 2015</li> <li>• Submit to SOS – July 2015</li> <li>• Preparation for Examination – August 2015</li> <li>• Examination – September 2015</li> <li>• Adoption – October/November 2015</li> </ul>

**Appendices:**

Appendix A - Comparison of Section 106 and CIL Income

Appendix B - Draft Planning Obligations Strategy

Appendix C - Draft Charging Schedule Rates

Appendix D - Map of Neighbouring Authorities CIL rates

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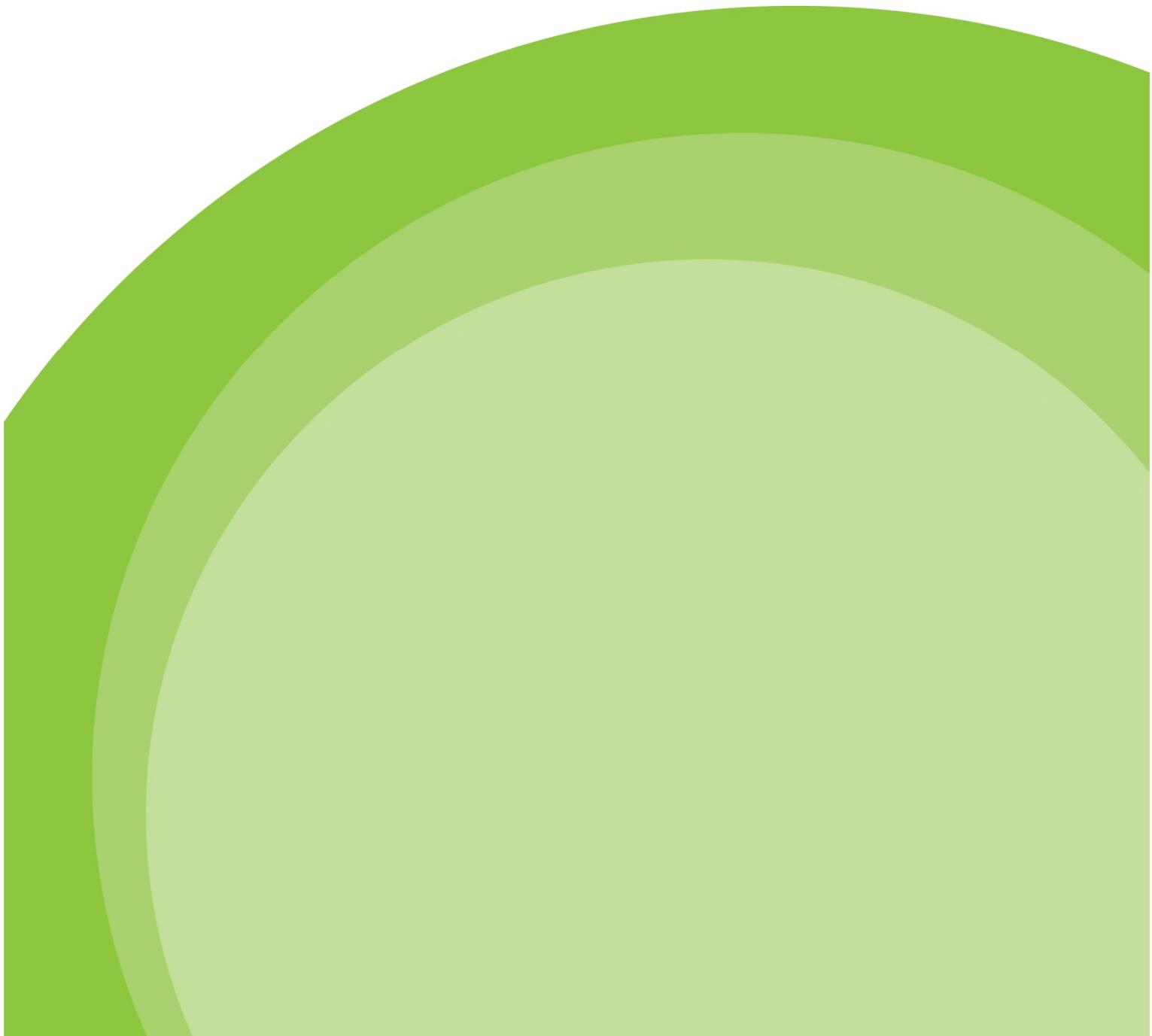
**APPENDIX A.**

It is estimated that these rates will yield the following income. On a 'typical' three bedroom semi-detached market house in a development of over 10 dwellings the proposed charges would be £12,350 in Area A, £7,125 in Area B and £3,800 in Area C. To these would be added the £2,000 base residual s106 for site specific factors, bringing the total to £14,350 in Area A, £9,125 in Area B and £5800 in Area C. This compares to the average £6,500-£9,000 s106 which is currently being achieved. Therefore in many cases CIL will match or exceed what we are currently receiving in s106 with the Three Dragons identified CIL rate with the 30% buffer

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# **The Planning Obligations Strategy**

January 2015 (Draft)





# The Planning Obligations Strategy

Draft January 2015

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Appendix A – Division of Planning Contributions by Securing Mechanism

Appendix B – Draft Regulation 123 List

Appendix C – Template Agreement



## SECTION 1

### 1.0 Introduction

#### Purpose of the Document

- 1.1 The purpose of this technical guidance document is to set out Central Bedfordshire Council's approach (as local planning authority) to developer contributions when assessing planning applications. It must be read alongside the Council's Community Infrastructure Levy (CIL) Charging Schedule.
- 1.2 This document sets out the Council's position on Planning Obligations (or Section 106 agreements) from *Insert date* and applies to the whole of Central Bedfordshire. This document will be a material consideration in the determination of planning applications as well as assisting developers, professional advisors and the local community in understanding what developer obligations may be sought.

#### Status

- 1.3 This document is a technical guidance document, but the intention is that this will be adopted as a Supplementary Planning Document (SPD) following the adoption of the Development Strategy and CIL.

#### Context

- 1.4 Central Bedfordshire Council has previously operated a Planning Obligations SPD for the North and for the South, alongside S106. These Planning Obligations SPDs contained a formula based approach to planning obligations for a number of contribution types. The CIL Regulations 2010 (as amended) mean that from 6<sup>th</sup> April 2015 this approach can no longer be applied in Central Bedfordshire. Once adopted, this document will therefore supersede both of these SPDs and they will be formally revoked at the same time.
- 1.5 This document is not intended to stand alone and must be considered alongside the CIL Charging Schedule. The Charging Schedule sets out the types of new development to which the CIL will relate and the charges that will be applied to them. Section 106 requirements will be scaled back to those matters that are directly related to a specific site providing that they are not set out in the Regulation 123 list of projects towards which CIL may contribute.
- 1.6 Pooling restrictions also apply meaning that no more than five separate planning obligations entered into since 6 April 2010 will be able to be pooled towards types of infrastructure or specific infrastructure projects.
- 1.7 As well as the charging schedule, this document must be read in conjunction with relevant Council policies and strategies (including emerging guidance).

### 2.0 Planning Policy Context and Infrastructure Needs

#### The National Planning Policy Framework (NPPF)

- 2.1 The NPPF (paragraphs 203 to 206) sets out the Government's policy on planning obligations and those tests for planning obligations set out in the CIL Regulations. It

states that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. In addition, where obligations are sought local planning authorities should take account of changes in market conditions and be sufficiently flexible to prevent planned development from being stalled.

### Central Bedfordshire Development Strategy

- 2.2 This technical guidance will provide further details to support the development plan for Central Bedfordshire and in particular *Policy 19: Infrastructure* which is set out below. The Development Strategy sets out the overarching spatial strategy and development principles for the area together with more detailed policies to help determine planning applications. The strategy has reached an advanced stage in preparation and was formally submitted to the Secretary of State for public examination on 24<sup>th</sup> October 2014. Following an Examination in Public in spring 2015, it is expected that the Strategy will be adopted by the Council by the end of the year.
- 2.3 The plan seeks to deliver 31,000 new homes between 2011 and 2031 and a total of 27,000 new jobs across a variety of sectors. An appropriate mix of sites will be provided of sufficient scale to ensure the right balance between new homes and jobs, and to create sustainable communities and promote Central Bedfordshire as a location for economic growth.

### Draft Policy 19 – Infrastructure

*The track changes show the proposed Minor Modifications*

All new development must be supported by the required infrastructure at the appropriate stage. Where existing infrastructure will be placed under strain due to the impact of new development, improvements to existing such infrastructure or compensatory provision ~~should~~ must be made ~~such~~ to ensure that there is no overall reduction in provision. Developers will be required to make appropriate and necessary contributions, ~~following viability testing, as necessary~~ to offset the cost of providing new physical, social, community and environmental infrastructure required as a result of their proposals either ~~by way of~~ through financial contributions, or, within larger developments, direct provision of such infrastructure ~~within larger developments~~. Viability appraisal may be used to inform the extent of such contributions where appropriate. The Council will continue to work in partnership with infrastructure providers; neighbouring authorities and other delivery agencies in seeking the provision of the necessary infrastructure to support new development. Contributions ~~will~~ may be phased or selectively pooled as appropriate to ensure the timely delivery and implementation of the necessary infrastructure. The Council ~~will~~ intends to introduce a Community Infrastructure Levy on types and sizes of development found to be capable of bearing a CIL charge and to retain the use of site specific residual Section 106 agreements, including limited pooling where appropriate permitted by the CIL regulations. ~~In advance of the adoption of the Community Infrastructure Levy, the Council will continue to ensure the delivery of strategic infrastructure by Planning Obligations and other appropriate funding sources. An SPD on the continuing role and purpose of Section 106 agreements when a CIL has been adopted will be prepared.~~

### Infrastructure Needs for Central Bedfordshire

- 2.4 From 6<sup>th</sup> April 2015 there has been a restriction on the pooling of contributions that are collected; no more than five may be pooled to deliver a 'type' or a specific piece of required infrastructure. More detail on this is provided from paragraph 3.15 of this document. Officers should therefore be clear about what pieces of new infrastructure are required in relation to each site, in each geographical area.
- 2.5 More details about this can be found in the CBC Infrastructure Schedule which is ordered by type of infrastructure, where items of infrastructure are graded as critical, essential or desirable. The items identified as 'critical' should be prioritised. This can be accessed on the website at [www.centralbedfordshire.gov.uk/devstrat](http://www.centralbedfordshire.gov.uk/devstrat) It is important to note that any list of infrastructure requirements and associated costings will always be based on a 'snapshot in time' and so this schedule will be updated periodically to reflect these changes in priorities.

### 3.0 Securing Developer Contributions

- 3.1 The Council will expect new development to contribute to site related and other infrastructure needs through a combination of ways, of which planning obligations are one.

1. Planning conditions (related to the specific site or development).
2. Planning Obligations – to secure developer contributions or works in kind through a S106 obligation (related to the specific site or development).
3. Central Bedfordshire Community Infrastructure Levy (CIL) (strategic or local requirements).
4. Section 278 Agreements, covered under the Highways Act 1980.

These different mechanisms are explained in full below.

### Planning Conditions

- 3.2 Planning conditions are requirements made by the local planning authority for actions to make a development acceptable in planning terms. They cannot be used to secure financial contributions but can be used to ensure that certain elements related to the development proposal, and which may benefit the wider community, are carried out. There are six tests specified in the NPPF about the applicability of planning conditions<sup>1</sup>. Further guidance is also provided in Planning Policy Guidance<sup>2</sup>.

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<sup>1</sup> Paragraph 203 of the NPPF

<sup>2</sup> National Planning Policy Guidance – ID 21a Updated -6-03-2014  
<http://planningguidance.planningportal.gov.uk/blog/guidance/use-of-planning-conditions/>

3.3 In Central Bedfordshire such conditions are likely to cover, among other things e.g. the requirement to undertake archaeological investigations; submission of reserved matters; and the need to carry out tree planting and drainage works.

### Planning obligations

3.4 Planning Obligations under Section 106 of the Town and Country Planning Act 1990 (as amended), commonly known as s106 agreements, are a mechanism which make a development proposal acceptable in planning terms, that would not otherwise be acceptable. It may require the developer to do something or restrict what can be done with land following the grant of planning permission. They are focused on **site specific** mitigation of the impact of development. S106 agreements are often referred to as 'developer contributions' and the obligations are formal commitments given between a land owner (and subsequent owners) and local authority. These agreements are legally enforceable.

3.5 Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended) introduced into law three tests for planning obligations:

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

3.6 Such obligations may be financial or in kind and negotiated as part of planning applications. Unlike planning conditions, a planning obligation contribution can relate to land outside the application site which may or may not be under the control of the applicant.

3.7 A S106 planning obligation can:

- restrict the development or use of the land in any specified way;
- require specified operations or activities to be carried out in, on, under or over the land;
- require the land to be used in any specified way; or
- require a sum or sums to be paid to the authority on a specified date or dates or periodically.

The common uses of planning obligations are to secure affordable housing, and to specify the type and timing of this housing; and to secure financial contributions to provide infrastructure or affordable housing.

3.8 A planning obligation can specify the timing of payments and make various other stipulations. If the S106 is not complied with, it is enforceable against the person that entered into the obligation and any subsequent owner. The S106 can be enforced by injunction or by direct action, with the recovery of expenses.

3.9 The S106 planning obligation is a legal document, a deed, which states that it

is an obligation for planning purposes, identifies the relevant land, the person entering the obligation and their interest and the relevant local authority that would enforce the obligation. The obligation can be a unilateral obligation or multi party agreement.

### **The Community Infrastructure Levy (CIL)**

- 3.10 The Community Infrastructure Levy is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010. CIL is essentially a tariff based mechanism for developer contributions which can support new infrastructure that is not directly related to the development site in question. CIL is charged per square metre on net additional (internal) floorspace. Rates can vary by geographic area, use or size and these will be set by Central Bedfordshire Council as the charging authority.
- 3.11 Under Regulation 123 of the CIL Regulations, the Council is expected to publish a list of infrastructure that CIL funds will contribute towards. The purpose of the list is to differentiate between those types of infrastructure that the authority intends to fund through CIL and those areas where a S106 planning obligation or Section 278 highway agreement will be sought to make the development acceptable in planning terms.
- 3.12 The list can specifically exclude certain infrastructure projects for which S106 will be used. However, it is important to note (see section 4.0) that a maximum of five contributions can be sought in relation to each piece of infrastructure. The Council's Regulation 123 list will be published with its CIL Charging Schedule and the draft can be found at **Appendix B**.

### **Section 278 Agreements**

- 3.13 Section 278 agreements under the Highways Act 1980 (as amended by section 23 of the New Roads and Street Works Act 1990) are legally binding agreements between the local highway authority and the developer to ensure delivery of necessary highway works to the existing highway network. The agreements identify the financial and other responsibilities of the parties involved in the constructing works on the public highway.
- 3.14 If in the assessment of a planning application, it is identified as necessary to make modifications to the existing highway to facilitate or service a proposed development a S278 agreement will be required. Normally, these works will be off-site required to mitigate the impact of the proposed development.

### **The Pooling of Planning Obligations**

- 3.15 The CIL Regulations 2010 (as amended) prevent the pooling of S106 obligations towards an infrastructure project or 'type', where five or more such obligations have been entered into on or after 6 April 2010. To be clear, no

more than five obligations can be pooled in order to deliver a 'type' or specific piece of infrastructure.

- 3.16 It is certainly the case that for the types of generic infrastructure for which contributions were sought through the SPD, this limit on five has already been exceeded. Five contributions may however be pooled where they meet the site specific tests outlined at paragraph 3.5.
- 3.17 It is expected that CIL will become the main source of infrastructure funding to be obtained through the planning application process. All interested parties should be aware of the split between those infrastructure items that will be funded by CIL and those that will be funded by Planning Obligations. A table is provided at **Appendix A** that sets this out by contribution 'type'.
- 3.18 In summary, proposals will be required to contribute through S106;
- for affordable housing (where meeting the threshold of over 10 units or 1000sqm of gross floorspace)
  - for standard site/design mitigation
  - for additional 'development specific' implications.

### Summary of Mechanisms for Securing Planning Contributions



Figure 1

## 4.0 Section 106 Agreements

### Application Considerations

- 4.1 Planning Obligations may be sought from all housing, commercial and mixed-use developments as well as minerals and waste developments. Where a new scheme replaces an existing development the assessment will normally be applied to the net impact of development.
- 4.2 Consideration may be given to seeking contributions for facilities beyond the Council's administrative boundary where they are designed to meet the needs of the particular development (for example education provision at the Wixams).
- 4.3 To prevent avoidance of contributions, where the application proposal forms a subdivision of a larger developable area (such as an identified large scale major development), any requirement will take into account the extent of the whole development site, rather than the area or number of homes/ floorspace of a specific proposal this will be done by assuming appropriate densities. It will also need to take into account the need to size the school to whole forms of entry. For example, a one form entry primary school provides for 210 pupils (7 classes of 30 pupils).

### Priorities

- 4.4 Planning obligations will be negotiated on a site-by-site basis and the priority given to the differing types of obligation will be at the discretion of the Local Planning Authority. A balanced judgement will be made by taking into consideration a range of policy issues, site characteristics, financial viability of the proposed scheme government guidance and comments received during the consultation on the planning application.
- 4.5 This approach will ensure that Paragraph 204 of the NPPF and Regulation 122 of the CIL Regulations are applied consistently and that obligations are related to the site from which they are sought. It is not considered appropriate for obligations relating to different development types to be set out in priority order, as circumstances will differ across Central Bedfordshire and each development proposal will have its own characteristics, which may make adhering to a prioritised list of obligations inappropriate.

### Index Linking of Section 106 Contributions

- 4.6 The commencement of development may not take place immediately following completion of the legal agreement. Consequently, all contributions will be index linked to ensure that their value stays in line with inflation and reflects changes in costs.
- 4.7 Most contributions are index linked from the date that Committee or Delegated approval is given for the relevant planning application. The exception is where commuted maintenance payments are required and in these instances the payment will be index linked from the point at which the maintenance costs are agreed.
- 4.8 A range of index linking calculations will be used, relevant to the type of contribution, the main ones being the Retail Price Index (RPI) and the Building Costs Information Service (BCIS) Public Sector Quarterly Building Price and Cost Indices.

- 4.9 Interest will be payable if contributions are not paid to the Council at the agreed time. This will be 2.5% above the Bank of England base rate. This is in addition to any index linking. It must be noted that all prices quoted in this document for contributions are indicative and are subject to change.

### **Bonds or Guarantees**

- 4.10 Bonds or guarantees will be required where a developer intends to carry out work themselves instead of payment of contributions to the Council. For example, building a community building agreed as part of the development proposed. The bond or guarantee sum can then be drawn upon by the Council to provide the facility if the works are not carried out as agreed.
- 4.11 Bonds or guarantee will also be required where for example; the development is funding a school, where development is phased and not all in place prior to contract being let.

### **Maintenance –**

- 4.12 Maintenance contributions ensure that the capital works are maintained for its intended purposes, for instance, the upkeep of public open space. Contributions can be:
- Non-financial – the developer makes direct provision for the maintenance regime or provides maintenance via an agent acting on their behalf
  - In kind payments – the developer is required to submit an agreed payment to the Council so it can undertake the appropriate maintenance
- 4.13 In those instances where the Council considers it more appropriate to take on responsibility for maintenance, it will normally require commuted sums to cover the cost of 20 years management and maintenance, in order to bridge the gap between the provision of a facility and inclusion in local authority funding streams. Commuted sums will be calculated using current maintenance contract prices and will be index linked. Details of the Council's current commuted maintenance requirements can be found in the Leisure Strategy.

### **Template Agreement**

- 4.14 In order to ensure a consistent approach to developments within Central Bedfordshire, the Council will seek to use a standard form of legal agreement in dealing with all planning obligations. A copy of the Council's template agreement is available at [Appendix C \(when finalised\)](#).

### **Costs of Preparing and Monitoring Legal Agreements**

- 4.15 Draft legal agreements will normally be prepared, negotiated and completed by the Council's legal team. The Council will expect to recover the full costs of preparing, negotiating and completing the agreement.
- 4.16 The Council will charge applicant's to cover the legal costs of concluding legal agreements and unilateral undertakings. Fees will apply as follows:
- Standard S106 Agreements: £620
  - S106 Agreements for large-scale schemes (generally in excess of 50 dwellings or 2000 sqm commercial floorspace): individual basis

- 4.17 Applicants should note that the current hourly cost of Central Bedfordshire Council's solicitor is £182 per hour. This is revised annually as part of the Council's review of charges. More complicated legal agreements may however be concluded on the Council's behalf by external solicitors or lawyers. Where this is so, rates of costs will be notified to the applicant in advance.
- 4.18 The Council will also expect applicants to pay towards the costs of administering and monitoring planning obligations once entered into. Administration/monitoring is charged at a rate of £25 per hour. Fees will apply as follows:
- Unilateral undertakings: £175
  - Standard S106 Agreements: £350
  - S106 Agreements for large-scale schemes (generally in excess of 50 dwellings or 2000sq.m commercial floorspace): individual basis, based upon the cost of £175 per trigger point included in the agreement.

### **Timing and Phasing of Payments**

- 4.19 The provision of infrastructure and the timing of payment of contributions will be negotiated on an individual basis for large developments. This may involve a phased programme of payments, which will include development completion/occupancy trigger points.
- 4.20 All contributions will be paid to the Council in the first instance unless specifically stated in the agreement. The Council will pass on any contributions intended for release or for spending by another organisation, in accordance with the requirements of the agreement.

### **Liability**

- 4.21 Section 106 obligations bind the original and subsequent owners of the site and if a Site, or part of a site, is sold on. The owner will be required to advise the Council. Where part of a development site is sold on, the original developer who entered the agreement is liable for fulfilling the obligation unless clear documentary evidence is provided to the Council to the contrary.

### **Repayment of Unused Contributions**

- 4.22 Contributions that have not been spent or released to another organisation for spending within 10 years of the date of receipt by the Council (or longer if stated in the legal agreement) will be returned to the paying party. Contributions received by the Council will be held in interest bearing accounts, and this interest will be paid to the paying party on return of the contribution.

### **Monitoring and Enforcement**

- 4.23 Planning obligations will be monitored to ensure that they are being undertaken or paid at the agreed times. If there is a failure to comply, the Council will take appropriate action and full cost recovery will be sought.
- 4.24 Financial contributions will be ring-fenced to be spent on specific projects. The spending/release of financial contributions will be monitored to ensure that contributions are spent by the Council and other relevant organisations as required

by the agreement. Monitoring information will be presented in the Council's annual Monitoring Statement each year.

### **Compliance Officer**

- 4.25 The Council currently employs a Compliance Officer who undertakes a range of tasks associated with securing, managing and implementing planning obligations. The role is responsible for negotiating Heads of Terms, making a timely response to planning applications and maintaining a developer obligations database. A monitoring charge for this service (proportionate to the scale and complexity of the other obligations within the S106 agreement) will normally be included as an obligation.

### **Applications to Discharge or Vary a Planning Condition**

- 4.26 In some cases, where an agreement has been entered into and a change in circumstances has resulted in the inability for an obligation to be carried out, applicants can apply for an obligation to be discharged or varied.
- 4.27 An application to discharge or vary a planning obligation will only be agreed by the Council if it can be fully justified. This situation may arise where an anticipated need for a particular facility at the time of the grant of planning permission is no longer required. The variation or discharge of obligations will not be used as a means for developers to backtrack on obligations agreed where needs as a result of development are still present.

## **5.0 Viability**

- 5.1 The Council accepts that there may be occasions where development proposals are unable to meet all the relevant policy requirements and still remain viable. Where the Council is satisfied that an otherwise acceptable development cannot be fully policy compliant and remain viable, a reduced package of planning obligations may be recommended. In most cases where viability is an issue, the application will be determined by committee and not under delegated powers.
- 5.2 The purpose of this planning guidance is to provide developers with information on the planning obligations likely to be required in association with new development at the earliest stage, so that obligation costs may be factored into negotiations on land acquisition. Where a developer considers that the requirements of the Council would have a significantly harm the viability of a proposal, the onus will be on the applicant to demonstrate this.

### **Evidence Required**

- 5.3 In order to enable the Council to assess the viability of a proposal, the applicant will be required to provide a full viability assessment to the Council, and pay the Council's full costs in appointing consultants to undertake the assessment. In all cases, the Council requires viability to be undertaken using a residual land value approach. Viability claims based on an over-inflated price that has been paid for a site will not be accepted, as the Council does not consider it right that the public purse should suffer due to an ill judged purchase of land by a developer.
- 5.4 The Council accepts that there may be occasions where development proposals are unable to meet all the relevant policy requirements and still remain viable. There

must be a strong justification for any change and the resultant obligation must still be sufficient to make the development acceptable in planning terms.

### **Modification or Renegotiation of a Section 106**

- 5.5 Where the application or request for renegotiating one or more elements of the S106 affects the overall principle of the original decision (e.g. the application would not have been approved without the obligation) the application or proposed variation will be determined by Planning Committee and not under officer delegated powers.
- 5.6 Formal applications to modify or remove S106 obligations under S106 B will be registered and publicised in a similar way to planning applications with Town and Parish Councils and statutory consultees being consulted. Town or Parish Councils will also be consulted on any informal applications to renegotiate obligations that would affect the nature or timing of delivery.
- 5.7 Where viability has been raised by the applicant as a reason for the modification or discharge of an obligation and the Council considers that a viability assessment is required to enable the Council to assess the viability of the development, the applicant will be required to provide any necessary cost and income figures to the Council, and pay the Council's reasonable costs in appointing consultants to undertake the assessment.
- 5.8 Section 106A of the Town and Country Planning Act 1990 allows voluntary renegotiation of a planning obligation at any time. Where voluntary agreement cannot be reached there may be a formal application to modify or discharge an obligation when that obligation is 5 years old. The local authority must take a decision on such an application. If the local authority decision is not to grant the application then there is a right to appeal to the Planning Inspectorate. The principles for modifying planning obligations are given in Section 106A of the Town and Country Planning Act 1990. This requires that an obligation to be discharged must "no longer serve a useful purpose" or that it "continues to serve a useful purpose...equally well" as modified. These principles will be the underlying considerations during negotiations.

### **Assessment and Evidence**

- 5.9 In all cases, the Council requires viability assessment to be undertaken using a residual land value approach. This means that the costs of the development and the value to be created are compared and then the resulting residual land value is compared with a threshold value which is linked to the existing land value or alternative use value that would be permitted. The viability appraisal process is not based on actual prices paid as part of a land transaction. For a shortfall in viability to be considered as a reason to accept a reduced obligations package, it must be demonstrated to the Council's satisfaction that the residual land value falls below the threshold value.
- 5.10 The Council strongly recommends that a developer considers fully the implications of planning obligation requirements prior to acquiring land/entering into options as stated above. Considering such implications is particularly important and standard practice in the development industry. Therefore gross land costs, land clearing costs, abnormal infrastructure costs and other obligation requirements which would have been requirements, reasonably known, will not be accepted as a valid reason for evidence of non-viability.

- 5.11 In instances where it is necessary to appoint an independent valuation advisor to assess the submitted viability evidence, the costs will be met by the applicant. Proven impact on the viability of the scheme will be a material consideration in the assessment of the planning application.

## **SECTION 2: Planning Obligations by 'Type'**

The types of contributions covered in this section are limited to those which are capable of meeting the three legal tests outlined in paragraph 3.5. Those that are not listed e.g. leisure centres can only be collected as generic contributions through CIL as they would not meet these three tests. For further guidance as to the split between Planning Obligations and CIL, please refer to **Appendix A**.

### **1.0 Education and Skills**

#### **Schools**

##### **Overview**

- 1.1 Paragraph 72 of the NPPF requires local planning authorities to take a proactive, positive and collaborative approach to ensure a sufficient choice of school places is available to meet the needs of existing and new communities and that development will widen choice in education. Policy 19 of the submitted Development Strategy requires that all new development must be supported by the relevant infrastructure.
- 1.2 Central Bedfordshire currently operates a majority three-tier education system. The current system splits pupils into three age groups: lower (ages 5-9), middle (ages 9-13) and upper (ages 13-18). Dunstable and Houghton Regis are the exception, as schools in this area are becoming primary (ages 5-11) and secondary schools (ages 11-18).

##### **When Will Planning Obligations Be Sought?**

- 1.3 In determining the requirement for pupil places in schools across Central Bedfordshire, the Council uses a census-based model which forecasts the age structure of children arising from development. The model currently estimates that 4 children per academic year group, per 100 dwellings, will be generated. The model takes account of the number and mix of dwellings to be provided. The current pupil yield assumption is to be reviewed and updated in 2014/15. Once completed, the results of this review will be reflected in the model.
- 1.4 The estimated pupil yield from housing development is compared against the capacity of local schools and future pupil forecasts. The pupil forecast takes into account new housing permitted but not yet built. The School Organisation Plan provides detail of the number on Roll at every school in Central Bedfordshire, and 5 year forecasts. This Plan is produced annually and published on the Council's website.

##### **Types of Contribution**

- 1.5 For mainstream education provision, one of the following types of contribution may apply
- 1.6 If there is enough capacity in existing schools to manage pupil growth from new housing then no contributions will be required.
- 1.7 Where the scale of development is such that a new school is required the developers will be expected to provide a fully serviced site free of charge (transferred freehold to

the Council for £1), the building costs for a school including site infrastructure, playing fields and a contribution towards the capital costs of education equipment, in line with the charges detailed below. Sites for new schools in accessible locations within new housing development will be sought in line with the preferred site size as per the guidance of the Education Officer.

- 1.8 Where the scale of development is such that an extension of existing educational settings would be appropriate to provide the additional capacity required, then the developer will be expected to provide a financial contribution in line with the charges detailed below.

### Provision Requirements and Costs

- 1.9 The level of contribution required is determined using 2009 pupil cost multipliers provided by the Department for Education (DfE), multiplied by a regional cost factor of 1.04. These multipliers are based on the DfE analysis of national building costs per pupil adjusted to reflect regional variations in costs. The charges below are provided for illustrative purposes and are subject to change. Education Officers in Children's Services can provide up-to-date guidance on the contribution required.

### DfE Cost Multipliers: New Provision

	Per 100 dwellings	Cost per pupil place	Cost per 1 dwelling	Cost per 10 dwellings	Cost per 100 dwellings
<b>Early Years</b>	6 places	£13,565	£814	£8,139	£81,388
<b>Lower</b>	20 places	£13,565	£2,713	£27,129	£271,294
<b>Middle</b>	16 places	£16,968	£2,715	£27,149	£271,490
<b>Upper</b>	16 places	£20,842	£3,335	£33,347	£333,470
<b>Primary</b>	28 places	£13,565	£3,798	£37,981	£379,812
<b>Secondary</b>	24 places	£20,685	£4,964	£49,644	£496,442

- 1.10 The current pupil yield assumption of 0.04 pupils, per year group, per dwelling means that proposed development schemes of more than 750 dwellings will normally require provision of 30 additional places across every year group, which is equivalent to a new 1 form entry lower school (150 places) and 1 form entry extensions to local middle (120 places) and upper (120 places) schools.
- 1.11 Proposed development schemes of more than 3,000 dwellings will normally require provision of 120 additional places across every year group. This is equivalent to 2 no. 2 form entry lower schools, (600 lower school places in total), new 4-form middle school (480 places) and an extension to, or creation of a new, upper school to allow for an additional 4 forms of entry (480 places).

## Early Years Education and Childcare

### Overview

- 1.12 The 2006 Childcare Act places a statutory duty upon the Council to firstly assess the level of Early Years Education and Childcare that is available and then to be responsible for ensuring that there is sufficient provision to satisfy the demands of every community. It also requires local authorities to secure sufficient childcare for parents who wish to work.
- 1.13 Local Authorities have a duty to ensure Early Years Provision offers free nursery education for every 3 and 4 year old. The entitlement is 570 hours a year over 38 weeks. Eligible 2 year olds, as defined by qualifying criteria set by the government are also able to access 570 hours per year over 38 weeks. Extended Services are those that offer wrap around care opportunities for pupils within their school setting.

### Types of Contribution

- 1.14 Provision for ages two years and above can be made in several ways but any facility would need to meet Government guidelines as required by the Early Years Foundation Stage Regulations:
- A nursery on a proposed new lower school
  - A unit on an existing school
  - Space in a Community Centre suitable for pre-school use
  - A day nursery on a large development site
  - Provision for Early Years and Extended Services at new or existing schools.
- 1.15 Government policy is for extended schools for childcare. School sites are viewed as a good location for these facilities.

### Provision Requirements and Costs

- 1.16 A 30 place unit for ages 2 years and above as part of new school will cost approximately £250,000 and a 50 place unit will cost approximately £350,000. A new 'standalone' pre school facility will cost more. There is no statutory duty to provide for children under the age of 2.
- 1.17 The average number of children between the age of 3 and school year entry age for every 100 dwellings is estimated to be 6. Based on this, an average charge can be calculated as follows:

DCSF cost per pupil x 6 pupils = £71,790 for every 100 dwellings

Cost per dwelling =  $\frac{£71,790}{100}$  = £717.90

- 1.18 The timing of contributions will need to be negotiated but will take into account various factors such as the proximity and ability of nearby facilities, and the need to make proper provision at the earliest opportunity

## Skills and Apprenticeships

### Overview

- 1.19 Paragraphs 18 and 19 of the NPPF state the Government is committed to securing economic growth in order to create jobs and prosperity and ensuring that the planning system does everything it can to support sustainable economic growth. The employment chapter of the submitted Development Strategy also supports this approach.
- 1.20 The Economic Development Plan and All Age Skills Strategy for Central Bedfordshire clearly articulate the importance of skills and employment to the local economy. A highly skilled and employable workforce, with access to training and work opportunities, is essential to support Central Bedfordshire's growth agenda. Ensuring individuals have the skills to participate in employment and supporting the creation of local employment opportunities, are fundamental to growing the economy, promoting economic wellbeing and enabling the area to achieve its economic potential.
- 1.21 Consequently, the Council is keen to maximise the learning and employment opportunities associated with local developments, particularly around apprenticeships, work experience and local employment.
- 1.22 There is evidence that such requirements are advantageous for developers, particularly around simplifying recruitment and training processes, enhancing retention rates, building community relations and developing and maintaining a positive company profile.

### Types of Contribution

#### Employment and Skills Plans

- 1.23 For planning applications of sufficient scale (this will be agreed by the Council) to make such initiatives reasonably and practically; applicants will be required to submit an Employment and Skills Plan. This Plan will set out how the contractor will meet a number of employment and skills benchmarks (approved by the National Skills Academy) through the development. Employment and Skills Plan templates are available and assistance is available to support the implementation of the plans. The Council will seek to work in partnership with developers to ensure that an acceptable Employment and Skills Plan is submitted.
- 1.24 This plan should include targets for work experience, training and apprenticeships, as well as measures to improve access to jobs for local people. The Employment and Skills Plan relates to both construction and occupation phases (where relevant) of development and the extent of the commitment expected will reflect the scale of the development. For example, developments where construction will take place over several years will be expected to offer apprenticeships.

#### Apprenticeships

- 1.25 Apprenticeships and post 16 work placements will be encouraged for residential and commercial developments. The amount of placements sought will be dependent on the size of the development. The number of apprenticeships and placements would increase in line with the value of the development. For example, for a development

of between £1m and £3m, a minimum of three post 16 work placements would be sought. For developments between £3m and £6m, five post 16 work placements and two apprenticeship starts would be sought. *DW - this example was taken from The National Skills Academy "Client Based Approach to developing and implementing an Employment and Skills strategy on construction projects through on site training". These benchmarks are copyrighted so if it is considered appropriate to adopt them, CBC need to sign up to the approach*

- 1.26 Priority should also be given to the employment of local people, both within the development phase, and where appropriate, within end usages. For developments over an agreed threshold, a specified proportion of the workforce should be from the local area.
- 1.27 The financial implications of such requirements are minimal. Work placements are voluntary and of no cost to a developer. With apprenticeships, a minimum salary is required to be paid, but dependent upon the age of the apprentice, the cost of training can be fully or partially covered. A grant is also available to those employing apprentices between the ages of 16 to 24. The CITB offers training grants and assistance to employers in the construction sector.
- 1.28 The Council's Regeneration and Business Directorate can support developers and their sub-contractors to meet these requirements through facilitating linkages with Jobcentre Plus (for free recruitment support and work placements), the National Apprenticeship Service (for apprenticeships) and local colleges and training providers for any other skills requirements. In some circumstances, the Council may also be able to utilise its own existing provision and funding, for example, that delivered and commissioned by the Adult Skills Service.
- 1.29 A recent example is Centre Parcs at Woburn. The Council supported the creation of a partnership between the Sector Skills Council for Hospitality (People 1<sup>st</sup>), local colleges, Jobcentre Plus and Tragus (managers of the on-site restaurants) to deliver local hospitality training tailored to the employment opportunities available at Tragus. Centre Parcs were also supported to encourage local events to promote their employment opportunities and have been supported to utilise local suppliers. As a result, 93% of the 1,200 employees at Woburn Centre Parcs live within 15 miles of the site.
- 1.30 Although the focus is upon the construction phase, the Regeneration and Business Directorate would be keen to encourage and support end users to consider apprenticeships, work placements and other local skills and employment initiatives.
- 1.31 Provision should be secured through S106 Agreements. Thresholds will be kept under review but developments of over 300 dwellings, large employment sites and buildings (of 5000 sqm and over) will generate significant employment opportunities and will be expected to contribute.

## 2.0 Sustainable Transport

### Overview

- 2.1 The strategic framework for investment in transport within Central Bedfordshire is contained within the Local Transport Plan. It details the issues associated with different journey purposes, and areas of intervention through which these issues can be overcome, focusing on land use planning, smarter choices measures, new infrastructure and service provision, network management and demand management.
- 2.2 Section 278 of the Highways Act 1980 provides the remit for local authorities to secure off-site works to the highway, whilst s106 provides the scope for securing other site related improvements to mitigate the impact of new developments on the transport network, particularly sustainable transport.
- 2.3 More local scale schemes, and those specifically associated with individual developments can appropriately be secured through planning obligations to mitigate the impact on the immediate network while strategic transport schemes will be funded by CIL.
- 2.4 Central Bedfordshire Council is the highway authority responsible for all works undertaken on the local road network, whilst the Highways Agency is responsible for works on the strategic road network (SRN). The transport improvements secured through S106 will be in conformity with the appropriate regulations of each network. The relevant authority will deliver the actual works on each particular highway, unless otherwise stated in the individual agreement.
- 2.5 Transport Assessments will identify the potential adverse transport impacts of development. Travel Plans will set out, as far as is practicable, how development proposes to mitigate its adverse transport impacts and promote sustainable travel, and may include measures relating to encouraging sustainable transport behaviour and infrastructure provision. Travel Plans will include resources for supporting and maintaining the travel plan. Travel plans may include provision for financial penalties to fund the promotion or provision of sustainable transport until travel plan objectives are met.

### Types of Contributions

- 2.6 Site related requirements could range from small-scale footway reinstatement and kerb build-outs up to the construction of new junctions or access roads. Needs should be identified through the Travel Plan and Transport Assessment (see Appendix 5 of the submitted Development Strategy for applicable thresholds) and may be categorised under the following headings:
  - Highway works (e.g. junction improvements, control crossings);
  - Public transport infrastructure including park and ride, bus lanes, real time information and service improvement provisions for public and community transport;
  - Pedestrian and cycle facilities (e.g. new links to existing routes, safe crossing facilities, cycle parking provisions);
  - Travel Plan provisions (which may include physical works as well as promotional measures and required sums towards monitoring).
  - Traffic Regulation Orders for speed and waiting restrictions and associated lines and signs;

- Traffic monitoring and mitigation contributions for schemes as part of a plan, monitor, manage and implementation package.

### **3.0 Housing**

#### **Affordable Housing**

- 3.1 Affordable housing is not infrastructure (as defined by the CIL Regulations) and can not be part of any CIL Charging Schedule. Affordable Housing will be provided through planning obligations for qualifying sites of more than 10 units or with a maximum combined floor space of more than 1,000 square metres.
- 3.2 The NPPF sets out the government's clear intention to provide good quality affordable housing for all. The Council will seek to secure appropriate affordable housing provision in accordance with the emerging Development Strategy Policy 34, as well as the emerging Housing SPD.
- 3.3 Affordable housing is provided to eligible households, whose needs are not met by the market and includes an appropriate mix of affordable tenures, including Social Rent, Affordable Rent, and Intermediate Tenures, having regard to housing needs and best available evidence.

#### **Viability**

- 3.4 Based on the results of the SHMA, the emerging Development Strategy requires that 30% of all qualifying sites should be affordable housing to help meet the affordable housing needs within Central Bedfordshire.
- 3.5 The viability of each site will be considered on a case by case basis and will be discussed with the applicant. The emphasis of these discussions will be to deliver a viable degree of affordable housing on site. The applicant will be expected to provide comprehensive supporting information to enable the Council to make an informed decision on the financial viability of the proposed development scheme. This information will include, as a minimum, a detailed cost plan and specification together with properly analysed evidence justifying proposed sales values and a detailed valuation of existing use value.
- 3.6 In order to secure delivery and provide mixed new communities, the Council requires affordable housing delivery on-site. In exceptional cases, it may be appropriate to consider a commuted sum instead of on site provision. The applicant will have to submit a robust case to justify why on-site provision is not appropriate. In this case a commuted sum towards off-site provision may be considered in lieu of the 30% requirement. Commuted sums in lieu of on-site affordable housing provision received by the Council will be used for affordable housing purposes informed by Council housing plans and policies
- 3.7 The commuted sum will be calculated to represent the total value of delivering the affordable housing on-site. This will include the build cost and impact on the remainder of the site. Commuted sums will be calculated on the basis of 70% of the open market value units provided in order to maintain parity with onsite provision and broadly retain the 30% affordable/70% open market split.

- 3.8 As affordable housing is not infrastructure the Council will not be restricted in terms of the numbers of obligations that may be pooled, but will have regard to the wider policies set out in Circular 5/05 *Planning obligations*. Where a site is delivered in phases, either as a single permission or as a reserved matters application, it will be expected that the affordable housing will be delivered proportionally in each phase to ensure a consistent delivery and sustainable tenure mix through the development.

### **Extra Care Housing**

- 3.9 The demographics of Central Bedfordshire mirror national trends, showing significant growth in the older population of 65 years and above, with particular growth in the over 85 years category. Alongside this trend based population growth, residents of Central Bedfordshire have a longer life expectancy than the national average. The combination of these statistics poses a challenge in terms of providing appropriate accommodation and care for an ageing population. With ageing, there is an increase in disease, disability and frailty that can lead to complex and challenging care needs, perhaps requiring specialist care.
- 3.10 The Council is committed to developing a number of new housing schemes for older people that 'fill the gap' between the existing specialist housing and residential and nursing care homes. The vision for these new schemes is one where excellent design is combined with communal facilities and on-site care and support to offer people independence, choice, empowerment and participation in a safe environment. Such facilities may also in some cases provide community space that will contribute to identified requirements.
- 3.11 The Council either through Housing Revenue Account (HRA) funding or in partnership with Registered Providers is planning to deliver six extra care facilities by 2020 to meet the needs of older people across Central Bedfordshire. Facilities are currently planned or are being delivered in Dunstable, Leighton Buzzard, Biggleswade, Houghton Regis and Ampthill.
- 3.11 Contributions for on-site specialist accommodation to meet the needs of older people (e.g. a cluster of warden supported bungalows) may be sought where appropriate. However where a development above the qualifying threshold set out in the Development Strategy at Policy 31 (Supporting an Aging Population) is unable to deliver this specialist accommodation on site, contributions may be sought to fund a local named extra care home project as referenced above so that these needs can still be met.
- 3.12 In planning, designing and delivering schemes the applicant and Council will work alongside the relevant NHS bodies, NHS England (Hertfordshire and South Midlands Area Team) and the Clinical Commissioning Group, Locality-based GP practices and Community Health. The purpose of this is to ensure not only that provision within the schemes meets appropriate needs but also that the planning and delivery of NHS services takes these schemes into account.

## 4.0 Healthcare

- 4.1 The levels of housing and population growth planned for Central Bedfordshire will place additional pressure on existing health and social care provision. Whilst in some instances, existing infrastructure has capacity to cope with growth; the NHS England (Hertfordshire and South Midlands Area Team) and the Clinical Commissioning Group (CCG) indicates that new developments will need new or extended health facilities to cater for their own needs.
- 4.2 NHS England (Hertfordshire and South Midlands Area Team) and Bedfordshire CCG are responsible for planning, organising and buying healthcare for Central Bedfordshire. This includes planned hospital care, rehabilitative care, urgent and emergency care, community health services, mental health and learning disability services.
- 4.3 The scope of health care infrastructure may include capital provision and/or related funding and services. A new GP is necessary for every 2000 population. Opportunities for combining health service provision, with other infrastructure or facilities provision as part of shared floor space within a local centre will be explored.
- 4.4 For applications of 200 dwellings or more, applicants should contact the Council to determine whether the proposal is likely to have and health impact within an area of known deprivation or limited access to services.

### Types of Contribution

- 4.5 Provision for on-site primary health care will be secured by Section 106 where a proposal directly increases the need for local access to such facilities, and where no spare capacity exists in the near vicinity; nor is reasonably expected to be provided in the near future. All new hospitals, secondary and mental healthcare will be funded by CIL.

## 5.0 Multi-Purpose Sports and Community Halls

### Overview

- 5.1 New residential development and significant commercial development generates additional demands for leisure and recreation infrastructure to ensure Central Bedfordshire residents have appropriate, accessible and good quality facilities which support them in living healthy, active lives. These facilities are generally multi-purpose community halls which can include indoor sports provision. They could also be stand alone indoor sports facilities if it can be evidence that the need for the facility has been generated by the development itself.
- 5.2 The Council's enabling role requires it to ensure the delivery of leisure and recreation facilities in accordance with the accessibility, quantity and quality standards and facility requirements as detailed in the Council's adopted Leisure Strategy. The Strategy, Chapters 1, 2 and 3 provide the evidence and priorities to support the Council's decision making relating to both existing and future facility provision requirements up to 2031.
- 5.3 The strategy identifies existing and future indoor facility requirements, and highlights where deficiencies in provision fail to meet the needs of Central Bedfordshire residents. To meet the legal tests set out in paragraph 3.5, the requirements

identified by the Leisure Strategy will support the Council in securing appropriate provision if it can be demonstrated that this is necessary to meet the additional need generated by the new development itself.

- 5.5 On large scale sites where it is necessary to provide community facilities directly on-site to meet the needs of the development or provide a site to enable provision by other service providers such as the NHS; this can be funded by S106. In making its assessment the Council will have regard to the evidence outlined above.
- 5.6 For all potential projects the relevant Town or Parish Council should be engaged at an early stage in accordance with the Central Bedfordshire Community Engagement Strategy to determine the type of facility that may be required and to help determine future management of any such facility.

### **Types of Contribution**

- 5.7 A multi purpose community hall can be an invaluable asset to a settlement, providing a venue for a range of community uses to support wellbeing including indoor sport and social activities. In some instances revenue funding may also be sought in the form of facility management and maintenance costs for a limited period of time.
- 5.8 A community hall should be a maintained facility that meets equality of access and health and safety standards and should include a main activity and assembly space, an entrance foyer, an equipment and furniture store, a kitchen, toilets, including facilities for disabled people, changing provision, a cleaner's store and a boiler or plant room. In addition, this core accommodation should be capable of being expanded to include an office, changing or dressing rooms and showers, more or larger activity spaces, a licensed bar, a permanent stage and meeting or club rooms. Different internal features will be required if specific indoor sport uses are proposed.
- 5.9 New facilities, extensions or refurbishments should aspire to maximise the amount of flexible/multi use space available to be able to support a wide variety of uses and ensure the facility is truly multi purpose. Opportunities should be taken to co-locate facilities as part of the new build design wherever possible. In conjunction with the primary role of the new facility, such 'multi uses' could be developed by the inclusion of such services as external sports provision, school use, community policing, public health, free internet access facilities medical facilities.
- 5.10 It is estimated that the cost per square metre for the construction of a community building is £2,167. This takes account of the 2008 cost per square metre for the construction of a community building (£1,769) based on the SPONS Architects and Builders Price Book item for "General Purpose Halls" with an addition of 4.5% per year in inflation for building costs and 15% for fees and 5% administration.

### **6.0 On Site Playspace and Recreational Open Space**

- 6.1 Developers will be required to consider the respective requirements for on site play space and recreational open space generated by their development within the context of local requirements and priorities as detailed in the Leisure Strategy. Where possible and appropriate (see Leisure Strategy Developers Guidance) open space should be delivered on-site. In this instance, provision will be in accordance with the

required standards and facility requirements, and will be provided as an integral part of new development, planned in at the early stages.

- 6.2 Where on-site provision of playspace or recreational open space is not possible or appropriate, contributions will be sought to create or enhance specifically identified projects in lieu of on-site facilities, if they are capable of meeting the legal tests outlined at paragraph 3.5 of this strategy. This will include the costs of maintenance and operation of off-site open spaces.
- 6.3 Where SuDs have been designed to meet the recreation and open space needs, and this approach has been agreed by both Leisure and Drainage departments of the Council, these may be considered to count towards recreational open space provision.
- 6.4 Developers will also be required to make contributions towards maintenance and running costs of any required on site play space or on site recreational open space. Contributions will be secured through planning obligations.

## **7.0 Public Realm and Public Art**

### **Overview**

- 7.1 Central Bedfordshire Council actively encourages the integration of Public Art into new developments and projects across the area. It is the Council's preference that developers and promoters of projects should take responsibility for the funding, management and implementation of Public Art either directly or through specialist agents, in consultation with Town and Parish Councils and Central Bedfordshire Council.
- 7.2 The Central Bedfordshire Design Guide sets a threshold to include Public Art as part of Public facing schemes of over 100 homes and 1000 sq. feet and as part of major projects or schemes (e.g. Town Centre regeneration, highways schemes) and requests developers produce a Public Art Strategy to be agreed with the council.
- 7.3 Provision should if it all possible be made on-site and where this is the case, planning obligations may be sought.

### **Types of Contributions**

- 7.4 Public art is understood as the specific commissioning of artwork for public places, interior and exterior; almost always with a site-specific or context-specific dimension. Therefore, the work should be commissioned and created specifically for the development.
- 7.5 It can take a wide variety of forms and can range from artists working as part of the design team through artist-led events, the commissioning of artist-designed public spaces e.g. street furniture such as seating lighting, signage, bridges, jetties and other freestanding structures, or integrated architectural elements, water/landscaping/planting and environmental art, lightworks, fireworks and interactive artworks. Artworks may provide a specific function within developments, or be commissioned as independent works in their own right.

## **8.0 Site Specific Flood Risk Management**

### **Overview**

- 8.1 The predicted effects of climate change include a greater risk of extreme weather events which may increase the risk of flooding, including flash flooding and droughts. An important role for local planning authorities, in partnership with the Environment Agency, the water companies and developers, is to help new development adapt and mitigate current and future flood and drought risk.
- 8.2. Developers will be expected to identify the extent to which developing sites could result in increased runoff rates, and demonstrate what mitigation measures have been put in place to ensure that the development does not result in a net increase in runoff rates. Therefore, the provision of sustainable ways of managing flood risk, including surface water run-off from new development is important; the use of sustainable drainage systems will be a material consideration for major developments, while all developments will be subject to Central Bedfordshire Council's planning policies, including the Sustainable Drainage Supplementary Planning Document.
- 8.3 Central Bedfordshire Council will support the use of Sustainable Drainage Systems (SuDS) to manage flood risk and improve water quality, as well as providing biodiversity and amenity benefits, in accordance with the adopted Sustainable Drainage Guidance SPD. Conditions attached to planning permissions and / or section 106 agreements will be used to ensure that the drainage systems are constructed and maintained in accordance with the drainage scheme agreed as part of the Planning Permission.

### **Types of Contribution**

- 8.4 It is expected that works that could be funded by S106 will include the future long term maintenance, refurbishment and replacement of those flood risk management facilities including drainage and treatment systems, provided on-site by developer to serve development.
- 8.5 Contributions might also be necessary to improve existing off-site systems which developments outfall in to, so as to maintain the required standards of service with the extra demand on the system created by additional development. These sorts of site related mitigation measures would therefore meet the legal tests set out in paragraph 3.5 of this strategy.
- 8.6 Alterations to flood defence assets will require design and works costs to be born by the developer when approved by the appropriate Flood Risk Authority, e.g. LLFA, Internal Drainage Board, Water Company.
- 8.7 This would be assessed on a case-by-case basis, depending on outcomes of the Flood Risk Assessment, which has to be prepared by the developer to the satisfaction of the Flood Risk Authority , either the Environment Agency or the Bedfordshire and River Ivel Internal Drainage Board.

## 9.0 Waste

### On Site Household Waste Recycling Centres (HWRC)

- 9.1 In accordance with the 'Managing Waste in New Developments SPD' (April 2006) for residential developments where the proposed number of dwellings exceeds 100, a financial contribution may be sought towards the provision or upgrading of an on-site HWRC.
- 9.2 The question of whether a contribution is required will depend on the location and capacity of existing facilities and whether the development would necessitate the need for such a facility.
- 9.3 HWRCs tend to serve relatively large catchment areas and it is therefore unlikely that a need for a new HWRC would be created solely for one development, except potentially in the case of the large strategic allocations proposed in the Development Strategy. It may however be appropriate for five or fewer contributions to be pooled to fund a new facility if the legal tests at paragraph 3.5 are met by all contributing developments.

## 10.0 Carbon Off-Setting

### Overview

- 10.1 The Council recognises that the significant housing and employment growth planned for in the Development Strategy will have an impact on the environment and contribute significantly to the Central Bedfordshire area's Green House Gas emissions. even when taking into account the impact of national policy and the implementation of 'zero' carbon homes via the Building Regulations.
- 10.2 In response to these impacts the Council is implementing the Sustainable Buildings policy which aims to reduce reliance on fossil fuels through installation of low carbon and renewable energy technologies by requiring all residential development to provide a 10% of their energy consumption from renewable and low carbon sources.
- 10.3 In exceptional circumstances where renewable or low carbon technologies are not technically feasible, the Council will allow the developer to make a payment to the Council's Energy Offset Fund. This will provide a local local carbon compensation mechanism for when the national zero carbon standard becomes operational.

### Type of Contribution

- 10.4 Planning obligations will be sought to offset any shortfall in meeting the Council's policy requirements on-site. The contribution would be used locally to support the following projects:
  - Retrofitting existing housing stock with energy efficient and low carbon or renewable energy measures. This could include providing enabling finance for

Green Deal projects which are unable to meet golden rule (helping to tackle fuel poverty);

- Energy efficiency and renewable energy projects for community focused buildings, such as schools and leisure centres;
- Supporting community projects delivering energy efficiency and low carbon or renewable energy measures.

### **Charging Method**

- 10.5 The need for any contribution will be assessed based on the energy consumption and renewable/low carbon production data (kWh/m<sup>2</sup>) from the BRUKL Output Document and will apply to residential developments of 5 dwellings or more.
- 10.6 The payment will be calculated based on the energy price metric and shortage in energy production from renewable or low carbon sources to meet the 10% requirement. The baseline for calculation of 10% will be total energy use (TEU) multiplied by end use [kWh/m<sup>2</sup>/year] multiplied by the Total Floor Area (FTA) of the dwelling over an assumed lifetime of renewable technology of 20 years.
- 10.7 The Council's energy price metric of £2.50/kWh/year is based on the cost of energy generation from PV panels, shown by the feasibility study<sup>1</sup> as the most cost effective domestic scale renewable energy solution.

### **Calculation example:**

1. Take the Total Energy Use of the dwelling from the BRUKL Output document and multiply by the total gross floor area:

$$56.8 \text{ kWh/m}^2/\text{year} \times 125\text{m}^2 = 7100\text{kWh}/\text{year}$$

2. Calculate 10% of total energy use per dwelling:

$$7100\text{kWh}/\text{year} \times 10\% = 710\text{kWh}/\text{year}$$

3. Deduct actual renewable energy production per dwelling per year (e.g. 400kWh/year) from the 10% figure from step 2

$$710\text{kWh}/\text{year} - 400 \text{ kWh}/\text{year} = 310\text{kWh}/\text{year}$$

4. If total renewable energy production is lower then required 10%, then multiply the difference by the Council's price of 1kWh of renewable energy to calculate payment to the Council's Energy Offset Fund

$$310\text{kWh}/\text{year} \times £2.50/\text{kWh}/\text{year} = £775$$

<sup>1</sup> Evidence base for requiring 10% of energy from renewable or low carbon sources. Cutland Consulting Ltd, 2014.

**Appendix A**

**Division of Planning Contributions by Securing Mechanism**

Infrastructure Type	CIL	S106	Condition (specific policy requirement)
<b>Housing Mix</b>			
Affordable Housing		✓	
Commuted off-site payments for the provision of affordable housing		✓	
Extra Care Housing on site		✓	
Named Extra Care Housing Facility		✓	
Lifetime Homes on site			✓
<b>Highways, Access and Transport</b>			
Strategic Highways and Transport	✓		
Sustainable Transport Directly Related to Site		✓	
Site Specific infrastructure (e.g. road safety improvements, highway capacity improvements, mini-roundabouts, access infrastructure, footways and cycle infrastructure, etc.) and Transport measures (e.g. travel plans, bus routes)			✓
<b>Education</b>			
Educational facilities	✓		
Site specific educational facilities and extensions		✓	
Children's Centres	✓		
Skills and Apprenticeships		✓	
<b>Public Realm and Public Art</b>			
Public Realm projects	✓		
Site specific Public Realm and Art		✓	
<b>Broadband</b>			✓
<b>Healthcare</b>			
Improvements to existing Primary Healthcare provision	✓		
Provision of new Primary Healthcare facilities on site		✓	
Secondary Healthcare - Intermediate placements /day cases / in-patients	✓		

Infrastructure Type	CIL	S106	Condition (specific policy requirement)
All new hospitals	✓		
Mental healthcare	✓		
<b>Indoor Sport and Community Facilities</b>			
Multi-use	✓		
Youth centres	✓		
Leisure centres	✓		
Site specific sports and community halls (on large developments)		✓	
Community Halls (including youth provision)	✓		
<b>Flood Protection and Water Management</b>			
Strategic Flood Alleviation Measures	✓		
Site specific Flood Mitigation Measures		✓	
Sustainable Drainage Systems			✓
<b>Historic and Green Environment</b>			
Archaeology and Historic Environment			✓
Biodiversity and Geology			✓
Landscape			✓
Strategic Green Infrastructure	✓		
Play Space on site		✓	
Indoor Recreation	✓		
Open Space (ongoing maintenance)			✓
<b>Waste</b> (On site recycling)		✓	
<b>Carbon Offsetting</b>		✓	

## Appendix B – Draft Regulation 123 List

### Qualifying Criteria (at least one must be met)

- Identified on Infrastructure Schedule as critical / essential or specified over-riding reason for inclusion
- Delivery identified in initial 5 year period 2014/15 – 2018/19
- Funding gap in excess of £3m
- Not located in identified SUEs, to include Wixams
- Scheme / project design in place & Reliable cost estimate
- Unrealistic to expect funding through ongoing s106 site specific pooling arrangements

### List of Potential Infrastructure Projects

- Woodside Link (up to £42m)
- East – West Rail (up to £4.2m)
- A5 – M1 Link, spur to Thorn Turn
- Town Centre Masterplan Implementation at Dunstable; Biggleswade; Leighton Buzzard & Flitwick (see attached project list)
- Strategic Green Infrastructure outside SUEs(to include off-site contributions within Marston Vale Forest & Bedford – MK Waterway\*)
- Multi-purpose Community Facilities excluding SUEs +Wixams)
- School safety zones (excluding named schools to be met from s106)
- Household Waste Re-cycling Centres (to be specified)
- Educational provision outside SUEs and excluding named facilities

Notes Leisure Centre Provision, outside SUEs, to be added in first review when identified through Leisure Strategy, site identified and project costed

\* Agreed cross-boundary projects

**Appendix C – Template Agreement**

**TBC**



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Write to Central Bedfordshire Council, Priory House,  
Monks Walk, Chicksands, Shefford, Bedfordshire SG17 5TQ

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# **Community Infrastructure Levy Draft Charging Schedule Rates**

January 2015 DRAFT

## 1. Charging Schedule

- 1.1 This is the Charging Schedule for Central Bedfordshire and has been prepared in accordance with:
- Part 11, Planning Act 2008
  - Community Infrastructure Levy Regulations 2010
  - Community Infrastructure Levy (Amendment) Regulations 2011
  - Community Infrastructure Levy Guidance: Charge setting and charging schedule procedures
  - Planning Policy Statement 12: Creating strong safe and prosperous communities through Local Spatial Planning
- 1.2 Central Bedfordshire Council, as the local Planning Authority, is the Charging Authority and will also be the Collecting Authority. This Charging Schedule comes into force on ??????????

### Liability to Pay CIL

- 1.3 A chargeable development is one for which planning permission is granted and which is liable to pay CIL in accordance with the Regulations.

## 2. The following development types will be liable for CIL:

- Development comprising 100m<sup>2</sup> or more of new build floorspace;
- Development of less than 100m<sup>2</sup> of new build floorspace that results in the creation of one or more dwellings;
- The conversion of a building that is no longer in lawful use.

The Levy applies to new development for which planning permission is granted after the Charging Schedule has taken effect, and the amount of CIL payable (the 'Chargeable Amount') is calculated on the day that development is first permitted by the development (which can be the day on which planning permission is granted, or the final approval of the last reserved matter, or by agreement the day on which the last pre-commencement condition of a phase is approved). In the case of permitted development, for which a planning permission is not specifically issued, it is the time at which the 'Notification of Chargeable Development' notice is received or served by the charging authority.

### 2.1 Calculating the Chargeable Amount

The Council will calculate the amount of CIL payable ("chargeable amount") in respect of a chargeable development in accordance with the relevant formulae in the Community Infrastructure Levy Regulations 2010, (as

amended).

## 2.2 **Mandatory Exemptions and Relief from CIL**

The CIL regulations provide for certain types of development to be exempt or eligible for relief from CIL, as set out below:

### **Development exempt from CIL**

- The conversion of any building previously used as a dwelling house to two or more dwellings;
- Development of less than 100m<sup>2</sup> of new build floorspace, provided that it does not result in the creation of a new dwelling;
- The conversion of a building in lawful use, or the creation of additional floor-space within the existing structure of a building in lawful use;
- Development of buildings and structures into which people do not normally go (eg, pylons, wind turbines, electricity sub stations).

### **Development entitled to Mandatory Relief from CIL**

- Development by registered charities for the delivery of their charitable purposes, as set out in Regulation 43 of the Community Infrastructure Levy Regulations 2010.
- Those parts of a development which are to be used as social housing, as set out in Regulation 49 of the Community Infrastructure Levy Regulations 2010 as amended.

Floorspace to be demolished can be deducted from the net increase in gross internal floorspace when calculating the CIL liability. However, the CIL Regulations, in particular Regulation 40(10), specify that floorspace to be demolished must have been in lawful use for a given period ending on the day on which planning permission first permits the chargeable development. The definition of lawful use is contained in Regulation 40(10) of the Community Infrastructure Levy Regulations 2010 as amended which at the time this Charging Schedule is approved, states the following:

*“For the purposes of this regulation a building is in use if a part of that building has been in use for a continuous period of at least six months within the period of 12 months ending on the day planning permission first permits the chargeable development”*

### 3. Discretionary Relief

- 3.1 The Council may also grant discretionary relief from the Levy in exceptional circumstances, subject to the provisions of the CIL Regulations 2010 as amended (which set out the circumstances that would enable an application to be made for exceptional relief from CIL liability), and provided such relief does not constitute notifiable State Aid.

### 4. Proposed CIL Charging Schedule

Development Type	Definition (Use Class Order 1987)	Area A £ / square metre	Area B £ / square metre	Area C £ / square metre	SUEs £ / square metre
Please see Proposed Charging Area Map					
Residential	11 units and above (C3 incl sheltered / specialist housing)	184	88	58	0
Residential	10 units and below	330	245	193	0
Retail	Large superstores of 2,500 m <sup>2</sup> and above (A1 food, 50%+ Convenience Goods)	85	85	85	85
Retail	Out of centre convenience of below 280 sq m trading area	40	40	40	40
	Out of centre comparison retail/retail warehouse	50	50	50	50
All other uses	All other uses including town centre retailing (includes B1, C1-C2, D & sui generis)	0	0	0	0

**Residential Charge for SUEs:** The proposed lower charge rate reflects the increased costs of s106 provisions expected to be necessary in opening up the urban extensions for development. The advanced stage of development of some of these proposals means that planning applications may have been determined prior to any introduction of CIL.

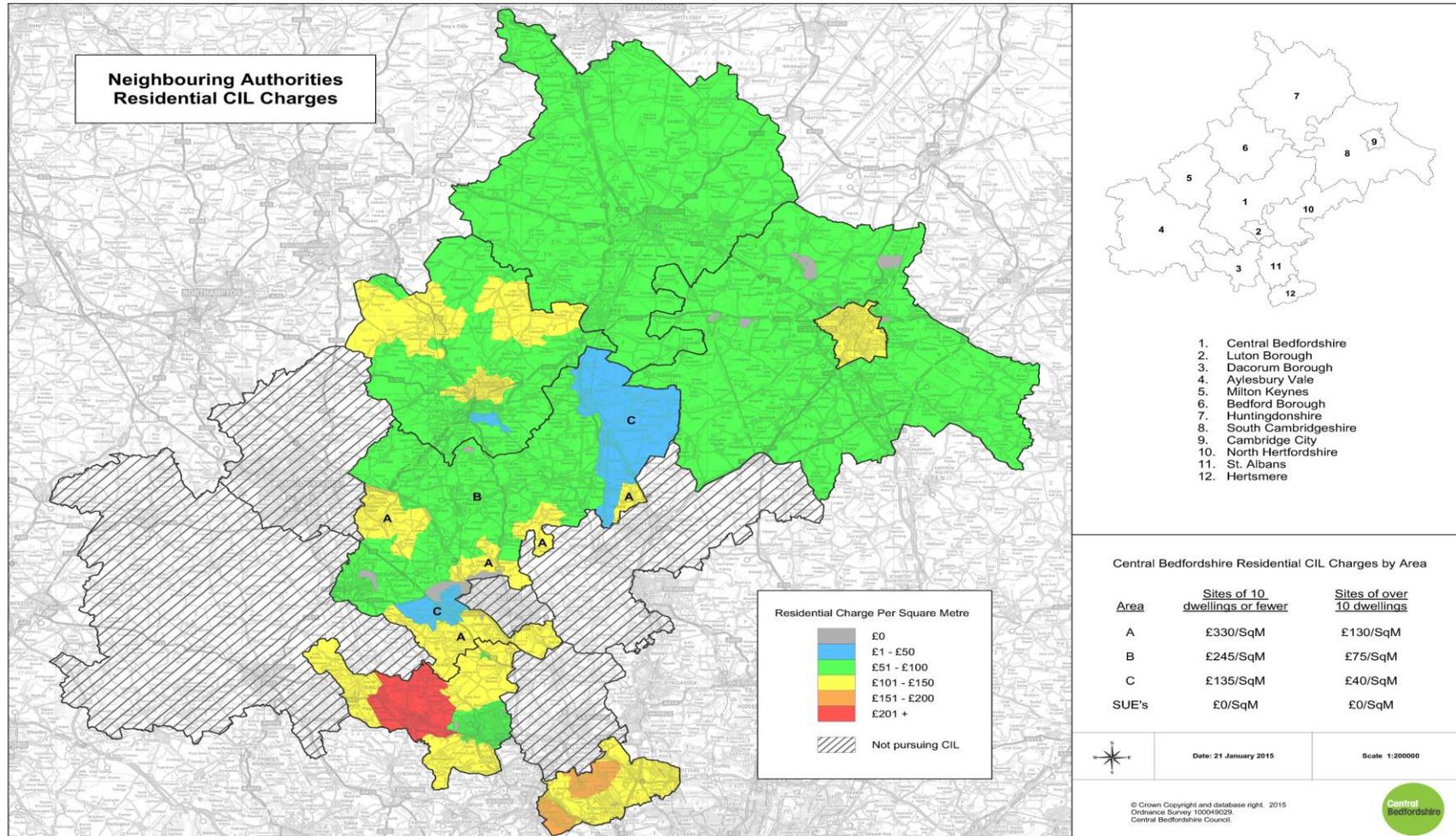
**Housing with support:** Includes schemes with some form of regular on-site 'warden' or scheme manager service, however limited. Schemes without an on-site scheme manager service are excluded, including those with only an on-call / emergency visiting service.

**Housing with care:** Includes schemes described by their landlord / manager as extra-care, assisted living, very sheltered, close care or continuing care.

**Large superstores:** foodstores with at least 50% of sales floorspace selling convenience goods

**Sui Generis:** individual non-classified uses. The Council is not proposing a charge on any sui generis uses at this time but may wish to do so at a later stage following more detailed analysis of such uses.

## 5. House price value zones in Central Bedfordshire



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**Meeting:** Sustainable Communities Overview and Scrutiny Committee

**Date:** 19 February 2015

**Subject:** Wixam Park Masterplan

**Report of:** Cllr Nigel Young, Executive Member for Regeneration

**Summary:** The report outlines the proposals contained within the Draft Masterplan for Wixam Park and outlines where changes have been made in response to public consultation. It further recommends that the Sustainable Communities Overview and Scrutiny Committee endorse the Masterplan and that Executive adopt it as technical guidance for Development Management purposes.

---

**Advising Officer:** Richard Fox, Head of Development Planning and Housing Strategy

**Contact Officer:** Sue Frost, Local Planning and Housing Manager

**Public/Exempt:** Public

**Wards Affected:** Houghton Conquest and Haynes

**Function of:** Council

## **CORPORATE IMPLICATIONS**

### **Council Priorities:**

1. The Wixam Park Masterplan will deliver against two of the Council's key priorities:
  - Enhancing Central Bedfordshire – creating jobs, managing growth, protecting our countryside and enabling businesses to grow.
  - Better infrastructure – improved roads, broadband reach and transport.

### **Financial:**

2. There has been a cost to the Council in the preparation of the Masterplan in terms of staff resources but this has been met from existing budgets and has been recouped partly through a Planning Performance Agreement. There are no financial implications arising directly from the report, as it deals with planning matters.

### **Legal:**

3. In line with common practice, the Developer has entered into a Planning Performance Agreement with the Planning Division for the administration and supervision of the Masterplan.

**Risk Management:**

4. Policy MA3 of the adopted Site Allocations DPD and Policy 63 of the emerging Development Strategy allocates this land for development and makes clear the requirement for the production of a Masterplan for the site(s). The policies and Masterplan together set the requirements for the development and a framework within which future planning decisions will be made. If the adoption of the Development Strategy were to be delayed an adopted Masterplan would guide any planning applications coming forward outside the plan making process. A failure to endorse and subsequently adopt the Masterplan gives the Council as Local Planning Authority reduced control if piecemeal applications are submitted for the site(s) and may result in major infrastructure requirements not being delivered in a timely and sustainable way.
5. Other risks, such as failure to deliver the Council's priorities, reputational risks, failure to discharge statutory responsibilities, failure of partnership working, and environmental and financial risks could also arise. The Masterplan serves to minimise these risks by setting an agreed framework for development in advance of the planning applications and then onwards through to implementation.
6. An adopted Masterplan will provide evidence in support of the Development Strategy to demonstrate that the site is available and deliverable.

**Staffing (including Trades Unions):**

7. Not Applicable.

**Equalities/Human Rights:**

8. The Site Allocations DPD Equality Impact assessment (EIA) and emerging Development Strategy for Central Bedfordshire Equality Impact Assessment highlighted the need for:
  - The delivery of housing and employment in towns and villages throughout the north of Central Bedfordshire.
  - The selection of housing sites on the basis that that future residents live in locations close to services and public transport routes.
  - Provision of land for community facilities.
  - New employment units allocated close to centres of population in order to increase job opportunities locally and help to address unemployment and out-commuting.
9. The DPD and Development Strategy EIA concluded that the emphasis placed on ensuring that developments are allocated within sustainable locations and ensuring that residents are able to access employment opportunities, facilities and services to meet their everyday needs should help to ensure a positive impact for all sections of the community. The report highlights the key objectives of the Masterplan, many of which will address key equality issues.

**Public Health**

10. The Masterplan requires new cycling and pedestrian routes which will allow people to use sustainable modes of transport. The level of public open space

that is to be provided on the site will also contribute to health and wellbeing. A countryside park is also planned for which will benefit both residents living on site and those living further away.

**Community Safety:**

11. The Council needs to ensure that it complies with its statutory duties under Section 17 of the Crime and Disorder Act and as such the Masterplan refers to compliance with the Central Bedfordshire Design Guide which includes criteria set down for community safety.

**Sustainability:**

12. Within the Core Strategy and Development Management Policies Development Plan Document (DPD) for Central Bedfordshire (North) and the emerging Development Strategy for Central Bedfordshire, Wixams has been identified as a major service centre due to the number of homes and levels of facilities planned at Wixams. The proposed development would also contribute toward the vitality and viability of local facilities and provide an area of employment land thereby reducing the need to travel. The Site Allocations DPD and the emerging Development Strategy for Central Bedfordshire have also been the subject of a Sustainability Appraisal and Strategic Environmental Assessment.

**Procurement:**

13. Not applicable.

**RECOMMENDATION(S):**

**The Committee is asked to:-**

1. To consider and endorse the Masterplan and recommend to Executive that it be adopted as technical guidance for Development Management purposes.

**Purpose of the Masterplan**

14. The Masterplan covers an area known collectively known as Wixam Park; a new allocation separate from the Wixams main settlement. Wixam Park is located to the south of the Wixams main settlement. The Masterplan responds to two separate policy requirements; Policy MA3 of the adopted Site Allocations Development Plan Document (2011) for the North of Central Bedfordshire and Policy 63 of the emerging Development Strategy. Although Policy 63 is not yet adopted policy, Policy MA3 recognises the importance of, and allows for the production of a combined masterplan. As a result of considering the two policy areas comprehensively it provides a more cohesive southern extension can be planned and is beneficial in terms background evidence to support the Development Strategy.
15. The Masterplan is a high level document whose purpose is to set out general principles and aims for the development to deliver and identifies the constraints and opportunities which the subsequent outline planning

application(s) must address. The more concentrated and detailed work will be a matter to be addressed when planning applications are submitted in due course.

16. The development is intended as a sustainable and integrated extension to the main settlement and therefore Policy MA3 and Policy 63 of the emerging Development Strategy, both allow for the main Wixam settlement to come forward first by restricting commencement beyond 2021.
17. The Development Strategy Policy 63 sets out a series of triggers related to the Wixams main settlement, notably Village Four at Wixams. The Masterplan is being endorsed to allow development to come forward in the event that any of the following triggers have not been met. The triggers are as follows:
  - by the end of 2015 – the material commencement of the fourth Village at Wixams main settlement;
  - by the end of 2017 – the completion of the consented Station Access Road, providing a link from the B530 to Wixams Railway Station; or
  - by 2020 - the delivery of the Wixams Railway Station.
18. If any of the above have not been delivered, the development of the Policy 63 area can commence before 2021. As the Development Strategy has not yet been formally adopted, any changes made to the emerging Policy 63 through the Examination process will automatically apply to the endorsed Masterplan.

## **Background**

19. In November 2009, the Council adopted the Core Strategy and Development Management DPD following an Examination in Public in June/July of the same year. The Core Strategy required the delivery of at least 17,950 new homes between 2001 and 2026 with 5,000 new homes required in addition to those already committed. Of these 5,000, the Core Strategy stated that 1,000 homes and 5ha of employment land should be provided in Wixams (Policy CS5). This is therefore an important site in helping the Council meet its future housing requirements.
20. In April 2011, the Council formally adopted the Site Allocations DPD following an Examination in Public. Policy MA3 of the Central Bedfordshire Site Allocations DPD (April 2011) made clear that a mixed use development of a minimum of 1,000 dwellings and 5ha of employment land should be developed and a Masterplan prepared to guide the development.
21. The Site Allocations DPD discussed the potential to provide additional development beyond the land south of MA3 to deliver further mixed use development post 2026. It was also considered that there was a need to safeguard and maintain adequate separation from Houghton Conquest and as such the Site Allocations DPD identified the creation of a country

park of strategic importance.

22. Work on a Development Strategy for Central Bedfordshire commenced in 2012. The emerging Development Strategy has allocated land to the south of MA3 for 500 dwellings and a countryside park under Policy 63: Wixams Southern Extension. The countryside park is on the southern boundary of the extension to safeguard and maintain separation from Houghton Conquest. In addition a Masterplan is also required to ensure the comprehensive development of adopted MA3 site and the emerging Policy 63 allocation and to ensure it is integrated with the Wixams main settlement.
23. The land allocated under Policy MA3 (from the adopted Site Allocations DPD 2011) and land under Policy 63 (from the emerging Development Strategy 2014) collectively make up Wixam Park.
24. Wixams is classified in planning terms as a 'major service centre'. It is a planned new settlement being built on the former Elstow Storage Depot, which straddles the boundary of Central Bedfordshire and Bedford Borough. Planning permission exists for around 4,500 homes in total. As well as housing, the new settlement includes a local centre with a range of shopping and other community facilities. The delivery of the homes and facilities will take time to be built out. Policy MA3 of the adopted Site Allocations DPD imposes restrictions to prevent this site coming forward (unless indicated otherwise by CBC's annual monitoring process) to ensure a sustainable phased approach of delivery at the Wixams main settlement. However, as the main settlement has taken longer to built out, triggers have been put into the Development Strategy policy to allow early delivery of Policy MA3 and Policy 63 land, only if these triggers are not be met.
25. Work on the Wixam Park Masterplan commenced in early 2013 with the public consultation held between September and November 2013. There has been a delay in completing the Masterplan due in main to amendments to the Development Strategy and the policy context amongst other changes, requiring the Development Strategy to undergo further consultation.

### **Masterplan Proposals**

26. The Masterplan covers all of the land included in the Policy MA3 and Policy 63 allocations. The document sets out the vision, land use mix and development principles expected to be delivered for the allocation(s) at Wixam Park. The Masterplan is made up of an Indicative Framework Plan and written document. The Framework Plan identifies the indicative location of infrastructure and land uses. The written document sets out the vision for the allocated site(s) and Central Bedfordshire Council's expectations for any planning applications to be determined. The draft text for the Masterplan together with the Indicative Framework Plan have been attached as Appendix A to this report.
27. The key requirements of Policy MA3 are the provision of 1,000 new dwellings, 5ha of employment land together with strategic landscaping

and open space. The key requirements of Policy 63 are the provision of 500 new dwellings, a countryside park on the southern boundary and other associated infrastructure. Advance planting on the southern boundary within the Policy 63 land is required to maintain and safeguard the separation with Houghton Conquest. A key requirement is to create an integrated extension to the Wixams main settlement.

28. The key elements of the Masterplan and the Indicative Framework Plan include:
- (a) Residential – Approximately 1,500 dwellings, including a mix of types including affordable housing in line with the Council's requirement at the time of application.
  - (b) Employment – 5ha of employment land accessible both from the development and the highway network and located in a prominent position that is visible from the B530 and from the primary road leading through the site.
  - (c) Community Facilities – These are to include a primary school, early years centre, community centre(s), small scale local centre facilities and sports pitches located centrally, along the primary road, to maximise accessibility for all residents.
  - (d) Highway Network – The access into Wixam Park will be off the B530. There will be two access points both with new roundabouts off the B530. To facilitate integration with the main Wixams settlement, three connections to Wixams are proposed. Provision is also made for pedestrian access between Wixam Park and Wixams, demonstrated through the incorporation of 'greenways' through the site(s).
  - (e) Recreation and Open Space – Significant provision has been made including a new countryside park. Other open space and play facilities are provided within accessible walking distances to all parts of the development. The new pitch provision is located adjacent to the school site and within the countryside park. An allotment or community orchard is also provided for near the sports pitches adjacent to the employment land.
  - (f) 'Greenways' have been incorporated as a structural element of the green infrastructure network. These will facilitate pedestrian and cycle connections. They demonstrate how a connected green infrastructure network will be achieved between the Wixams main settlement, through Wixam Park and with the countryside to the south. These Greenways also connect the local centre and community facilities and open space to promote more car-free journeys between the key destinations.

### **Consultation and Changes in response to feedback**

29. There has been extensive consultation on the draft Masterplan. Early consultation included a stakeholder workshop with technical officers from Central Bedfordshire Council as well as key stakeholders from the Parish

Councils and Forest of Marston Vale. This workshop was held on 16 January 2013 at the Forest Centre, Marston Moretaine. This workshop helped identify key issues at an early stage in the process and facilitated a discussion on site issues what the Masterplan could take account of.

30. A presentation to the Houghton Conquest Parish Council and elected members was also undertaken in order to provide an update on the Masterplan as well as explain the relationship of the site with Houghton Conquest. A site visit was also included with the presentation.
31. A six-week public consultation on the draft Masterplan was held from 27 September 2013 to 8 November 2013. To commence the period of public consultation a public exhibition was held on 27 September 2013 at Houghton Conquest Village Hall. The public consultation was widely publicised through press releases, site notices, information on Council's website, email notifications to stakeholders and letters to statutory consultees, residents of Houghton Conquest and Wixams and people of the CBC consultation database.
32. Approximately 146 people attended the exhibition and a total of 63 completed questionnaires were received. The majority (48) were received through the online questionnaire portal. In addition to the questionnaires, a number of written responses were also received from stakeholders and CBC technical officers. The results of the questionnaire and responses to the queries can be found in Appendix B.
33. Key findings from the consultation:
  - a) Concerns over the proximity of the development to Houghton Conquest. Response: The provision of the countryside park will act as a buffer and provide a permanent parkland edge to the whole Wixams development. Substantial woodland planting will be included to further protect the visual amenity of residents in Houghton Conquest. The topography of the site also limits the visual impact of the development on Houghton Conquest.
  - b) Concerns about traffic near Bedford Road. Response: Initial transport assessment work has been undertaken to review the proposed access arrangements. Preliminary advice from highways engineers confirms that the proposed access arrangements are acceptable in highway safety terms.
  - c) 44% did not support the provision of employment land. Response: Policy requires there to be a provision of employment land to ensure that there is a range of land uses and provide jobs alongside the residential development.
  - d) Support for the open space network (62%) and provision of children's play areas close to residential development (59%).
  - e) Support for countryside park proposal (57%) and a preference for the countryside park to provide woodland areas (71%) and walking routes (65%). Response: Text in the draft Masterplan has been

amended to reflect the strong preference for woodland areas.

- f) There was no majority support for either access option on the southern most roundabout off the B530. Response: It was considered that the creation of a roundabout with partial realignment of Bedford Road and the closure of the existing T-junction will be included in the draft Masterplan as concerns had been raised about the existing junction.
- g) Concern was raised over the impact, in terms of build out rates and completions, that Wixam Park would have on the development at the mains Wixams settlement. Response: Policy MA3 of the Site Allocations DPD stipulates that development on MA3 cannot commence before 2021 unless the Council's Annual Monitoring process indicates otherwise and Policy 63 of the emerging Development Strategy sets out a series of triggers to restrict development at Wixam Park. .
- h) It was considered that the proposed connections between Wixams and Wixam Park are not satisfactory. Response: The draft Masterplan proposes that the development seeks to agree at least one direct highway link and at least three walking/cycling links up to the boundary with the Wixams.
- i) Concern was raised over having three separate employment parcels. Response: The separate employment parcels allow for flexibility in the types of employment generating uses and the different features of the parcels will attract different occupiers. The draft Masterplan has been amended to provide two consolidated employment parcels.

34. The feedback in these responses has been analysed and a detailed response has been provided in the Consultation Statement Appendix B.

35. The amendments made to the draft Masterplan in response to the consultation can be found in Appendix A. The principal amendments made in response to the consultation are as follows:

- a) The Indicative Framework Plan has been revised in relation to changes made in the document. These mainly relate to the realignment of the primary street to facilitate the redistribution of the employment parcels, revision to the children's play space provision and the addition of an informal footpath.
- b) The text within the draft Masterplan has been amended to reflect the strong preference for woodland by removing the reference to 'small groups of tree planting' to 'belts of tree planting'.
- c) It was decided that the creation of a roundabout with the partial realignment of Bedford Road and closure of the existing T-junction will be included as the access proposal for the southern vehicular access, off the B530, within the draft Masterplan.

- d) It was considered that the terminology of a Country Park was not appropriate in respect of this open space to expect the full standards of a Country Park to apply in respect of the newly adopted CBC Leisure Strategy Standards. As such it will now be referred to as 'Wixams Countryside Park'.
- e) There are now two main employment areas as opposed to the three separate employment areas originally shown. This has been amended as it was considered that this will allow for flexibility in the types of employment generating uses on these sites.
- f) Surface water drainage catchments have been added into the existing Topographical Plan within the document to demonstrate how surface water drainage has been considered as an integral part of the Framework Plan and informed the location of SuDS, as are shown on the Framework Plan itself.
- g) A 'Greenways' Plan has now been incorporated into the Masterplan Document to demonstrate how an integrated green infrastructure network has been designed to facilitate the key pedestrian and cycle connections.
- h) There has been an increase in the provision of children's play space in accordance with the Council's requirements. There is now 9.2ha of formal open space, of which 2.3ha of children's play space, and 47.5ha of informal open space.
- i) A Sustainability section (Section 4) has been included so as to identify what key principles should be applied to the development to ensure that it is a more sustainable development.
- j) There is a reference to the CBC Design Guide ensuring that the design standards adopted by CBC are adhered to in the development.

36. The scale of development on the MA3 allocation is committed through the adopted Site Allocations DPD to meet CBC's housing targets.

37. With regard to traffic, an initial transport assessment has been undertaken to review the proposed access arrangements. Further detailed work will be undertaken to support subsequent planning applications. Preliminary advice from highways engineers confirms that the proposed access is acceptable in highway safety terms. Should any on-site/off-site highway improvements be required to mitigate the impact of the proposed development in the wider highway network, these will be secured through subsequent planning permissions. A full transport assessment will be required at the outline application stage.

### **Conclusion and Next Steps**

38. The Masterplan has followed the Council's due process in terms of consultation. Full consideration has been afforded to the consultation

exercise and where possible amendments have been made to the Masterplan. As a planning technical document, the Masterplan has followed due process and is fit for development management purposes. Overview and Scrutiny Committee is asked to consider the Masterplan which has been prepared following public consultation and to recommend the Executive adopt the Masterplan as formal planning guidance.

**Appendices:**

Appendix A – Draft Masterplan incorporating proposed changes

Appendix B – Statement of Consultation and consultation results

# Wixam Park

Master Plan Document

~~CONSULTATION DRAFT~~

~~SEPTEMBER 2013~~ February 2014  
January February 2015

Prepared in collaboration with Central Bedfordshire Council



David Lock Associates  
Town Planning and Urban Design



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Wixam Park – Master Plan Document  
~~2013~~ February 2014 February 2015

September

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~~This is a Consultations submission~~ Draft Master Plan Document ~~that has been published for the purposes of public consultation.~~ ~~has been prepared by O&H Properties Ltd, Old Road Securities Plc and David Lock Associates in collaboration with Central Bedfordshire Council.~~

~~This document will be~~ ~~subject to a statutory consultation period of 6 weeks between 27<sup>th</sup> September and 8<sup>th</sup> November 2013.~~ ~~when it will be available for the public and stakeholders to view and provide comments.~~ ~~Following this consultation period all comments received will be considered and incorporated to produce a final Master Plan document.~~ ~~During this period the Document was available for the public and stakeholders to view and provide comments.~~ ~~Following this consultation period all comments received were considered and amendments have been incorporated into this final Master Plan Document.~~

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The document ~~will be~~ ~~has been~~ considered by Central Bedfordshire Council and ~~subsequently~~ approved as Technical Guidance for development management purposes. It ~~will inform the~~ ~~provides a basis for~~ future detailed master planning ~~for of~~ the two sites and ~~will provide~~ ~~sets~~ a framework within which development proposals will be prepared.

Prepared in collaboration with Central Bedfordshire Council and in accordance with local planning policy. This document should be read in accordance with Central Bedfordshire Council's Local Plan ~~and other policy documents including the Central Bedfordshire Design Guide (2014)~~ where further design guidance is provided.

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*Appendices comprise:*

- Appendix A: Policy MA3: Land South of the Wixams.
- Appendix B: Draft Policy 63: Wixams Southern Extension.

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Comment [h1]: To be updated

## 1.0 INTRODUCTION

### Background

- 1.1 Central Bedfordshire Council (CBC) is preparing a new Development Strategy to consider and determine how best to accommodate growth within its area. The Development Strategy sets out the overarching principles for development as well as identifying the main strategic locations for growth in the period 2011 – 2031.
- 1.2 Wixams is a new settlement that has long been identified as a strategic location for growth. The Wixams 'Core Area' has outline planning permission for 4,500 new homes and its associated adopted 'Planning and Development Brief' identified the need for expansion areas to the Wixams including land to the south of the 'Core Area'. This identified southern expansion area was allocated under Policy MA3 of the Central Bedfordshire Site Allocations Development Plan Document (DPD) in 2011 for 1000+ new homes, 5ha of employment development and other mixed uses. This allocation also identified the need for a master plan to explore the potential of additional land to the south of MA3.
- 1.3 As part of the emerging Central Bedfordshire *Development Strategy* a number of sites have been allocated to accommodate strategic growth in the period up to 2031; one of these is the Wixams Southern Extension which is allocated under Draft Policy 63 for 500 new homes and a countryside park. The Draft Policy 63 site abuts the land allocated under the adopted Policy MA3 of the Central Bedfordshire Site Allocations Development Plan Document (2011). The sites form a sustainable extension to the Wixams new settlement.
- 1.4 Wixam Park is the collective name for the two separate sites (Policy MA3 and Draft Policy 63). **The close relationship of these two policy areas requires a joint approach to master planning to ensure that a holistic and fully integrated development is delivered.**
- 1.5 The two sites are illustrated on Figure 1a.

**FIGURE 1a, Wider Context Plan**, to be inserted here.

**Purpose of the document**

- 1.6 The Wixam Park Master Plan Document seeks to demonstrate, at a high level, how the land identified in the two policy areas can be comprehensively master planned to deliver a coordinated development accommodating the land uses identified in the two policies.
- 1.7 The document sets out the overarching principles that should guide the development of these two sites and the Indicative Framework Plan illustrates how the appropriate disposition of land uses will ensure that a complementary extension to Wixams can be achieved. The Indicative Framework Plan will also demonstrate how the development within the Draft Policy 63 area will deliver ~~a country park~~ the Wixams countryside park that will provide a permanent parkland edge to the Wixams.
- 1.8 The Master Plan document provides the framework for the subsequent preparation of design codes for the two sites at later stages of the planning process.

**Planning Policy Context**

- 1.9 As set out in Section 1.4 Wixam Park comprises two sites which are the subject of separate policy allocations within separate development plan documents. The requirements of both policies are set out below:

**Policy MA3: Land South of the Wixams (Central Bedfordshire Site Allocations Development Plan Document, adopted April 2011)**

- 1.10 Following the adoption of the Core Strategy and Development Management Policies Development Plan Document (2009) in the north of Central Bedfordshire, the Council prepared and adopted a Site Allocations Development Plan Document (DPD) which provided a greater level of detail on the location of development. Policy MA3 which allocates the land south of the Wixams for mixed use development comprising:
  - o **1,000+ dwellings;**
  - o A minimum of **5ha of employment** land; *and*
  - o Other uses as identified through the proposed Planning and Development Brief and Master Plan.

**Draft Policy 63: Wixams Southern Extension (Pre-Submission Development Strategy, January 2013)**

- 1.11 Draft Policy 63 allocates the land known as Wixams Southern Expansion (land immediately south of the MA3 allocation) for a mixed use development comprising:
  - o **500 dwellings;** and
  - o ~~A country park~~ The Wixams countryside park.
- 1.12 The policies are presented in full in Appendix A of this document. This includes the draft Policy 63 currently included in the emerging Development Strategy. Once adopted, any potential refinements to Policy 63 that may occur through the Examination of the Development Strategy will apply to this Master Plan Document.

**Land Ownership**

- 1.13 Wixam Park is within different ownership to the core Wixams development and it is being brought forward by a number of parties who are committed to delivering a holistic development.

**FIGURE 1b, Site Context: Aerial Photograph,** to be inserted here.



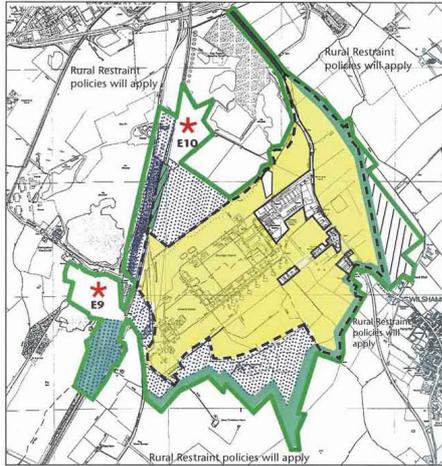
## 2.0 SITE CONTEXT

### Wider Context

- 2.1 Both sites that form Wixam Park are located in the north of the Central Bedfordshire Unitary Authority area, in the area known locally as the Marston Vale. The Marston Vale stretches between the M1 motorway and Milton Keynes at its western extent to the south of the county town of Bedford and Wilstead at its eastern extent.
- 2.2 The Marston Vale has a distinct landscape, characterised by the varied topography including the high ground of the Greensand Ridge that encloses the southern boundary of the Vale and a lowland landscape that is marked by previous industrial processes, most notably the extraction of clay for the production of bricks in the nineteenth and twentieth centuries. Previous extraction pits have either been re-used as lakes or for waste management purposes.
- 2.3 The long term management and enhancement of the Marston Vale landscape is both a local and national priority and the designation of the Marston Vale Community Forest is helping to secure the ongoing environmental restoration of the area through a comprehensive tree planting and community engagement programme.
- 2.4 Due to the recognition of the area's potential to accommodate strategic growth, a major development opportunity was identified at Elstow Storage Depot for the Wixams new settlement. Wixams will deliver four new villages, a town centre and a new railway station. A Development Brief was prepared for the Elstow Storage Depot to set out how development should come forward at this site – see plans extract as follows from the *Elstow New Settlement Planning and Development Brief (Adopted September 1999)*. This Brief recognised the requirement for future expansion areas at the Wixams and identified these within the document. This strategic development demonstrates the area's suitability for large scale growth and this together with other development in and around the Marston Vale will help change the dynamic of the area and improve the historically damaged landscape.

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**section 1** purpose of brief **ELSTOW NEW SETTLEMENT**  
planning and development brief



- Extent of Development Brief area (948 acres, 384 hectares)
- New Settlement core in the ownership/control of National Power/Gallagher Estates joint venture (694 acres / 281 hectares)
- Other land in the ownership/control of National Power/Gallagher Estates joint venture to be retained in perpetuity as land free from development. Potential opportunities for landscape enhancement and/or environmental protection
- Other land in the ownership/control of the National Power/Gallagher Estates joint venture for enabling works for the upgrading of the A6
- Areas identified as having employment potential, under policies E9 (Concession Brickworks) and E10 (Elstow Brickworks) of the Bedford Borough Deposit Draft Local Plan
- Other land in the ownership/control of City and St James
- Landscape buffers to be protected in perpetuity

Figure 2: Elstow New Settlement Development Brief area

**section 5** development measures and illustrative development concept **ELSTOW NEW SETTLEMENT**  
planning and development brief

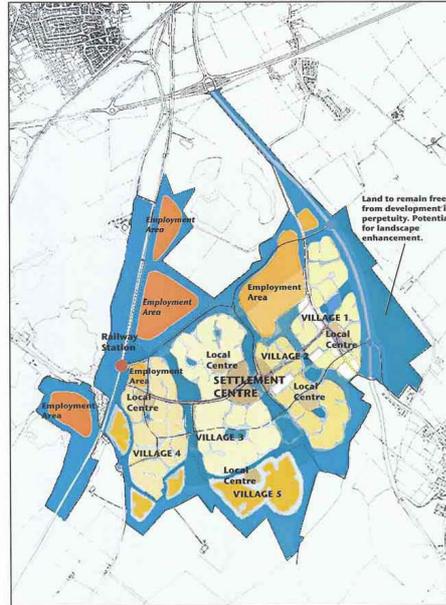


Figure 28: The indicative development concept for the new settlement

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**Local context**

- 2.5 Wixam Park is located to the south of Bedford, west of the A6 and east of the B530. It is situated immediately south of the planned new settlement at Wixams and north of Houghton Conquest. Other settlements in closer proximity to Wixam Park include Stewartby and Kempston Hardwick to the west and Wilstead to the east beyond the A6.

**FIGURE 2a, Local Context Plan**, to be inserted here.

**Wixams**

**‘Core Area’**

- 2.6 Wixams new settlement is a cross border development with parts of the site located within both Bedford Borough and Central Bedfordshire. The proposals for the ‘Core Area’ will deliver up to 4,500 homes with a mix of uses including employment, retail and community facilities. Within the ‘Core Area’ there will be a town centre created which will include a supermarket and secondary school to serve the whole of the new settlement. The homes will be delivered as four villages each with their own local facilities including primary schools and local shops. Planning permission has also recently been granted for a new railway station within Wixams; this is due for completion within the plan period and will provide direct connections to Bedford and Central London on the Midland Mainline.
- 2.7 At 2013, Village 1 on the eastern edge of the new settlement is now significantly built out with a considerable proportion of the homes occupied. Lakeview Primary School and a community centre are now complete together with retail facilities within the local centre.
- 2.8 The framework for the Wixams development was provided by the Elstow Development Brief (1999). This document set out the high level development principles for the site and also established how the provision of community facilities would be determined in relation to the village approach. Subsequent to this document was the approval of the Wixams Master Plan itself.

**Expansion Areas**

- 2.9 The Elstow Development Brief also identified potential for additional growth of Wixams into Central Bedfordshire and Bedford Borough, confirming the principle that this is a sustainable location for growth.
- 2.10 Wixam Park, is the southern expansion area to the Wixams and will follow the established model of providing local facilities within the new village. It will play an important role in defining the built extent of the new settlement through the provision of [a country park](#) [the Wixams countryside park](#) at the southern edge of the Draft Policy 63 area. When the new settlement is complete residents of Wixams will all benefit from access to the facilities in the town centre as well as to the amenities of the [countryside park](#).
- 2.11 Development at Wixam Park will complement that undertaken at the Wixams; however by virtue of its role in aiding the transition to the countryside at this rural edge, Wixam Park will be of a lower density with generous provision of open space. Thus development at Wixam Park, whilst respecting the design principles adopted at Wixams, will have a different character to reinforce this transitional role.

**Houghton Conquest**

- 2.12 Approximately 1km to the south-eastern boundary of Wixam Park is the village of Houghton Conquest, situated within the civil parish of the same name. This historic village has a population of approximately 1,500 and is positioned on Bedford Road between the B530 and the A6. By virtue of its heritage, Houghton Conquest has character that warrants a sensitive response and it is important that the character of this settlement is preserved through the considered design of Wixam Park, including the [countryside park](#).
- 2.13 Wixam Park is connected to Houghton Conquest via Public Rights of Way (illustrated on Figure 1a and covered further in Section 2.22).



**Existing Site Features**

**Local Landscape Setting**

2.14 Wixam Park is situated within the Marston Vale, a clay valley and is bordered to its southern edge by the Greensand Ridge. Wixam Park is positioned within the Northern Marston Vale Clay Vale, as identified in the ‘Mid Bedfordshire Landscape Character Assessment (2007) and as such is characterised as a “low lying flat landform providing distant views” that is bordered by and has a strong visual contrast to the elevated landscape of the Greensand Ridge. Figure 2b of the Mid Bedfordshire Landscape Character Assessment shows the position of Wixam Park in its wider landscape context.

2.15 Wixam Park is also located within approximately 1.5km of Kings Wood Site of Special Scientific Interest (SSSI) which is an important consideration in the wider green infrastructure context.

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**FIGURE 2b, Landscape Character Assessment**, to be inserted here.

**Topography**

2.152.16 By virtue of its local landscape setting Wixam Park is set within the predominantly flat landscape of the Valley floor. Strong visual connections to the Greensand Ridge some distance to the south of the site add diversity to the landscape character of the two sites. The MA3 policy area is more characteristic of a flat clay vale with distant views to Cardington Hangars and a close visual relationship with the new development at the Wixams as shown on Figure 2f – Site Assets Plan.

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2.162.17 The Draft Policy 63 site has a more varied topography as it is positioned on slightly higher ground with a gently undulating landform as shown on Figure 2c – topography Plan. An internal site ridge line contains local eye level views directly to the south of the site and an area of higher ground in the south west of the site is a key landscape feature that adds diversity to this part of the site further articulating the sites setting and providing views into and out of Wixam Park. These key views and the topography of the site are illustrated on Figure 2f Site Assets Plan.

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2.18 The topography of the site is a key influence on the surface water drainage network within the two sites and the gentle undulation naturally creates broad drainage catchments as shown on the Figure 2c.

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**FIGURE 2c, Topography Plan**, to be inserted here.

Comment [h2]: Figure 2c to be amended to include drainage network

**Landscape features**

2.172.19 The landscape is defined by agriculture, with the fields of both policy areas currently under arable production. A Phase 1 Habitat Survey has been undertaken by BSG Ecology and this demonstrates that the site is relatively low in ecological value with scope for biodiversity enhancements as part of any future development proposals. This Phase 1 survey is summarised at Figure 2d. Vegetation within the site includes:

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- semi-mature tree groups and hedgerows that predominantly follow the site boundaries and field edges;
- small pockets of young woodland interspersed with rough grassland and scrub;
- a small copse is also located to the east of Little Thickthorn Farm;

2.182.20 The hedgerows and groups of trees have limited ecological value but in places provide visual structuring to the site and have the potential for biodiversity enhancement.

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2.192.21 Other site features include four small ponds, three of which are within the MA3 policy area associated with the landholdings of Little Thickthorn Farm. The wood chip storage area and associated

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buildings dominate the landscape of the Draft Policy 63 area. The limited intrinsic ecological value of the site is demonstrated by Figure 2e – Ecological Constraints and Opportunities.

[2.202.22](#) The site has no recorded heritage assets however, given the local historic environment which demonstrates a varied history for this area, archaeological technical assessments will be required as part of the future planning process. [Locally, the Stewartby Brickworks Chimneys are a designated heritage asset and are Grade II Listed, they provide an important landmark in the wider countryside.](#)

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**FIGURE 2d, Phase 1 Habitat Survey**, to be inserted here.  
**FIGURE 2e, Ecological Constraints & Opportunities**, to be inserted here.

**Notable built form**

[2.212.23](#) There are main two elements of existing built form within Wixam Park:

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- the buildings associated with Little Thickthorn Farm (a two storey traditional brick built farmhouse which is considered to have some value in architectural terms, although the structural quality of the building is unknown) in the MA3 policy area; and
- the buildings associated with Great Thickthorn Farm (a relatively modern building with associated bungalow of a similar mid to late 20<sup>th</sup> Century construction) further south in the Draft Policy 63 area.

**Access**

[2.222.24](#) Both Policy MA3 and the Draft Policy 63 areas immediately about the B530 which forms the western edge to the site and links Bedford to Ampthill. The southern boundary of the site is formed, in part, by Bedford Road which connects Houghton Conquest to the B530. The site is currently accessed at two points:

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- from the B530 via Thickthorn Lane (an existing single track lane) which provides the northern boundary to the site at this point; and
- from a low order single unmetalled track that connects Great Thickthorn Farm to Bedford Road, this track is currently used as the main access for delivery vehicles to the waste wood recycling facility at the farm.

[2.232.25](#) The site is crossed by three designated public footpaths (FPA):

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- FPA 9 runs along Thickthorn Lane in the west of the site within MA3;
- FPA 10 and FPA 12 connect with FPA9.

[2.242.26](#) Both FPA 10 and FPA 12 lie within Draft Policy 63 and provide links to Houghton Conquest. FPA 10 also connects the site through to the B530 and FPA 9, which traverses the site, links to the A6. These footpath connections are shown on Figure 2f – Site Assets Plan.

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**Rail – Wixams Station**

[2.252.27](#) The site's immediate relationship with the Wixams new settlement, particularly the physical proximity of the planned new railway station, provides a significant opportunity for Wixam Park in terms of strategic connections. An existing right of way from Wixams Park connects the site to the B530 and provides connectivity with the planned new station. Further access points will be designed into the development to encourage convenient access to the Station for walking and cycling in particular. Once operational this will provide regular services to Bedford and London on the Midland Mainline.

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**FIGURE 2f, Site Assets Plan**, to be inserted here.  
**FIGURE 2g, Existing Site Context Photographs**, to be inserted here.

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### 3.0 VISION FOR WIXAM PARK

The vision for Wixam Park will help meet the housing needs of Central Bedfordshire through the creation of a sustainable, southern extension to Wixams. Wixam Park will be integrated with the core area through holistic master planning and shared design aspiration. [Wixams countryside park](#). An attractive, permanent [multi-functional area of country park/parkland](#), forms an important part of the scheme which will bring amenity benefits for the new settlement as a whole.

Wixam Park will bring new life into this part of the Vale. People can walk or cycle to Wixams town centre and station, whilst within Wixam Park local facilities, green spaces and the new [country park/countryside park](#) will be accessible to both new and existing communities.

The layout and density of built environment will be designed to protect the amenity of those already living in Wixams and Houghton Conquest. New parkland and green spaces within Wixam Park will influence the style of buildings and help integrate new homes into the landscape, creating an effective transition from the urban core of Wixams to the countryside to the south.

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## 4.0 MASTER PLAN PROPOSALS

- 4.1 The Indicative Framework Plan for Wixam Park is presented in Figure 4a, see opposite. The Indicative Framework Plan illustrates how the policy areas can be best utilised to accommodate the development quantum's established in the development plan policies.
- 4.2 The Indicative Framework Plan presents one way of delivering policy requirements, other layout forms may also be possible, but importantly the Indicative Framework Plan shows that the site has capacity to accommodate the land uses required. It establishes a high level framework for development which will be subject to more detailed design testing at the point of preparing any future planning applications for the site.

### Land Use Mix

- 4.3 The land use mix for the site is established by the policy descriptions for MA3 and Draft Policy 63 areas. The key land uses include:
- **Residential** – circa 1,500 homes, including a mixture of types and tenures;
  - **Employment** – circa 5 hectares of employment land;
  - **Education** – Primary School (at circa 1.95ha site area) and associated Early Years provision;
  - **Local Centre** – small scale facilities for local community that are complementary to those at the Wixams;
  - **Primary Infrastructure** – streets and access infrastructure to provide access to, and through the site;
  - **Country park/Wixams countryside park** – strategic open space that provides a permanent southern boundary to Wixam Park and comprises a range of landscape features that include:
    - **Woodland;**
    - **Formal Open Space, recreation & sports pitches;**
    - **Play Areas;**
    - **Linear Parks; and**
    - **Informal footpaths and existing Public Rights of Way.**

### Design Rationale

- 4.4 The Indicative Framework Plan has been informed by design rationale including:

#### Design Rationale 1: Creating a community:

Wixam Park will function as one of the Wixams' villages and will eventually look north for its higher order facilities. North – south connectivity will ensure that residents across the new settlement can all access the facilities in both the [country park/Wixams countryside park](#) and the town centre.

#### Design Rationale 2: Delivering a complementary mix of uses for Wixams and Wixam Park:

A holistic approach to the scale and type of land uses that are provided at Wixam Park is required to ensure that a viable mix of uses is delivered and that there is not an under or overprovision of any particular uses or facilities. The Wixams and Wixam Park will complement each other in the facilities that they provide. The Wixams will provide central facilities in the core area including town centre shops and services, community facilities, secondary schooling and the new station which will be used and drawn upon by occupants of Wixams Park. Conversely, Wixams Park will provide [the Wixams countryside park a country park](#) which will be accessible to all residents of the wider Wixams settlement being created. Within the new Wixam Park neighbourhood a range of complementary local amenities will also be provided including primary schooling, pre-schooling, a community building, parkland open space, playing pitches, children's play areas, allotments and a community orchard.

**Design Rationale 3: Defining the edge of Wixams:**

The [Wixams countryside park](#)~~country park~~, provided as part of Draft Policy 63, will create a permanent parkland edge to the entire Wixams development and will provide a robust physical and visual buffer between the new settlement and the historic village of Houghton Conquest. The provision of an extensive green infrastructure network will help Wixam Park to facilitate the transition from the more urban character of the Wixams to the open countryside to the south.

**Design Rationale 4: Creating a permeable development:**

Wixam Park should be accessible by a range of sustainable modes of travel thereby enabling the development to be well connected by public transport to local employment opportunities and other key facilities. Safe and efficient walking and cycling routes will be provided to create a permeable development and community facilities will be located in a central location to encourage sustainable movement within Wixam Park.

**Indicative Framework Plan Layout**

4.5 The Indicative Framework Plan layout has been informed by the following key design considerations:

- [Country park](#)~~Wixams countryside park~~ – to be located on the southern edge of the Draft Policy 63 area as strategic green infrastructure for Wixam Park and the Wixams, providing an attractive, functional parkland space for the new community and the existing village of Houghton Conquest and surrounding villages. The character of the [country side](#) park is intended to extend into the Wixams Park development through the provision of green corridors. These will be designed and located to join up with the green corridors shown on the approved master plan for Wixams.
- **Access** – two key points of highway access will be provided from the B530. One to the north within Policy MA3 will be a higher order access which provides the primary route into the site and then secondary a lower order southern access will be provided into the Draft Policy 63 area. Secondary access connections will also provide convenient access between Wixams Park and The Wixams. These will be designed and located with reference to the approved Wixams master plan.
- **Residential development** – with higher density development on the northern site edge aiding the transition from the Wixams with lower densities to the south of the site adjacent to the [country park](#)~~country side park~~ providing a more rural feel to the development.
- **Employment** – sites for employment development to be easily accessible both from the development and the highway network. To be located in a prominent position that is visible from the gateway to the site and from the primary street through the site leading to the local centre.
- **Community facilities** – including a primary school, early years centre, community centre(s), small scale local centre facilities and sports pitches to be centrally located to maximise accessibility for all residents and support the concept of ‘walkable communities’ as well as allotments and a community orchard within the green infrastructure network.
- **Site assets** – to seek the protection of heritage and ecological assets whilst aiming to achieve higher levels of biodiversity within an enhanced network of green corridors.

FIGURE 4a, Indicative Framework Plan, to be inserted here.

**Residential**

- 4.6 Wixam Park will accommodate the residential development as specified by Policy MA3 and Draft Policy 63, providing approximately 1,500 homes.
- 4.7 The residential development will comprise a mixture of types and tenures of new homes, to help create a mixed new community that can accommodate a range of households. There will be a provision of affordable housing to a level commensurate with the scale of the development proposed and in accordance with the policies of Central Bedfordshire.

**Residential Layout & Density**

- 4.8 The Indicative Framework Plan illustrates how a variety of residential development parcels can be distributed across the site. The parcels are arranged to take account of a variety of site features and urban design features including:
  - existing landscape features;
  - existing, retained public rights of way;
  - proposed points of access and circulation;
  - proposed countryside park and its network of open space; and
  - central provision of community facilities – education, sports and recreation.

**Character Areas**

- 4.9 To ensure that the development integrates well with the Wixams core area to the north and responds to the landscape to the south a series of character areas have been identified to aid this transition. Subtle changes in the built character through the site will ensure that the correct design response is achieved to help the development integrate well with its adjacent land uses. These indicative character areas are shown on Figure 4b and illustrated in a range of precedent photographs in Figure 4c. The design response required in the character areas is explained below:

**Wixams Transition**

- The 'Wixams Transition' character area is located where Wixam Park immediately abuts the main Wixams development. Here residential development should be of a medium density (circa 35-40dph) to reflect the character of the Wixams with a more compact built form. Key frontages, important streets and key spaces should be enhanced through a subtle increase in building heights, although these will not exceed 2.5 storeys across the site. It is important that development in this area should address the open space that is provided at the southern edge of the Wixams, ensuring that the northern boundary of Wixam Park has a positive interface with the adjoining community through appropriate orientation of buildings and accommodating potential linkages between the two sites.

**Residential Core**

- This character area represents the heart of Wixam Park where residential development should be of a medium density (circa 30-35dph). The compact, higher density character of the Wixams should become less prevalent as a generous provision of open space permeates through this part of the development. The community core provides a focal point within this character area with the local centre, community facilities, school and formal sports provision located at the centre of the residential development.

**Park Edge**

- This character area will address the parkland edge provided by the [Wixams countryside park](#). Development here should be of the lowest density (circa 25-30dph) and the built form should become increasingly fragmented to allow the green infrastructure to dominate the landscape in this area as the development facilitates the transition to open countryside. In this location buildings should be orientated to provide a positive interface with the [countryside park](#) and the lower residential density and building heights together with larger gardens and generous provision of open



space will provide an attractive landscape setting. This will ensure that the development will integrate well with the adjacent [country park/countryside park](#) and allow the rural character of the open countryside to permeate into the built form. A sensitive approach to development in this location will allow the natural landscape to integrate with the built form to provide a high quality environment and also respect the wider setting of Houghton Conquest.

**FIGURE 4b, Indicative Character Areas Plan**, to be inserted here.

**FIGURE 4c, Character Areas Precedents**, to be inserted here.

- 4.10 Residential density and character will be explored in greater detail in future stages of the design process (for instance in Design Codes and/or Design Guidance that will be in place prior to the submission of Reserved Matters Applications). Residential design will also be undertaken in accordance with local design guidance, including the Central Bedfordshire Design Guide (2014).

#### Important residential frontages

- 4.11 The most important residential frontages include the development blocks that address key Indicative Framework Plan features including :
- [Country park/Wixams countryside park](#) – which will be fronted primarily by lower density development, especially in the residential parcels closest to southern boundary;
  - **Wixams edge** – where development must positively address the physical relationship between Wixams and Wixam Park and front onto the open space to the south of Wixams.
  - **Primary routes through the site** – may be addressed by a more formal arrangement of residential development fronting the street, helping to frame the primary street, reinforcing the hierarchy of the routes with increased density;
  - **Central community facilities** (including small scale local centre and primary school) – could be addressed by higher density, taller homes to create a greater sense of critical mass in the heart of the development.
  - **Gateways to the site** – including the main and secondary points of access from the B530 should be addressed by strong built frontages, to ensure that development fronts main access points, potentially with use of continuity of building frontage line.

#### Community facilities

- 4.12 The Indicative Framework Plan has been designed to create a series of key destinations along a central desire line through the heart of the development. This is focused around a community hub where the local centre, school, formal sports facilities and main children's play facilities are co-located at the heart of the site. A green corridor provides a continuous connection between these destinations leading down to the [country park/countryside park](#) where there is-are further formal sports and play provision and the potential for an additional community facility associated with the [countryside](#) park and the proposed sports pitches. The central location of the community facilities within the new neighbourhood being created and their position within a connected green corridor has been conceived to maximise accessibility for the greatest number of residents, supporting the concept of walkable neighbourhoods.
- 4.13 Community facilities have been centrally placed to create a strong cluster where multiple uses can support each other and multi-purpose trips can be facilitated. This will help improve accessibility, increase footfall

through greater passing trade and patronage and will assist in supporting the viability of local facilities. Clustering community facilities can also help to create a sense of identity for the new development through encouraging social interaction and community cohesion. This is particular prevalent where schools are located at the heart of the community in close proximity of children's play areas and retail facilities. Therefore the Wixam Park Indicative Framework Plan has created a central community hub to facilitate such interaction in a location that is well connected by safe and direct pedestrian and cycle routes.

- 4.14 The mixed use area of community facilities includes provision for a small local centre to include a mixture of small scale community facilities that will be complementary to those in the Wixams.
- 4.15 The community facilities are likely to comprise:
- **Primary School** – 2 form of entry primary school with site area of approx 1.95ha including playing pitch provision (following advice from CBC Education).
  - **Nursery Pre-School** – provision for early years to be located adjacent to the primary school, within the 1.95ha site area.
  - **Community Building** – providing a central community meeting hall for events and potentially designed to accommodate some indoor sports (for instance badminton) to be determined at a more detailed stage of design.

#### Employment

- 4.16 Sites for employment development will be provided in accordance with Policy MA3 to help facilitate job creation. There will be provision for 5 hectares of general employment uses, these will be determined by market demand and the details of which will need to be established at subsequent stages of planning and design. The land for employment development is provided in the form of land parcels located in two key locations and could comprise:
- **Entrance Gateway** – prominent employment development parcel located at the main point of access to the site, this site benefits from excellent visibility at the gateway to the site with direct access from the B530. A special design response to this employment parcel will be required to enhance its important position within the site.
  - **Central employment hub** – an alternative employment location is created with two development parcels positioned in the centre of the development, adjacent to the other community facilities. This location also benefits from excellent accessibility with direct frontage on the primary access spine that runs through the site. This area could be suitable for other employment generating uses.

#### Utilities and Surface Water Drainage Infrastructure

- 4.17 The required utilities infrastructure (electricity, gas, potable water and telecommunication) will be provided within the development and considered as an integral part of the phasing of the sites. Potential connections into existing supplies will be discussed with relevant providers, [and an appropriate foul drainage strategy, including assessment of the location and capacity of the waste water treatment works will also be agreed with Anglian Water](#) at subsequent stages of design. Other important infrastructure, including superfast broadband, will be delivered as soon as practically possible.
- 4.18 There is now a requirement to provide surface water attenuation within development sites and this has been considered as part of the master planning for the MA3 and draft Policy 63 sites. [An initial assessment of the topography and surface water drainage network within the two sites has been undertaken and this enabled the general arrangement of required attenuation features to be defined. These indicative locations are indicated on the Indicative Framework Plan. Together these attenuation features will provide a high level surface water drainage strategy for Wixam Park which demonstrates that surface water can be managed within the site.](#)

4.19 The green infrastructure and movement network ~~on-site have been designed to~~ makes an allowance for accommodating ~~the necessary~~ surface water attenuation features, ~~the potential location of these is indicated on the Indicative Framework Plan, as have been identified through the initial drainage assessment.~~ However, the precise extent ~~and~~, capacity ~~and detailed specification~~ of the Sustainable Drainage (SuDS) features will be determined at detailed stages of planning and design ~~and at relevant stages, a Flood Risk Assessment will be prepared and submitted to Central Bedfordshire Council to confirm the surface water drainage arrangements.~~ The open space within the Indicative Framework Plan has been designed to be multi-functional so that it can facilitate surface water drainage as well as provide for biodiversity and general amenity purposes.

**Sustainability**

4.20 Any development at Wixam Park should be designed to incorporate the principles of sustainable development ~~and development proposals will be encouraged and expected to integrate energy, water and waste efficient design considerations.~~

4.21 The key principles that should be considered in the future design of development proposals include the following:

- Solar management through orientation - optimise energy efficiency through appropriate orientation of buildings in order to achieve passive solar gains and minimise energy use;
- Minimise the energy demand of the buildings – through energy efficient plot and building design, this should include consideration to the internal layout of buildings and orientation of ‘liveable rooms’, natural daylighting, and passive ventilation.
- Minimising water use – consideration should be given to the efficient management of water including the incorporation of SuDS, water efficiency in buildings and design of the landscape of public realm to achieve a higher level of source control.
- Renewable energy generation – consideration should be given to the incorporation of renewable and low carbon energy solutions where possible and viable;
- Waste minimisation – consideration should be given to re-use and recycling of waste and should seek to accommodate the local authorities waste collection requirements.
- Sustainable travel – any future proposals should incorporate a network of pedestrian and cycle routes to encourage sustainable modes of travel.

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## 5.0 LANDSCAPE DESIGN PROPOSALS

5.1 The character of Wixam Park will be heavily influenced by its parkland setting providing a development that is distinct to that within the Wixams 'Core Area'. An extensive network of green infrastructure will permeate through the development allowing the neighbourhoods to sit within an attractive natural landscape. This will include the provision of [the Wixams countryside park](#), a multi-functional [country park](#) along the southern edge of the development and substantial green corridors containing informal recreational space, landscaped leisure routes, formal open space, areas of woodland and children's play areas which will link into the [countryside park country park](#) providing a connected green infrastructure network.

### Landscape Framework

5.2 The Landscape Framework has been informed by a number of key principles including:

- Retaining existing vegetation where possible;
- Retaining existing Public Rights of Way along their current alignments as far as possible;
- Creating an extensive network of green infrastructure to provide a natural setting for the development;
- Enabling the transition between built development to the open countryside;
- Providing a positive development and landscape edge to Wixams;
- Providing a robust parkland edge to the Wixams new settlement that can provide a strong green edge in perpetuity;
- Ensuring the setting of and views from Houghton Conquest are protected;
- Facilitating surface water drainage attenuation (SuDS).

### [Country park Wixams countryside park](#)

5.3 The [Wixams countryside park country park](#) is an important strategic open space for the whole of the Wixams new settlement and will provide an attractive and permanent parkland edge to the development that will protect this part of the site from further development by creating a definitive boundary to the entire Wixams new settlement. It will also contribute towards the coverage of the Marston Vale Forest and its location fits well with the strategic aims of the Forest Plan. The [Wixams countryside park country park](#) will be planned alongside the draft Policy 63 area and will be delivered as soon as practically possible.

5.4 Further work on the [countryside park](#) will take in to account relevant design guidance, including the Accessible Natural Greenspace Standard (ANGSt). [The country park](#) is designed to be a multi-functional space including circular walks, picnic areas, [pockets-belts](#) of new woodland and gladed open spaces together with the potential for formal open space provision, natural play areas and SuDS. The [Wixams countryside park country park](#) will be an area of natural parkland with a naturalistic form providing informal recreation opportunities and managed for biodiversity purposes.

5.5 It will also have an important role in protecting the setting of and views from Houghton Conquest and therefore carefully positioned woodland planting will be used to provide an appropriate landscape between Wixam Park and the existing village to the south. [Smaller groups Belts](#) of tree planting will help blend the new woodland with the existing landscape features and wider landscape context.

5.6 The [countryside park](#) will include footpaths that will incorporate the existing Public Rights of Way as well as providing new informal routes that will ensure full public access to the Park. Where the two existing Public

Rights of Way converge within the ~~country~~ park this has been identified as a key community destination and the potential for further formal open space provision and an associated community facility has been indicated on the Indicative Framework Plan in this location. This will help provide a sense of identity and activity within this part of the site and will also assist in wayfinding and improving the legibility and functionality of the ~~Wixams countryside park~~~~country park~~. This will become a key navigation point within the movement network, providing direct onward pedestrian/cycle connections north towards the community hub and the railway station within Wixams.

## Public Open Space

### Informal Open Space

- 5.7 The green infrastructure within the site is to include both formal and informal open space. The disposition of informal open space is informed by the desire to retain existing planting whilst creating an interconnected network of green corridors that will fulfil recreational, biodiversity and surface water drainage purposes.
- 5.8 The open space network makes provision for accommodating surface water attenuation features and these are identified on the Indicative Framework Plan, although further opportunities for attenuation will be achieved within the development parcels to be determined through the detailed design.
- 5.9 Within the informal open space existing planting is to be retained and supplemented with additional **small** areas of woodland planting to help reduce the visual impact of the development with particular consideration to protecting views from Houghton Conquest. A Landscape Strategy has been undertaken for both of the policy areas to determine where strategic planting is necessary to mitigate visual impact; the findings of this Strategy have influenced the careful retention of woodland throughout the site and the placement of new woodland planting.

### Formal Open Space

- 5.10 The formal open space provision will accord with Central Bedfordshire's policy requirements. This will comprise formal sports pitches although at this stage the actual type of provision will remain flexible to accommodate various pitch configurations until such a time as the exact uses are determined.
- 5.11 The formal open space for the MA3 area is primarily focused around the community facilities hub in the heart of the site where it will be co-located with a children's play area accommodating a **combined NEAP / LEAP and /NEAP -LAP**. This position for larger sports pitches takes advantage of a flatter topography in this part of the site and the central location provides accessibility to all local residents. Connections are provided northwards to the Wixams and to the ~~Wixams countryside park~~~~country park~~ in the south through a focal green corridor containing safe and direct pedestrian links to the other key destinations within the site.
- 5.12 To meet the formal open space requirements of the Draft Policy 63 area further formal sports provision is provided in the northern part of the ~~Wixams countryside park~~~~country park~~, connected by the central green corridor to the community facilities within the MA3 area. This formal sports provision is located in immediate proximity of where the two existing Public Rights of Way intersect providing an opportunity for a community facility associated with the pitches and the ~~Wixams ecountryside park~~. Appropriate ancillary facilities will be provided with each of the formal open spaces, the scope and design of these is to be determined at subsequent stages of the planning process.

## Play Areas

- 5.13 Provision for ~~children's~~~~children's~~ play areas will accord with Central Bedfordshire's policy requirements and will comprise of a two combined NEAP / LEAP / LAP play areas, one of which is to be located centrally in the heart of the scheme, two combined LEAP / LAP play areas and two super LAPs. These indicative positions of these are shown on the Indicative Framework Plan, together with their required buffer zones to ensure that there is an even distribution throughout the scheme and facilitate ease of access. However, their precise position and distribution will be refined at subsequent stages of the planning process. Such future

~~refinements will ensure that at least an equivalent level of play value will be provided. and LEAPs distributed through the development area for ease of access.~~

- 5.14 The potential locations of ~~LEAPs and NEAPs~~ play areas have been identified on the Indicative Framework Plan and their disposition has been carefully considered to take account of the needs of Wixam Park whilst also addressing the planned provision of play facilities in the neighbouring Wixams 'Core Area' to ensure that they are distributed evenly across the site. It should be noted that equally residents of Wixam Park will have easy access to play facilities within the Wixams and this has been taken into account in the preparation of the Indicative Framework ~~plan~~ Plan.

**FIGURE 5a, Indicative Landscape Design Plan**, to be inserted here.

**FIGURE 5b, Landscape Design Precedents**, to be inserted here.

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## 6.0 ACCESS DESIGN PROPOSALS

- 6.1 The movement framework for Wixam Park has been designed with the aim of creating a legible and coherent development which will connect with the main part of Wixams new settlement and its emerging facilities, in particular the proposed secondary school, railway station and town centre. An interconnected network of primary and secondary streets and pedestrian and cycle routes will be provided to ensure that the development has a high level of permeability and promotes direct and efficient access to the local facilities and employment areas as well as encouraging connections with Wixams.
- 6.2 There is an important existing context within which the access proposals for Wixam Park have been developed by virtue of the site's location as an extension to Wixams. The additional development to be delivered at Wixam Park is provided in a location which already benefits from considerable investment in strategic highway infrastructure, whilst also being able to take advantage of sustainable patterns of travel due to the proximity of a new rail station at Wixams and the emerging bus networks.
- 6.3 A mixed-use development of the scale proposed at Wixam Park which provides a balance of facilities and amenities on-site will encourage a reduction in the need to travel by car, minimise journey lengths, and has the potential to reduce out-commuting. This will be further enhanced by the site's close physical relationship with Wixams 'Core Area' where further amenities and employment opportunities will be available.
- 6.4 The Indicative Framework Plan for Wixam Park has been predicated on the principle of 'Walkable Neighbourhoods' ensuring the provision of direct routes between the key facilities and the co-location of community services in order to maximise the number of residents walking and cycling within the development.

**FIGURE 6a, Indicative Access Design Plan**, to be inserted here.

### Points of Access

- 6.5 The Indicative Framework Plan shows two points of access into the site, both from the B530, the southernmost of which connects through to Bedford Road. The principal access is to be provided within the MA3 policy area and this will create the main gateway into the site. This will take the form of a new roundabout on the B530 that will provide immediate access onto the primary street network within the development. Initial transport modelling has demonstrated that this access is capable of serving the quantum of development proposed in the MA3 area and will provide the principal route through to employment areas, the local centre, and the primary school. Access into all of the development parcels within the MA3 land will be achieved from this principal route into the development via the primary and secondary street network. Both employment and residential areas will front this access to define the main gateway to the site.
- 6.6 Development fronting this primary street will be more formal and compact in character to reinforce the legibility of the route, create a busier environment and provide a sense of enclosure to assist navigation through the development.
- 6.7 A second point of access is provided in the southern part of the site within the Draft Policy 63 area, this will be a lower order access that is capable of serving the quantum of development proposed for this part of the site, as well as providing a secondary access for the wider development. This secondary access will pass through a landscaped area consistent with the character of the Wixams countryside park with lower density homes lying behind, connecting onto Bedford Road.
- 6.7.6.8 This-The arrangement for this secondary access was subject to public consultation and following the consideration of two options, the access arrangement as shown on Figure 6b, and as incorporated into the Indicative Framework Plan, was selected as the preferred option. will pass through a landscaped area consistent with the country park character with lower density homes lying behind.

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~~6-86.9~~ This proposal for the secondary point of access positioned within the lower density part of the site and adjacent to the ~~country park~~Wixams ~~countryside park~~ would be physically smaller in nature to the main northern access and is also likely to take the form of a roundabout. Arrangements for creating access points along the northern boundary of the site, consistent with the approved Wixams master plan, will be agreed as part of the outline planning application thereby establishing linkages in the longer term from Wixam Park and its facilities, including the ~~Country Park~~countryside park, to the core of the Wixams development. However, as a guide, the development should seek to agree at least one direct highway link and at least three walking/cycleway links to the northern boundary of MA3.

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~~6-96.10~~ The existing 40mph speed limit along the B530 would be extended to this secondary point of access to retain low vehicle speeds. To help improve access to and from Houghton Conquest and resolve existing highway issues that are currently encountered at the junction of the B530 with Bedford Road, this access proposes the partial realignment of Bedford Road so that it is brought up into Wixam Park. The character of the carriageway through the development will respond to the adjacent residential development and will act as a natural traffic calming mechanism as the route passes through Wixam Park. This will improve access for residents of Houghton Conquest as the use of the existing junction will be eliminated through the closure of the current section of the Bedford Road for vehicular traffic adjoining the B530, providing access only into the newly created development parcel within Wixam Park.

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**FIGURE 6b, Indicative Southern Access Preferred Option Plan**, to be inserted here.

~~6.10~~ Whilst this is the preferred arrangement for the secondary access point, as illustrated on the Indicative Framework Plan, alternative access arrangements have also been discussed. There is evidence that the B530 / Bedford Road junction has a history of accidents as cars leave Houghton Conquest and seek to join the B530. The alternative access options have sought to address this issue.

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~~6.11~~ An earlier option that was considered involved the provision of a roundabout at the existing B530 / Bedford Road junction to improve access from Bedford Road. It was apparent, however, that this would not provide a suitable highway solution due to the proximity of existing properties on the B530 in this location.

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~~6.12~~ Therefore, a further option was considered which sought to improve upon the existing arrangement without significant divergence from the current highway situation. This second access option has a wider impact on the disposition of land uses as it requires a different design response to this south western part of the site. This alternative option is summarised below and shown on the inset in Figure 6c.

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**Alternative Access Option**

~~6.13~~ This secondary access option will also be of a lower order to the main gateway to the site in the north and is also likely to take the form of a roundabout that is smaller in nature than the northern access to integrate with the lower density character of this part of the site.

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~~6.14~~ As with the access option shown above, this proposed extension of the 40mph speed limit along the B530 to Bedford Road. To the south of this secondary roundabout the current junction between the B530 and Bedford Road would be maintained but the introduction of a lower 40mph speed limit along Bedford Road would help reduce vehicle speeds and improve the usability of this existing junction.

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~~6.15~~ The Indicative Framework Plan has responded to this alternative access option by relocating the residential uses that front the B530 in the previous option along the southern part of the Draft Policy 63 land such that the south eastern parcel grows and the country park will be narrower.

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**FIGURE 6c, Indicative Southern Access Alternative Option Plan**, to be inserted here as small inset plan

**Pedestrian and Cycle Routes**

~~6-166.11~~ To complement the network of primary and secondary streets that provide legible vehicular access throughout the site, a comprehensive network of pedestrian and cycle routes will be provided. These will be located within the green infrastructure network and the countryside park providing a series of attractive leisure routes, complemented by the provision of more formal pedestrian routes associated with the street network.

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These routes are to provide safe and direct connections with the local facilities and key destination points both within Wixam Park, Wixams and the surrounding communities. The existing Public Rights of Way have been retained along their current alignment as far as possible and the Indicative Framework Plan has been designed to take advantage of these established routes, locating key destinations along them to provide a strong sense of identity and assist in wayfinding.

### Greenways

6.12 The design of the green infrastructure network is based around the provision of structural green corridors which contain and facilitate key pedestrian and cycle connections, linking the main destination points within Wixam Park. These important green corridors, which provide key north-south pedestrian and cycle connections, have been identified on Figure 6c as 'Greenways' and should be incorporated into any future development proposals for Wixam Park. The greenways will help to ensure that sustainable movement is prioritised through the provision of safe, convenient and efficient routes, linking the key destinations in Wixam Park.

6.176.13 The character of these greenways will reflect the changing environment which they pass through, incorporating a range of experiences along their route. Regular interventions, including appropriate intersections with the street network, along the greenways will help articulate these important connections and improve wayfinding through the development.

**FIGURE 6c, Indicative Greenways, to be inserted here.**  
**FIGURE 6d, Access Design Precedents, to be inserted here.**

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## 7.0 PHASING AND INFRASTRUCTURE DELIVERY

### Indicative Phasing Strategy

- 7.1 An indicative phasing strategy has been proposed based on the general principle of development progressing in a broad west to east direction and having regard to the different land ownerships across the two policy areas. Formatted: Bullets and Numbering
- 7.2 The following indicative phases of development demonstrate the intended implementation strategy:-
  - 1. Policy MA3 area (west): the main entrance gateway to be delivered including first phase of employment and residential development (including associated green infrastructure within this area) constructed along the main primary street which will provide access to internal development plots. Formatted: Bullets and Numbering
  - 2. Policy MA3 area: extending northwards from eastwards along the main primary street, the northern site edge will be implemented to create a positive interface with the Wixams will be created whilst also delivering the second employment parcel and the potential refurbishment of Little Thickthorn Farm.
  - 3. Draft Policy 63 Area (west): the second point of access will be delivered opening up the southern part of south western parcels of the site the site, opening up the western development parcels. In conjunction with the commencement of development in the draft Policy 63 area work on the country park countryside park will commence with advanced planting as soon as reasonably possible.
  - 4. Policy MA3 and 63 areas: development in both policy areas will extend eastwards enabling the completion of the primary street network. Work on the country park countryside park will continue. Formatted: Bullets and Numbering
  - 5. Policy MA3 and 63 areas: the completion of the country park countryside park together with the remaining residential parcels adjacent to this parkland landscape. Formatted: Bullets and Numbering

### Planning Obligations Infrastructure Delivery

- 7.3 As part of the Wixam Park development there will be a need to deliver necessary supporting infrastructure on-site and, where appropriate, contribution towards other supporting off-site infrastructure. . Formatted: Bullets and Numbering
- 7.4 including in respect of MA3 as a committed 'expansion area', where appropriate, contributions towards the provision / improvements of infrastructure on the Wixams 'Core Area' will be secured through planning obligations. It is likely that this would be secured through the prospective developers entering in to a planning obligations agreement, also know as a Section 106 Agreement. Formatted: Bullets and Numbering
- 7.5 Work is also continuing on Central Bedfordshire's Community Infrastructure Levy (CIL) Charging Schedule, and there is also the potential for certain elements of infrastructure to be funded through CIL, this would enable such facilities to be provided by CBC and the Council would have control over their delivery. Formatted: Bullets and Numbering
- 7.17.6 As the Council does not expect to have an adopted Community Infrastructure Levy Charging Schedule in place until April 2015, Planning applications determined before this date will continue to be considered within the current system of planning obligations. This will require applicants to demonstrate, as part of any planning application, that they can provide an acceptable mitigation package to be secured through both planning conditions and Section 106 Obligations as appropriate. Therefore, any on-site and off-site infrastructure and financial contributions that are deemed necessary for Wixam Park in this instance would be negotiated through the S106 process. Formatted: Bullets and Numbering
- 7.27.7 On site provision (site or land) could either be as completed infrastructure, or through site/land together with relevant financial contribution, both which may be transferred where appropriate to Central Bedfordshire Council or another public agency as part of the negotiations. Conversely, if progress on CBC's CIL enables Formatted: Bullets and Numbering

CIL payments to be made by the prospective developers of Wixam Park, the delivery of any on-site or off-site infrastructure, identified on CBC's Regulation 123 list, would be implemented by CBC.

7.8 Subject to an audit of existing and planned infrastructure and, with regard to the CBC Planning Obligations SPD, On-site and off-site contributions are likely to be may be required towards:

- Affordable Housing
- Education
- Countryside park
- Highways and access improvements
- Sustainable travel
- Healthcare
- Leisure and recreation
- Community facilities

Where these are not provided on-site, it is likely that financial contributions will be negotiated through S106 Agreements at the relevant stage of the planning process as set out above.

7.37.9 In some cases, particularly where there is more than one application, CBC will continue to pool such contributions to mitigate wider impacts in so far as is permitted by Government regulation. Section 106 negotiations will have regard to the NPPF; the Mid Bedfordshire Core Strategy (or the replacement Central Bedfordshire Development Strategy); the Mid Bedfordshire Planning Obligations Strategy SPD; the financial viability of the development proposals and other material considerations.

**Indicative Phasing Strategy**

7.4 An indicative phasing strategy has been proposed based on the general principle of development progressing in a broad west to east direction and having regard to the different land ownerships across the two policy areas.

7.5 The following indicative phases of development demonstrate the intended implementation strategy,.

1. Policy MA3 area (west): the main entrance gateway to be delivered including first phase of employment and residential development (including associated green infrastructure within this area) constructed along the main primary street which will provide access to internal development plots.
2. Policy MA3 area: extending northwards from the main primary street the northern site edge will be implemented to create a positive interface with the Wixams whilst also delivering the second employment parcel and the potential refurbishment of Little Thicket Farm.
3. Draft Policy 63 Area (west): the second point of access will be delivered opening up the southern part of the site, opening up the western development parcels. In conjunction with the commencement of development in the draft Policy 63 area work on the country park will commence.
4. Policy MA3 and 63 areas: development in both policy areas will extend eastwards enabling the completion of the primary street network. Work on the country park will continue.
5. Policy MA3 and 63 areas: the completion of the country park together with the remaining residential parcels adjacent to this parkland landscape.

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## 8.0 NEXT STEPS

- 8.1 This document will provide a framework for future outline planning applications. The developers expect to agree a suite of planning obligations with Central Bedfordshire Council as part of the planning application process.
- 8.2 Once outline planning permission has been secured, further design guidance will be provided through the preparation of Design Code(s), all in accordance with the key principles outline in the Master Plan document.
- 8.3 Engagement with the neighbouring communities will continue as the scheme progresses through the planning system.

DRAFT

## 9.0 APPENDICES

- Appendix A: Policy MA3: Land South of the Wixams.
- Appendix B: Draft Policy 63: Wixams Southern Extension.

DRAFT

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**INSERT Appendix A - policy MA3**

*Copy of Policy MA3 to be inserted here*

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**Appendix B – draft policy 63**

*Copy of Draft Policy 63 to be inserted here*

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Wixam Park – Master Plan Document  
~~2014~~ February 2015

~~September 2013~~ February

## Wixam Park

### Master Plan Document

~~WORKING DRAFT~~

September  
~~2013~~ February 2015

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# WIXAM PARK MASTER PLAN DOCUMENT

January 2015



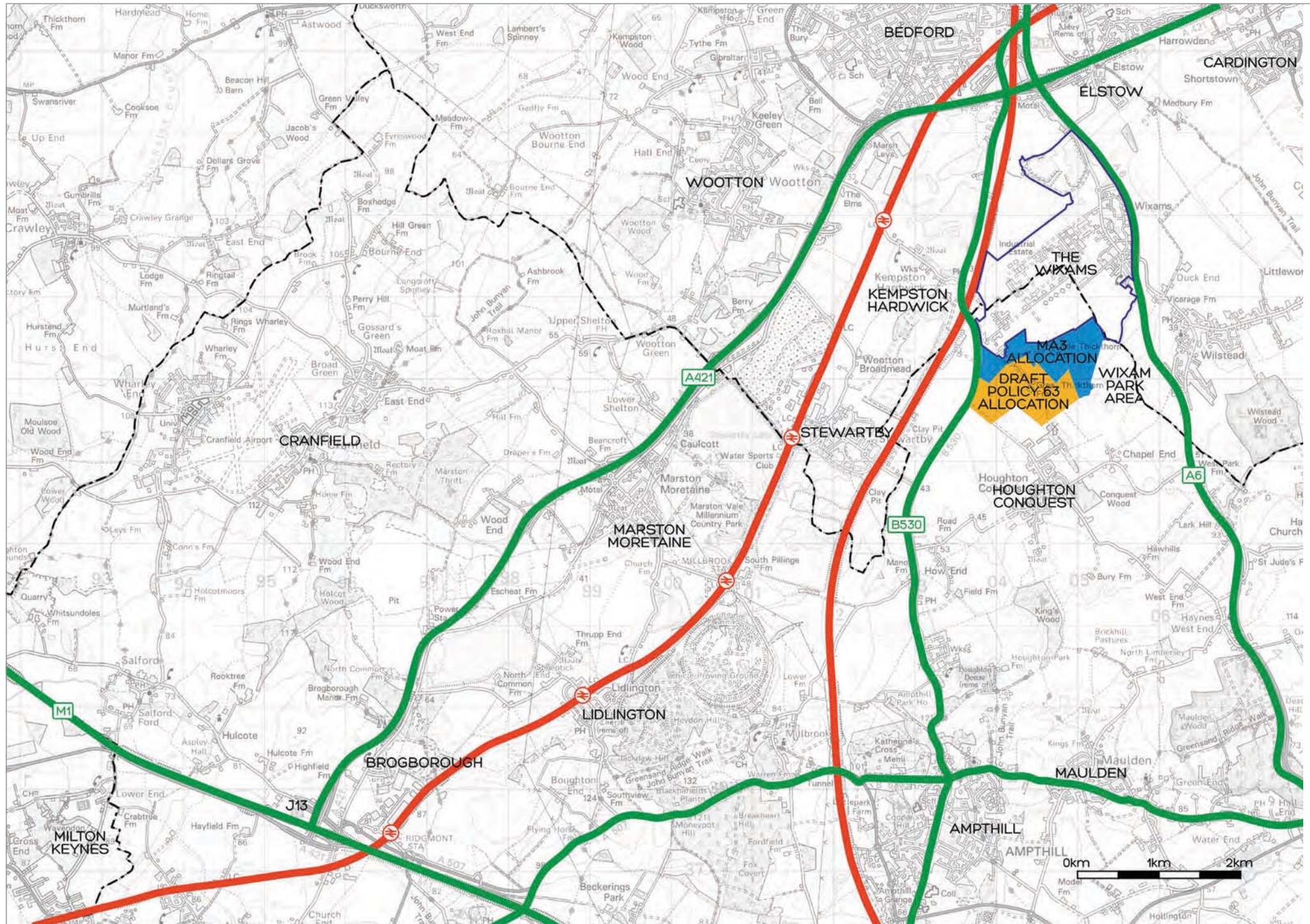
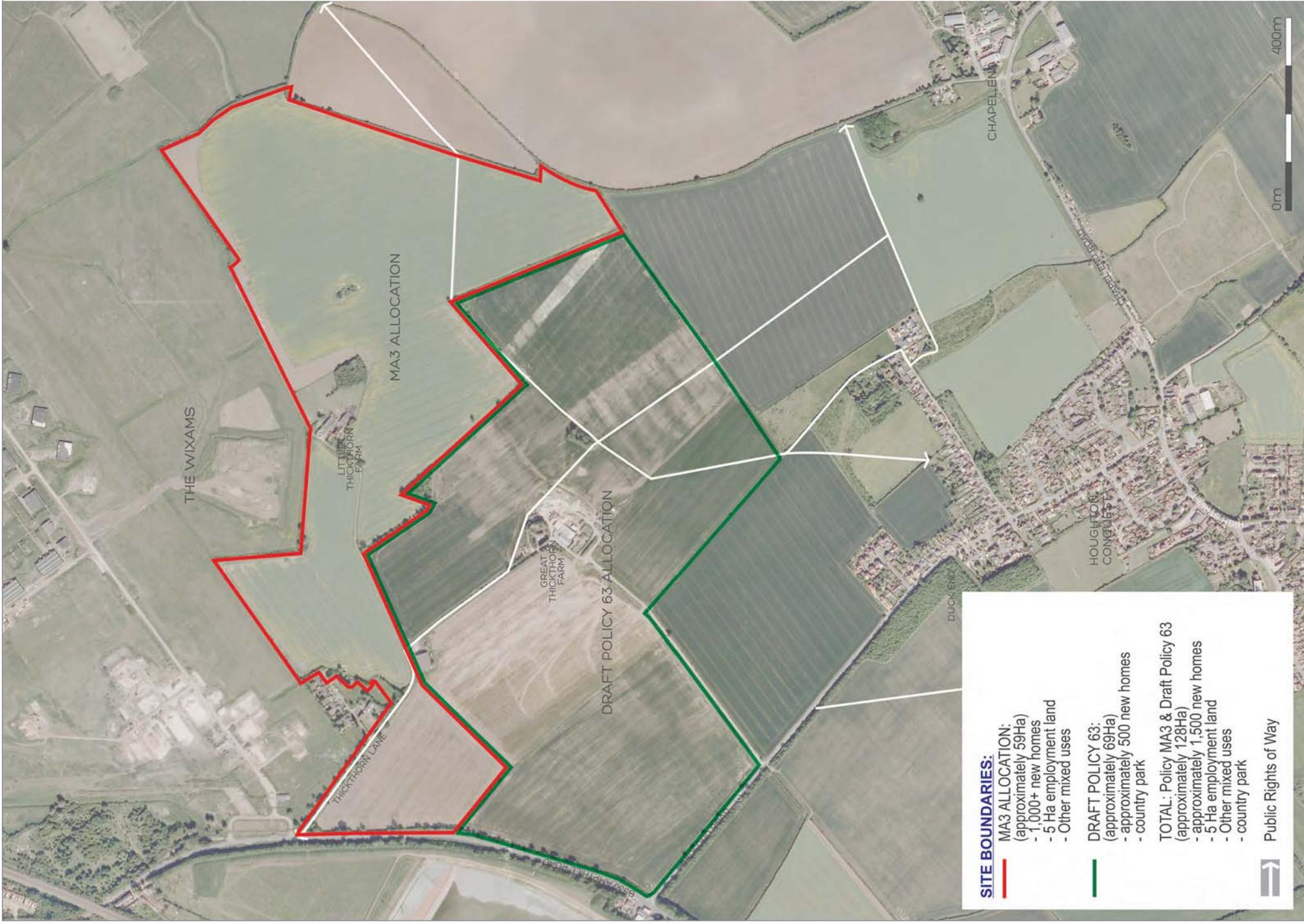


FIGURE 1A: WIDER CONTEXT PLAN

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**SITE BOUNDARIES:**

**MA3 ALLOCATION:**  
 (approximately 59Ha)  
 - 1,000+ new homes  
 - 5 Ha employment land  
 - Other mixed uses

**DRAFT POLICY 63:**  
 (approximately 69Ha)  
 - approximately 500 new homes  
 - country park

**TOTAL: Policy MA3 & Draft Policy 63**  
 (approximately 128Ha)  
 - approximately 1,500 new homes  
 - 5 Ha employment land  
 - Other mixed uses  
 - country park

**Public Rights of Way**

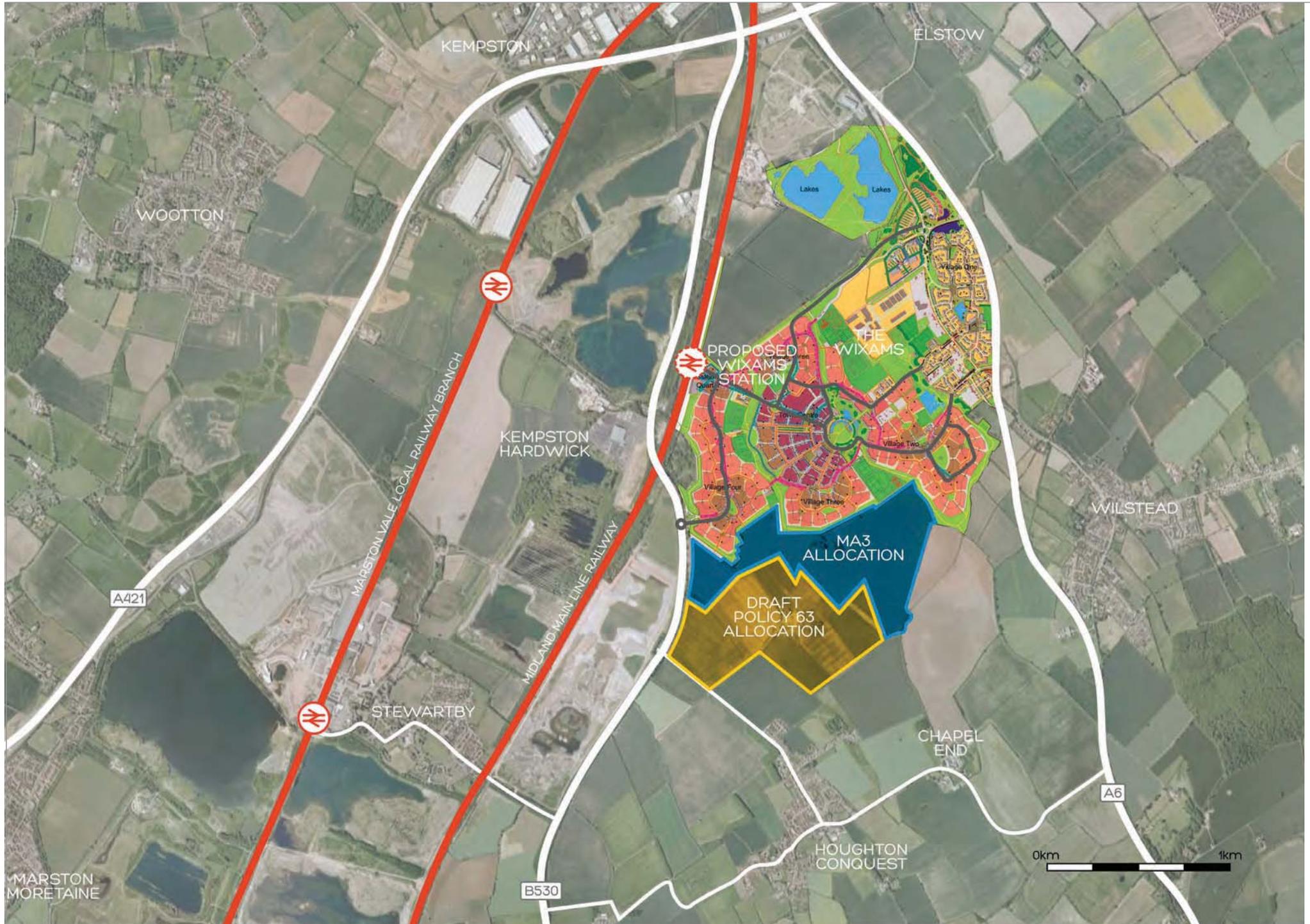


FIGURE 2A: LOCAL CONTEXT PLAN

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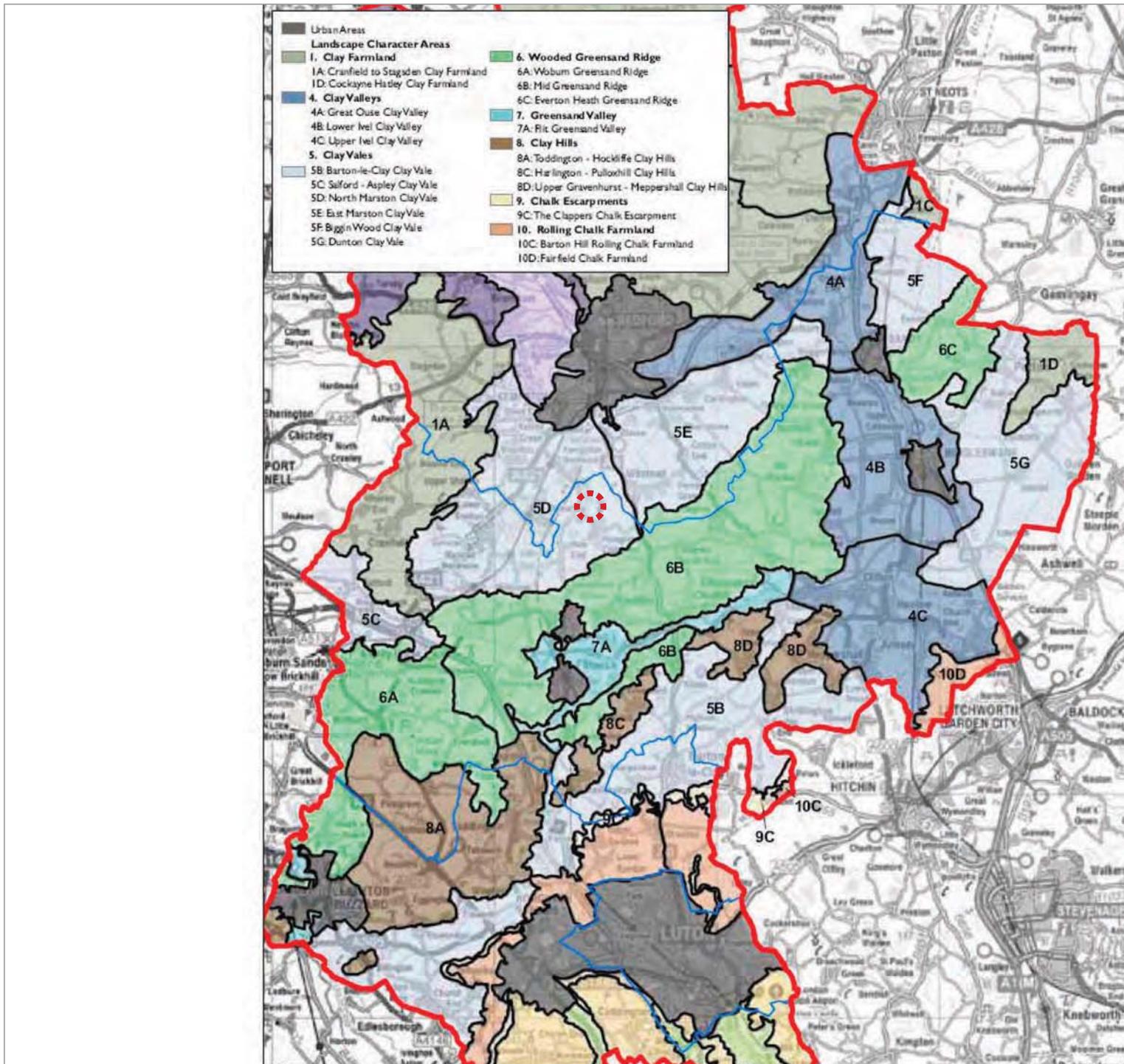
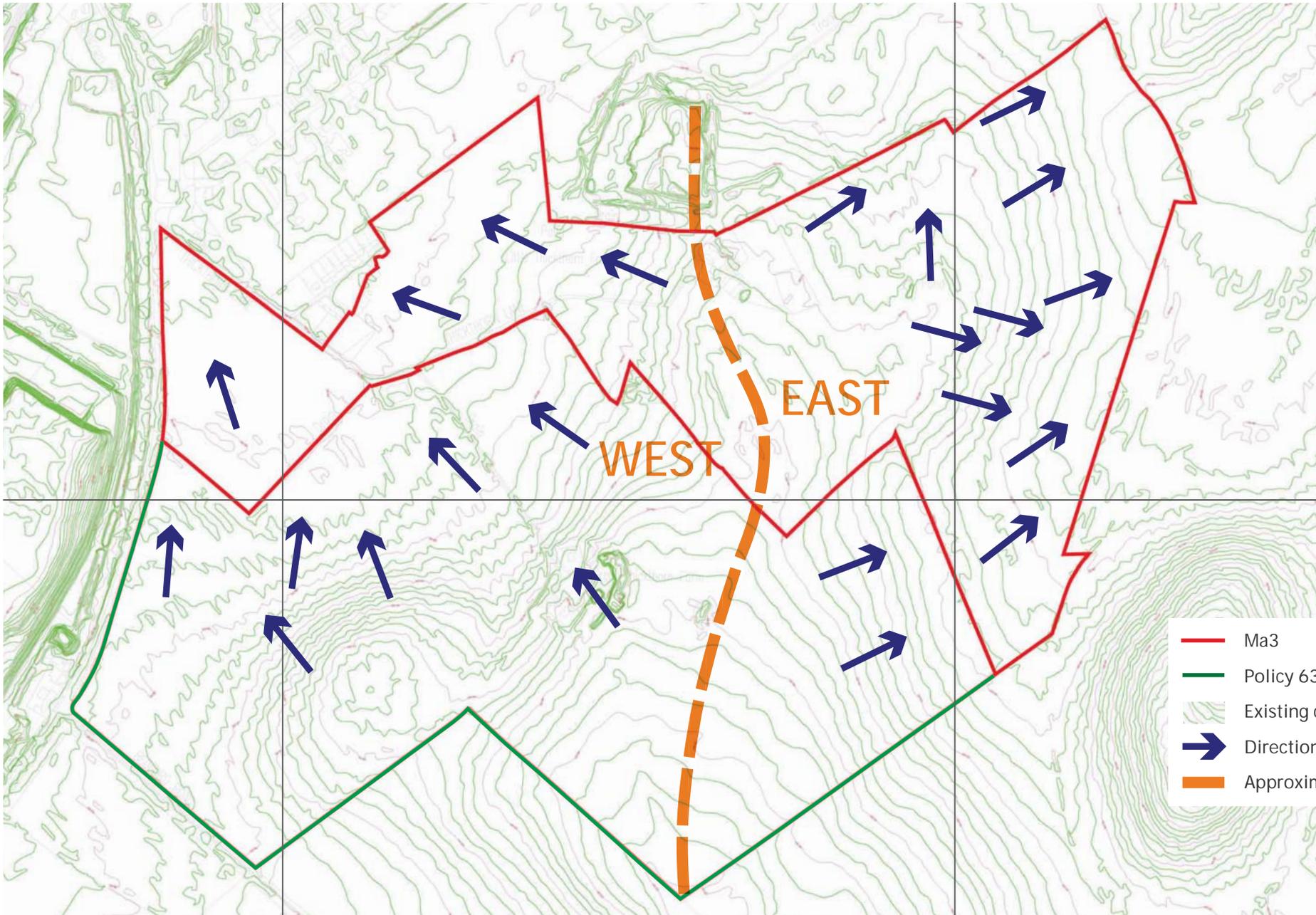


FIGURE 2B: LANDSCAPE CHARACTER ASSESSMENT  
PLAN REF: OHB025/019/

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- Ma3
- Policy 63
- Existing contours at 0.5m intervals
- Direction of water flow
- - - Approximate catchment split

March 2014  
 OHB025 / 042  
 NTS@A0

WIXAM PARK - Topography

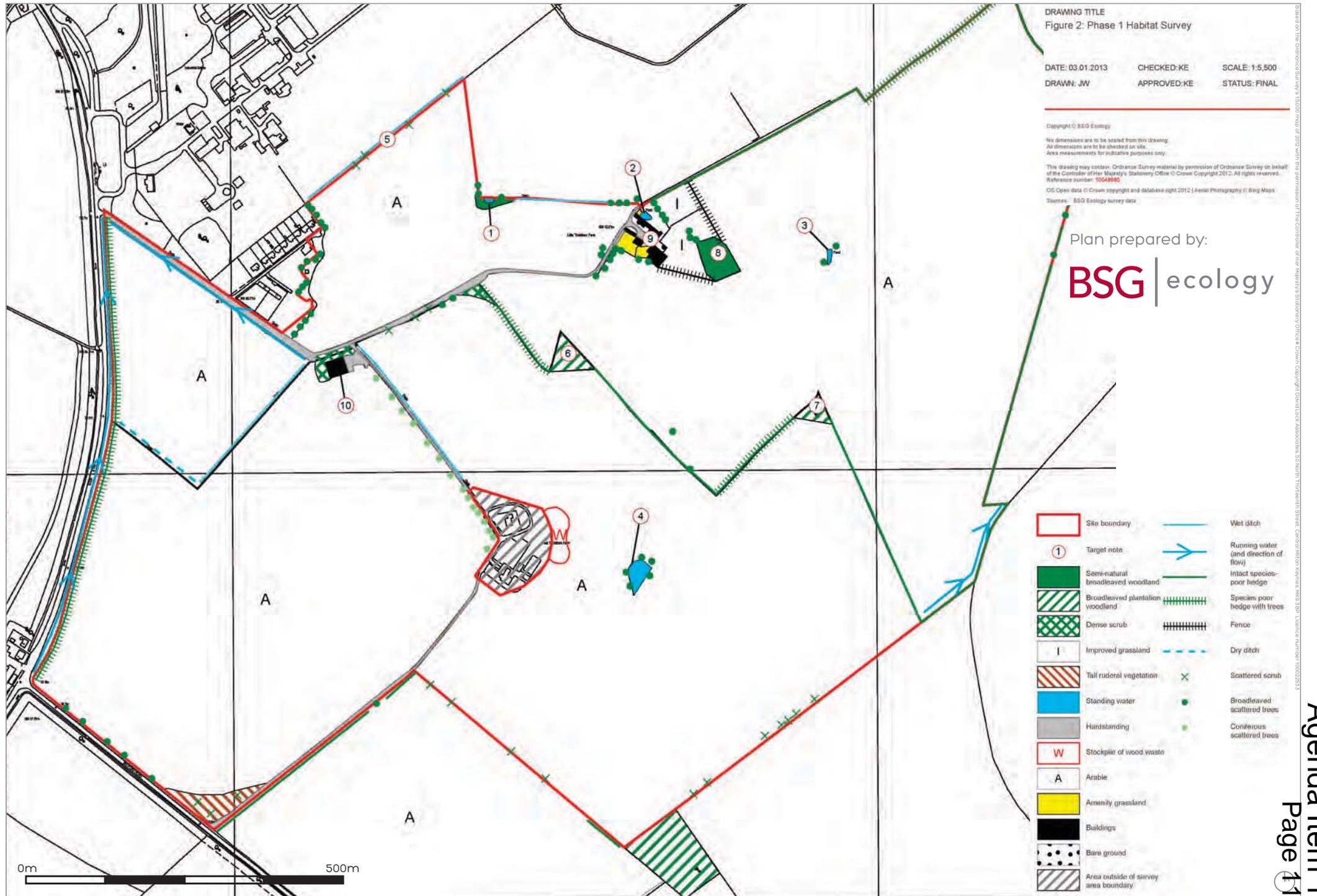


FIGURE 2D: PHASE 1 HABITAT SURVEY  
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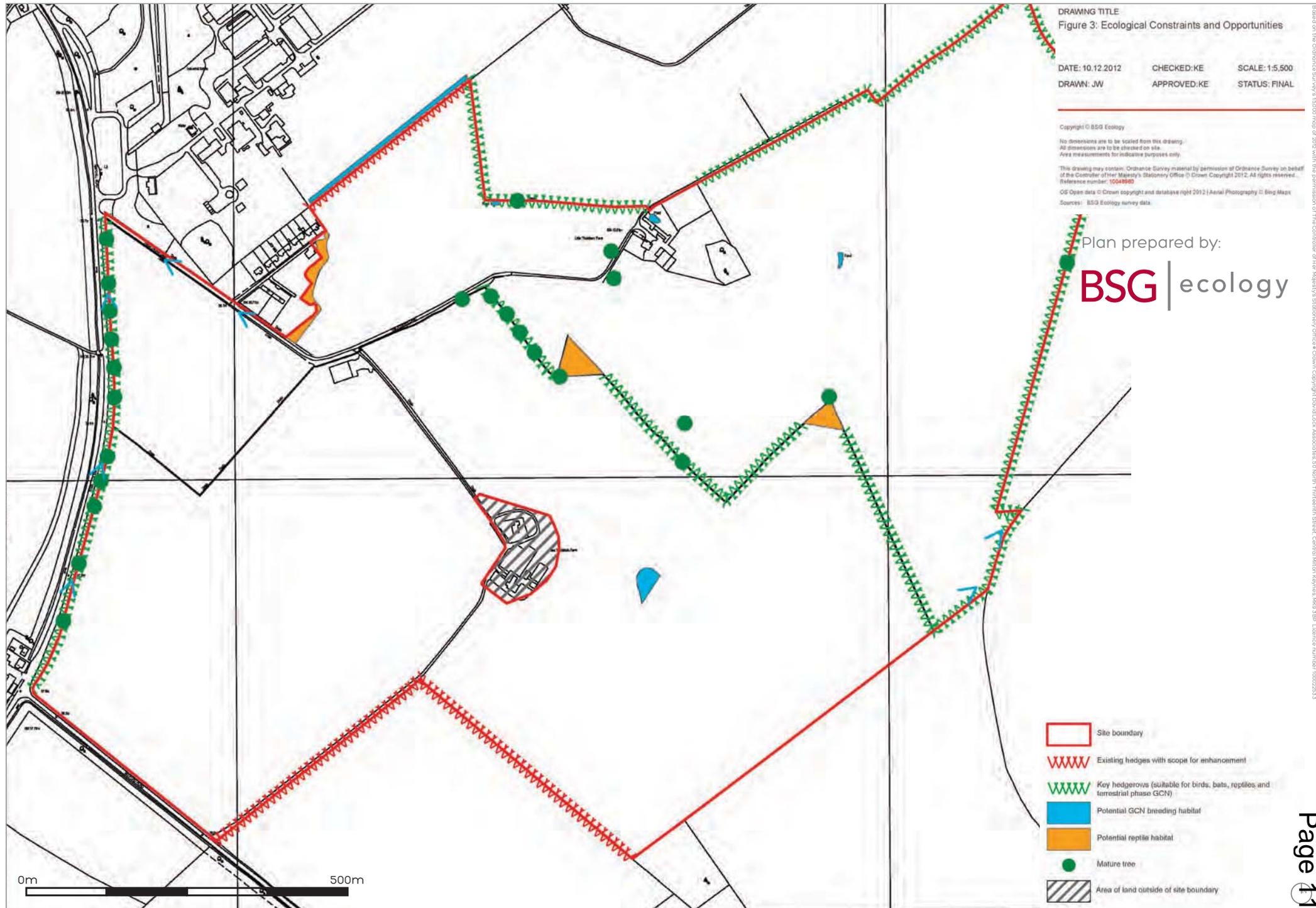
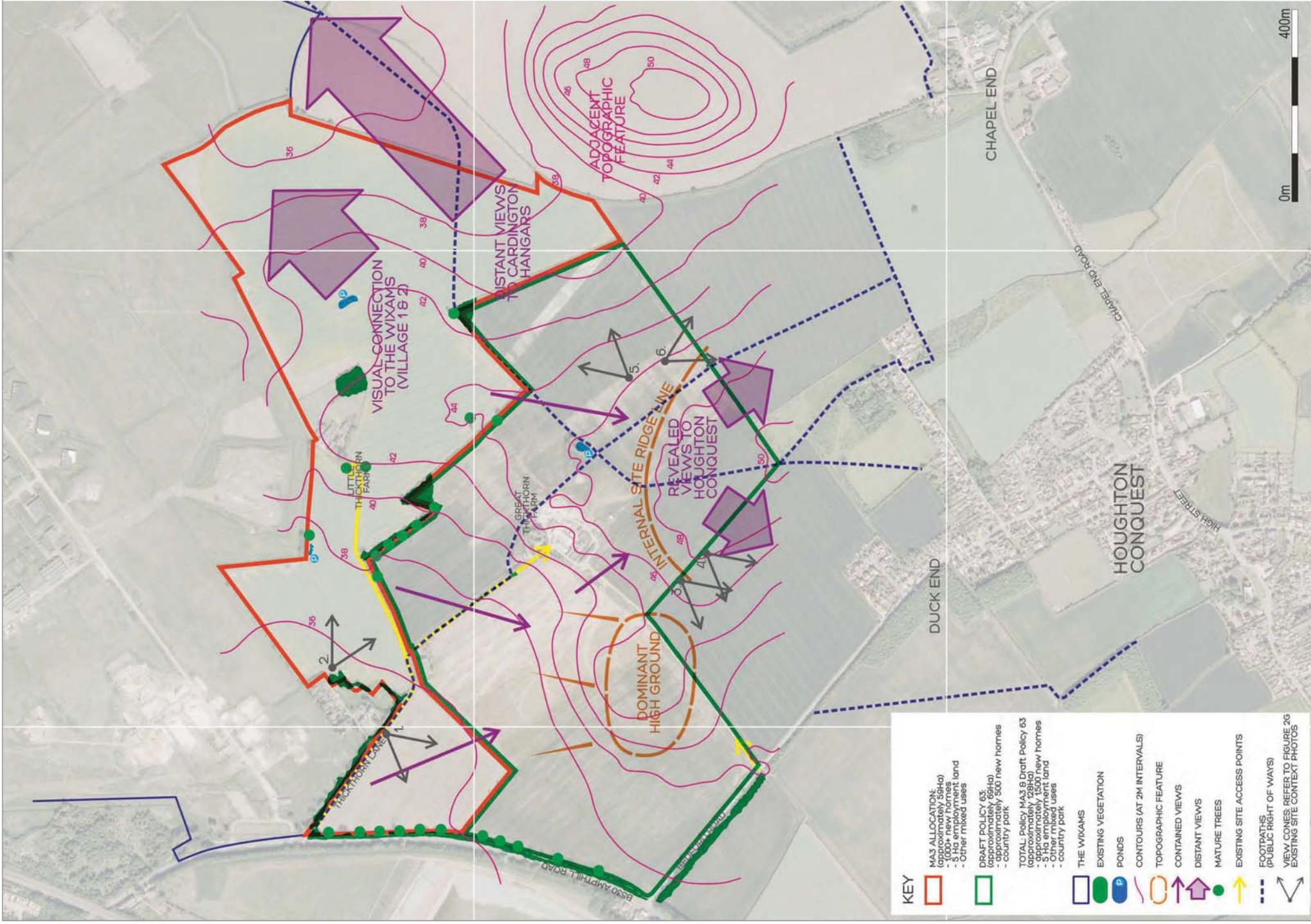


FIGURE 2E: ECOLOGICAL CONSTRAINTS & OPPORTUNITIES

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KEY	
	MA3 ALLOCATION (approximately 2894ha) - 1000+ new homes - 5 Ha employment land - Other mixed uses
	DRIFT POLICY 63 (approximately 690ha) - approximately 500 new homes - country park
	TOTAL Policy MA3 & Drift Policy 63 (approximately 2894ha) - approximately 1500 new homes - 5 Ha employment land - Other mixed uses - country park
	THE WIXAMS
	EXISTING VEGETATION
	PONDS
	CONTOURS (AT 2M INTERVALS)
	TOPOGRAPHIC FEATURE
	CONTAINED VIEWS
	DISTANT VIEWS
	MATURE TREES
	EXISTING SITE ACCESS POINTS
	FOOTPATHS (PUBLIC RIGHT OF WAYS)
	VIEW CONES: REFER TO FIGURE 26
	EXISTING SITE CONTEXT PHOTOS

PHOTOGRAPHS FROM VIEW CONES:  
REFER TO FIGURE 2F: SITE ASSETS  
PLAN FOR LOCATION FO VIEW CONES



1. View south from Thickthorn Lane



2. View to Little Thickthorn Farm



3. View south to Houghton Conquest



4. View south to Houghton Conquest close up



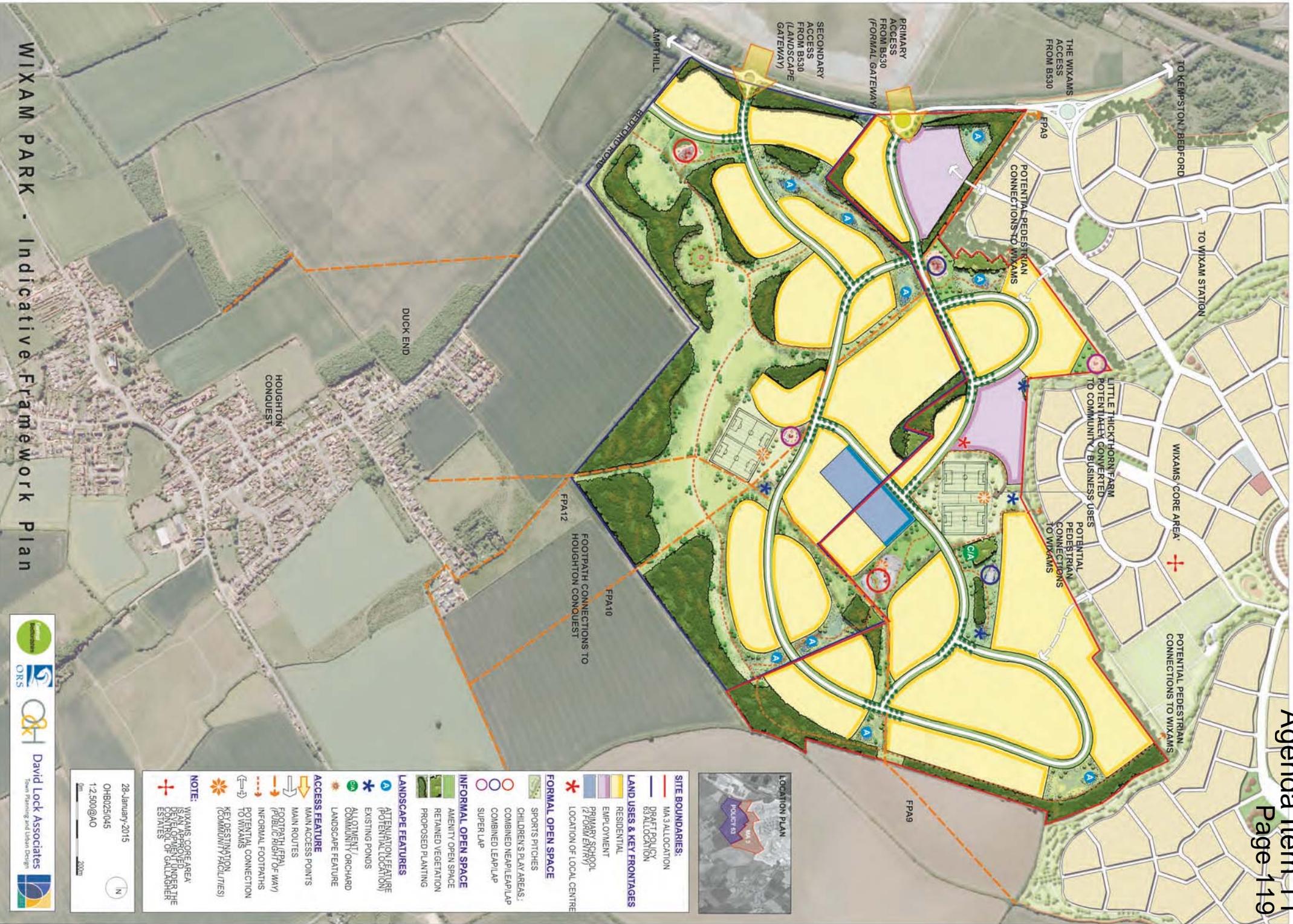
5. View north east to Cardington hangars



6. View South to Chapel End Road

FIGURE 2G: EXISTING SITE CONTEXT PHOTOGRAPHS

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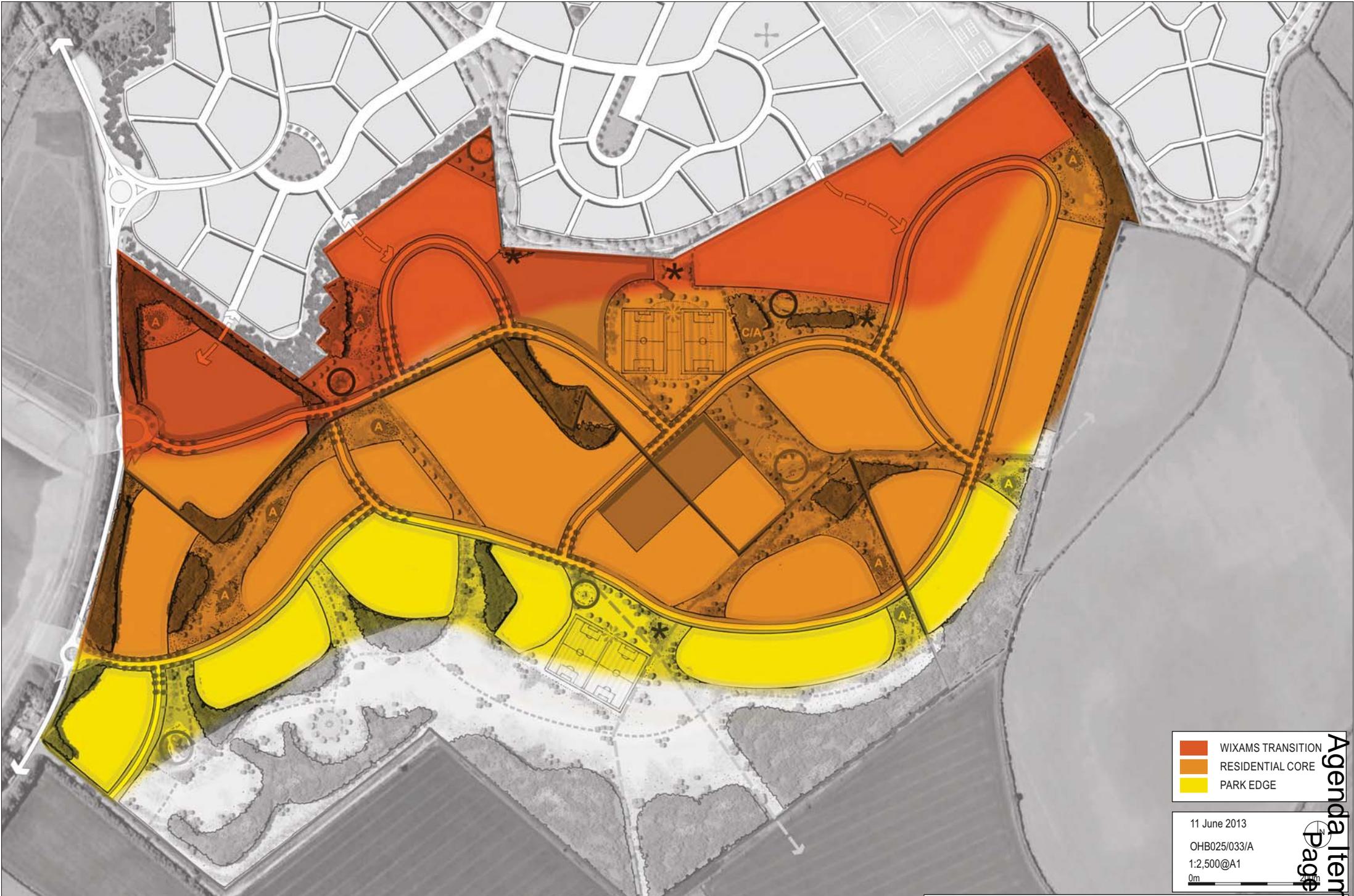


WIXAM PARK - Indicative Framework Plan

- SITE BOUNDARIES:**  
 MA 3 ALLOCATION  
 DRAFT POLICY REALLOCATION
- LAND USES & KEY FRONTAGES**  
 EMPLOYMENT  
 RESIDENTIAL  
 PRIMARY SCHOOL (FORMAL ENTRY)  
 LOCATION OF LOCAL CENTRE
- FORMAL OPEN SPACE**  
 SPORTS PITCHES  
 CHILDREN'S PLAY AREAS:  
 COMBINED NEAR/LEAP/LAP  
 SUPER LAP
- INFORMAL OPEN SPACE**  
 AMENITY OPEN SPACE  
 RETAINED VEGETATION  
 PROPOSED PLANTING
- LANDSCAPE FEATURES**  
 ATTENUATION FEATURE (POTENTIAL LOCATION)  
 EXISTING PONDS  
 ALLOTMENT / ORCHARD  
 LANDSCAPE FEATURE
- ACCESS FEATURE**  
 MAIN ACCESS POINTS  
 MAIN ROUTES  
 FOOTPATH (FPA) (PUBLIC RIGHT-OF-WAY)  
 INFORMAL FOOTPATHS TO WIXAMS  
 POTENTIAL CONNECTION (COMMON FOOTPATHS)
- NOTE:**  
 WIXAMS CORE AREA IS AN AGREED DEVELOPMENT UNDER THE CONTROL OF GALLAGHER ESTIMES

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David Lock Associates  
 Town Planning and Urban Design

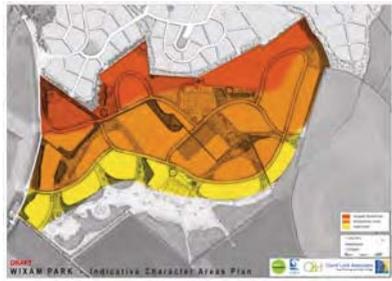


- WIXAMS TRANSITION
- RESIDENTIAL CORE
- PARK EDGE

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**WIXAM PARK - Indicative Character Areas Plan**

Agenda Item 11  
 Page 120



- WIXAMS TRANSITION
- RESIDENTIAL CORE
- PARK EDGE

### WIXAMS TRANSITION PRECEDENT PHOTOS



Medium-higher density



Housing at The Wixams



Housing & public realm landscape



Housing & incidental open space

### RESIDENTIAL CORE PRECEDENT PHOTOS



Homes addressing open space



Housing set around public spaces incorporating play



Primary School precedent - Monkston, Milton Keynes



Wixams Local Centre facilities - smaller scale provision possible at Wixam Park

### PARK EDGE PRECEDENT PHOTOS



Contemporary design



Homes set in landscape



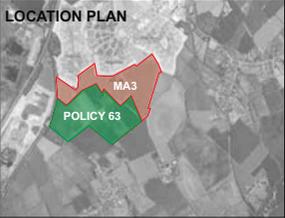
Housing addressing the Park



Larger plots on park edge

FIGURE 4C: CHARACTER AREAS PRECEDENTS

PLAN REF: OHB025



- SITE BOUNDARIES:**
- MA3 ALLOCATION
  - DRAFT POLICY 63 ALLOCATION
- FORMAL OPEN SPACE**
- SPORTS PITCHES
  - CHILDREN'S PLAY AREAS:**
  - COMBINED NEAP/LEAP/LAP
  - COMBINED LEAP/LAP
  - SUPER LAP
- INFORMAL OPEN SPACE**
- AMENITY OPEN SPACE
  - RETAINED VEGETATION
  - PROPOSED PLANTING
- LANDSCAPE FEATURE**
- ATTENUATION FEATURE (POTENTIAL LOCATION)
  - EXISTING PONDS
  - ALLOTMENT / COMMUNITY ORCHARD
  - LANDSCAPE FEATURE

0m 20m



Country park landscape with adjacent housing



Cricket Green



Pedestrian and cycle routes



Bridleways



Football pitches



Parkland trees and grassland



Raised land form



SUDS dry attenuation area



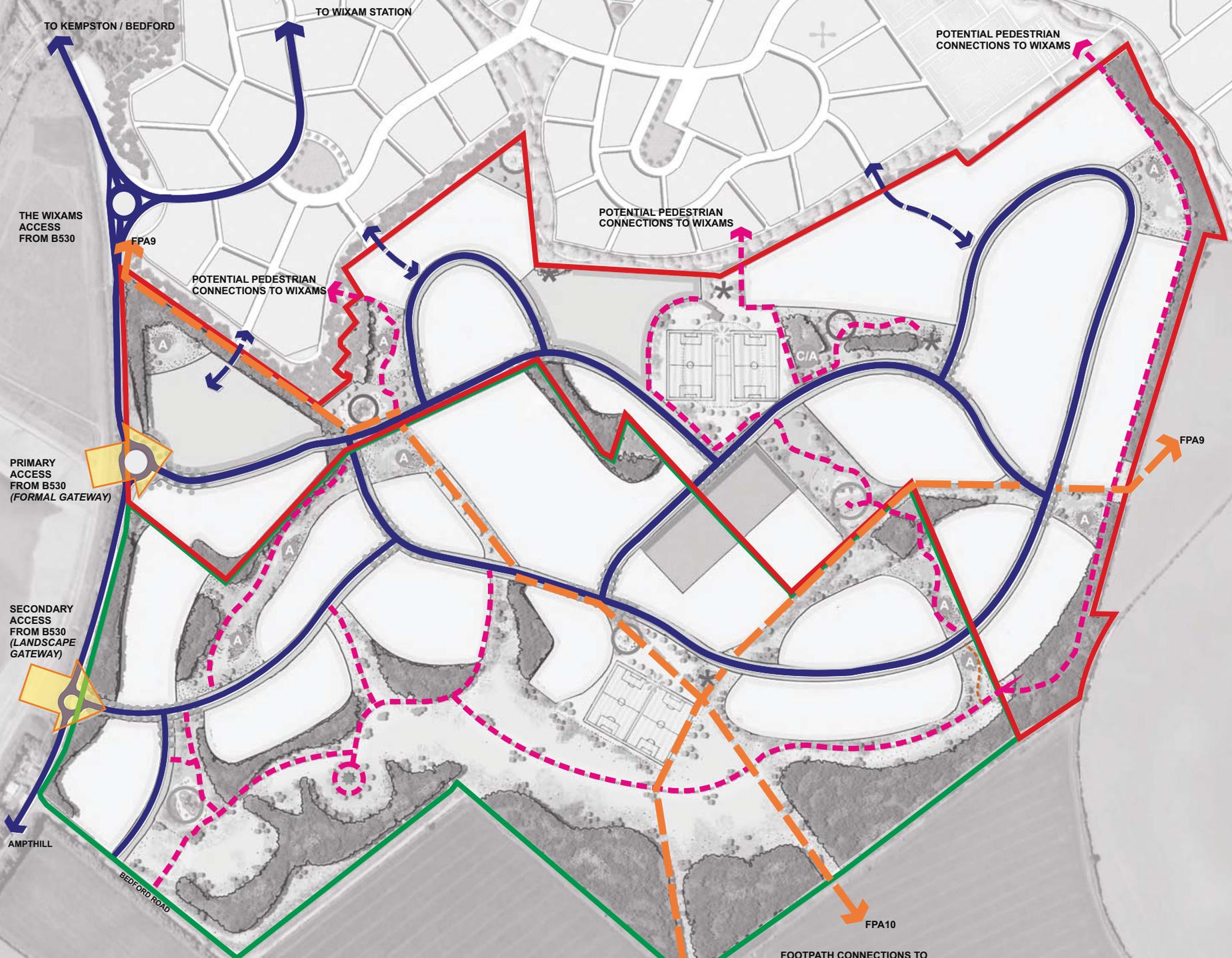
Play Areas in landscape



Woodland and open spaces

FIGURE 5B: LANDSCAPE DESIGN PRECEDENTS

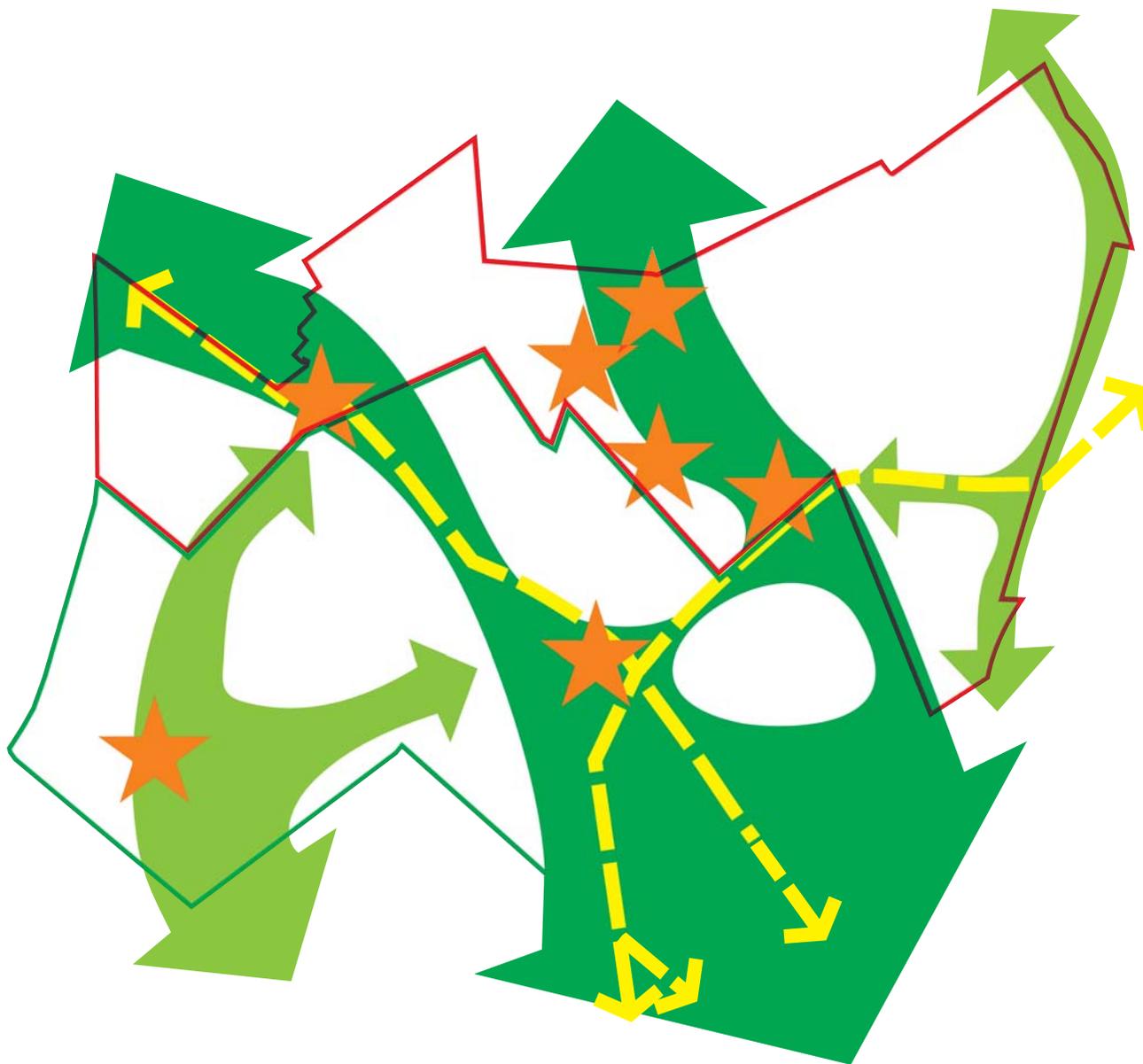
PLAN REF: OHB025



- SITE BOUNDARIES:**
- MA 3 ALLOCATION
  - DRAFT POLICY 63 ALLOCATION
- ACCESS FEATURES:**
- ➡ MAIN ACCESS POINTS
  - ➡ MAIN ROUTES
  - ➡ FOOTPATH (FPA) (PUBLIC RIGHT OF WAY)
  - - - INFORMAL FOOTPATHS
  - ↔ POTENTIAL CONNECTIONS TO WIXAMS

19 January 2015  
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**WIXAM PARK - Indicative Movement Design Plan**



- Ma3
- Policy 63
- ➔ Primary Greenways
- ➔ Secondary Greenways
- ★ Land use nodes & destinations
- - - Public rights of way / footpath links

March 2014  
 OHB025 / 043  
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# WIXAM PARK - Greenways



Bus route on main street



Common material for street crossing points



Visitor parking



Green streets with front gardens and street trees



Homezones / shared surface streets



Leisure routes for walking & cycling



Street trees in wider pavements



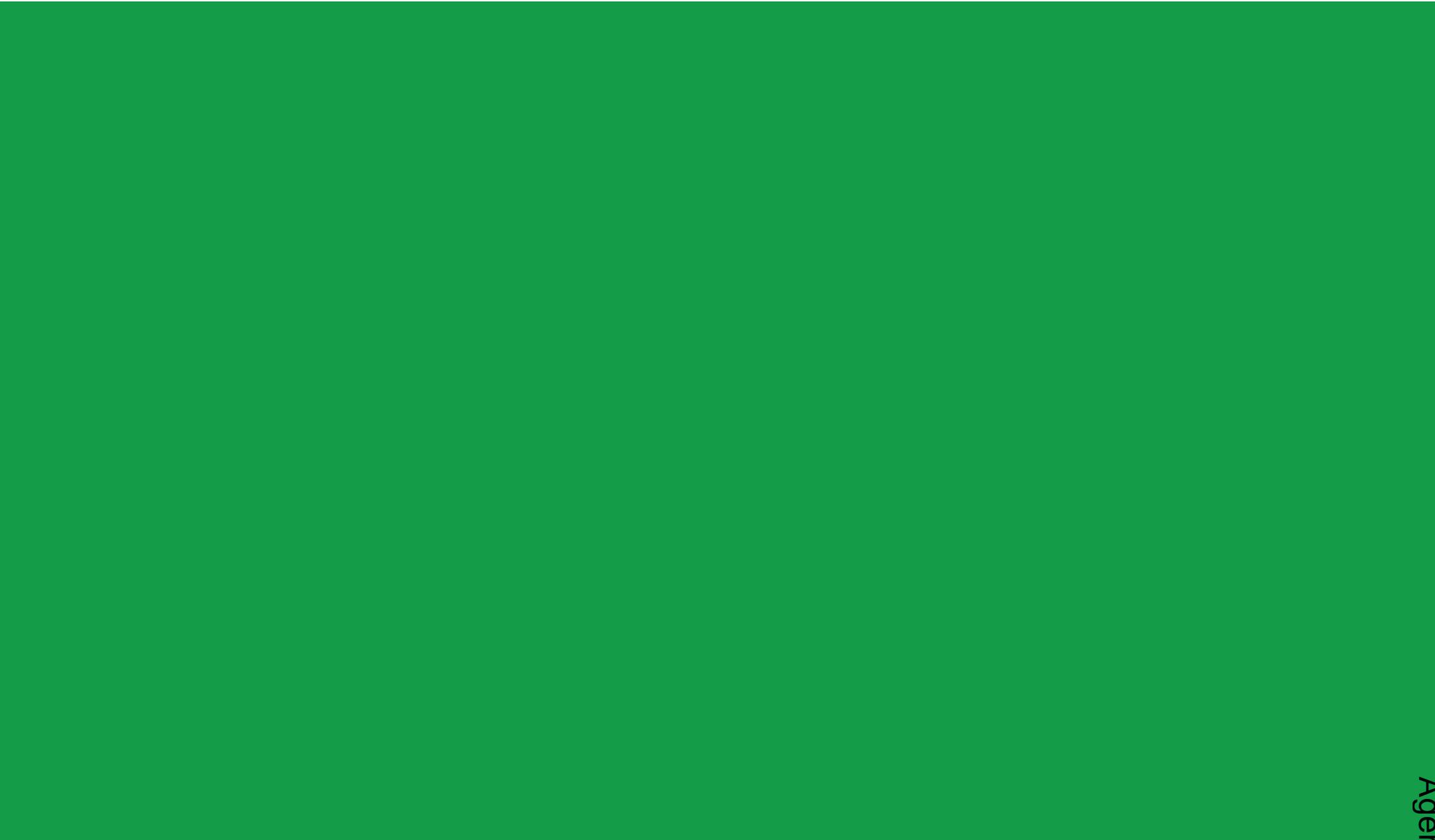
Tree lined streets with leisure path



Tree lined streets

FIGURE 6D: MOVEMENT DESIGN PRECEDENTS

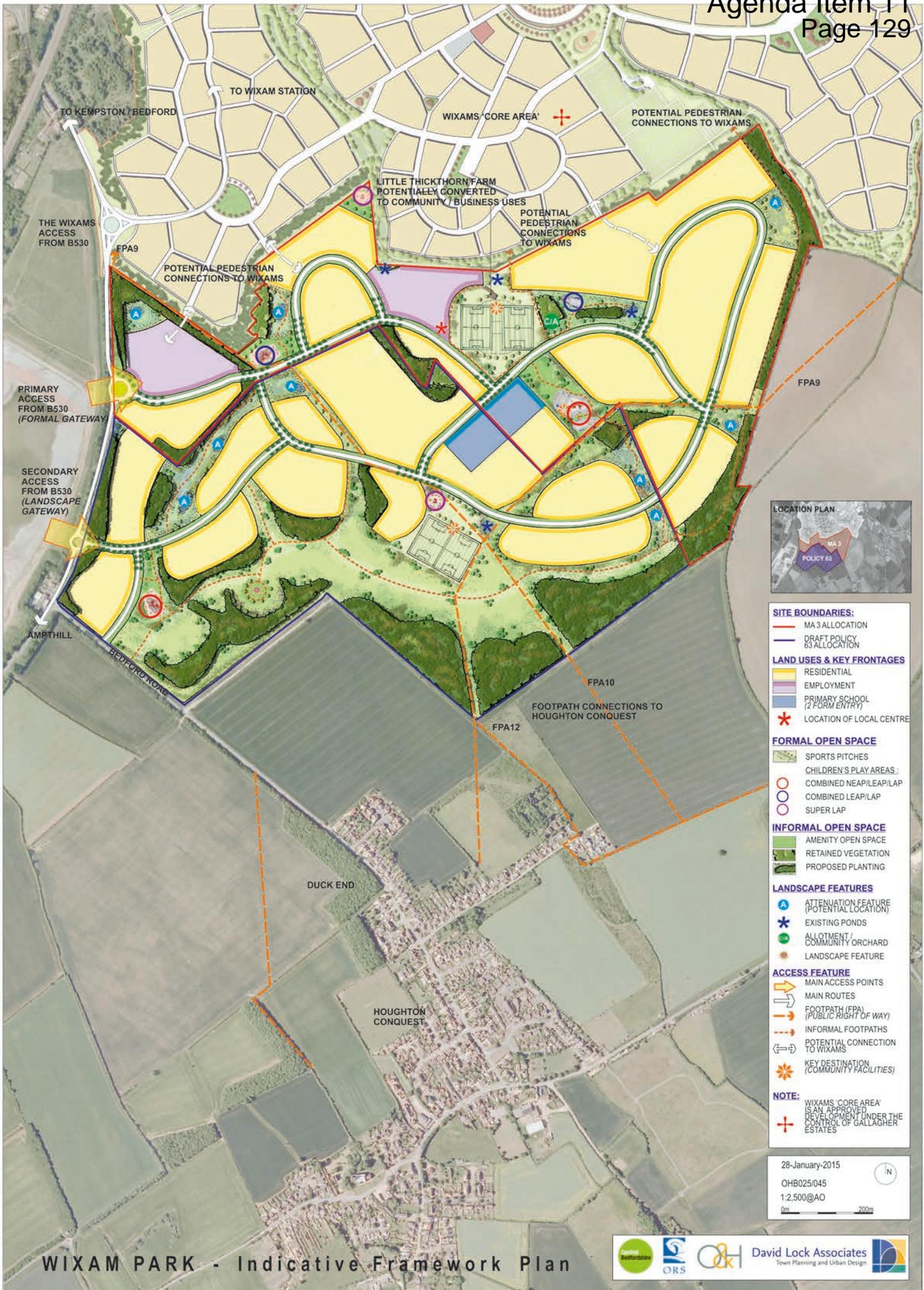
PLAN REF: OHB025



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WIXAM PARK - Indicative Framework Plan

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# Wixam Park

## Consultation Report

February 2015

Prepared in collaboration with Central Bedfordshire Council



David Lock Associates  
Town Planning and Urban Design



Inside cover:

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## Wixam Park Consultation Report Contents

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## 1.0 INTRODUCTION

- 1.1 This statement provides details of the consultation undertaken to inform the preparation of the Submission Draft Wixam Park Master Plan Document, in accordance with Central Bedfordshire's guidelines.
- 1.2 The consultation comprised various elements over the course of the preparation and evolution of the Master Plan Document and culminated with the main public consultation exercise undertaken from September 2013 to November 2013, including a joint public exhibition by Central Bedfordshire Council and the landowners / promoters, O&H Properties Ltd and Old Road Securities Plc.

### Policy Background

- 1.3 Wixam Park is the collective name for the two separate sites (Policy MA3 and Draft Policy 63). The close relationship of these two policy areas requires a joint approach to master planning to ensure that a holistic and fully integrated development is delivered. The requirements of both policies are set out below:

#### **Policy MA3: Land South of the Wixams (Central Bedfordshire Site Allocations Development Plan Document, adopted April 2011)**

- 1.4 Following the adoption of the Core Strategy and Development Management Policies Development Plan Document (2009) in the north of Central Bedfordshire, the Council prepared and adopted a Site Allocations Development Plan Document (DPD) which provided a greater level of detail on the location of development. As part of this Document Policy MA3 allocates the land south of the Wixams for mixed use development comprising:
  - o **1,000+ dwellings;**
  - o A minimum of **5ha of employment** land; *and*
  - o Other uses as identified through the proposed Planning and Development Brief and Master Plan.

#### **Draft Policy 63: Wixams Southern Extension (Pre-Submission Development Strategy, January 2013)**

- 1.5 Draft Policy 63 allocates the land known as Wixams Southern Expansion (land immediately south of the MA3 allocation) for a mixed use development comprising:
  - o **500 dwellings;** and
  - o The Wixams countryside park.
- 1.6 A requirement of both adopted Policy MA3 and emerging Policy 63 is the preparation of a master plan to guide the comprehensive development of both sites.
- 1.7 Community and stakeholder involvement is an important part of preparing plans and development proposals for sites and the National Planning Policy Framework states at paragraph 155 that '*Early and meaningful engagement and collaboration with neighbourhoods, local organisations and businesses is essential*'. Paragraph 190 notes that the earlier in the planning process that issues can be resolved the greater the benefits and that early consultation with statutory consultees will help to reduce unnecessary delays.
- 1.8 Central Bedfordshire Council adopted their Statement of Community Involvement (SCI) in October 2012 which sets out who and when various parties should be involved in the planning process from plan-making to planning applications. This document indicates that where certain proposals are considered to have '*widespread implications for a large number of residents, the environment, the landscape and traffic / travel choices*' the Council will require more effort and resources to be put into the consultation process. For such developments the SCI sets out what the Council may wish to see:
  - Developers or landowners taking a lead role in this as part of their obligations to the local community
  - Local people in the settlement affected or nearby communities consulted
  - A considerable amount of exhibitions / workshops run with the local community
  - Extra effort made to engage with hard to reach groups

- Optimal community benefits identified through effective and demonstrable engagement with local people
- The setting up of focus groups to help resolve particularly important issues.

## 2.0 CONSULTATION UNDERTAKEN

### Early consultation – Stakeholder Workshop

- 2.1 In the early stages of preparing the Wixam Park Master Plan Document a stakeholder workshop was held on 16<sup>th</sup> January 2013 at the Forest Centre, Marston Moretaine. This was attended by a wide range of technical officers from Central Bedfordshire Council and Bedford Borough Council as well as other key local stakeholders including representatives from the Forest of Marston Vale and the local Parish Councils. In total the stakeholder workshop was attended by 25 officers, stakeholders, representatives from O&H Properties Ltd and Old Road Securities Plc (ORS) and the consultant team.
- 2.2 The stakeholder workshop helped identify key issues at an early stage in the process and facilitated a collaborative and comprehensive discussion on site wide issues to ensure that further work on the Master Plan could take account of and seek to address the matters raised.
- 2.3 A series of follow-up meetings and conversations were undertaken with attendees.

### Houghton Conquest Parish Council Presentation and Site Visit

- 2.4 Following the preparation of the first draft Master Plan and associated Master Plan Document, a site visit and presentation was held on 17<sup>th</sup> July 2013 with Houghton Conquest Parish Council and the elected member for the Parish. The purpose of this event was to provide an update to the Parish Council and explain the Master Plan, particularly the relationship of the site to the neighbouring village of Houghton Conquest and the disposition of the proposed Wixams Countryside Park. The presentation also provided an opportunity to set out the formal consultation programme and notify the Parish Council of the likely public consultation dates.

### Public Consultation

- 2.5 Following this early consultation a Consultation Draft Wixam Park Master Plan Document was prepared for formal public consultation purposes in September 2013. A formal six week public consultation exercise was undertaken between 27<sup>th</sup> September 2013 and 8<sup>th</sup> November 2013.
- 2.6 To commence the period of public consultation a public exhibition was held on 27<sup>th</sup> September 2013 at Houghton Conquest Village Hall, High Street, Houghton Conquest between 2pm and 8pm.
- 2.7 The consultation and public exhibition were publicised through the following:
  - Article in local press (Press Release is included at Appendix A);
  - As a news item on the Council's website;
  - Email notifications of the exhibition and consultation were also sent to local members, officers, stakeholders and parish councils including a link to the relevant consultation page on the Council's website;
  - A letter providing an overview of the proposals and details of the consultation and the exhibition location and timing was distributed to statutory consultees, the CBC consultation database and residents of Houghton Conquest and Wixams (Appendix B);
  - Site notices / posters were also displayed in various locations in Houghton Conquest, Wixams and Ampthill (Appendix C).
  - Article in the Houghton Conquest Parish Newsletter (Appendix D).
- 2.8 Copies of the draft consultation document were made available for public inspection throughout the public consultation period at Central Bedfordshire Council offices at Priory House, Chicksands and Central Bedfordshire Council Customer Service Centres, copies were also placed in Flitwick Library and Ampthill Library. In addition the document was available via the Council's consultation page on the CBC website. To ensure the exhibition could be viewed by as many people as possible, following the exhibition on 27<sup>th</sup> September, the exhibition boards were then displayed in the reception area of the CBC offices at Priory House for the duration of the consultation period.

**Public Exhibition**

2.9 The public exhibition was open and staffed for six hours with members of the public and other stakeholders attending throughout this time. A display of exhibition boards (Appendix E) was set up and a questionnaire (Appendix F) was provided to attendees as they arrived at Houghton Conquest Village Hall. Hard copies of the draft Master Plan document were also available together with large scale aerial images of the site and the Indicative Framework Plan. A response box was available at the exhibition for participants to return completed questionnaires, alternatively the questionnaire itself also included a freepost address and email address so that it could be returned to CBC via post or email or it could be completed online on the consultation webpage of the CBC website.



*Exhibition Boards*

2.10 Representatives from Central Bedfordshire Council, O&H Properties, ORS Plc and the consultant team were available during the exhibition to discuss the proposals with members of the public and respond to questions and queries raised.

2.11 A register of attendees was kept and this recorded that 146 people attended the exhibition.



*Public Exhibition*

### Questionnaire

2.12 A total of 63 completed questionnaires and responses were received, of this:

- 9 were posted in the response box at the exhibition
- 48 were completed via the online 'survey monkey' portal
- 5 were received through the post / in paper copy to Central Bedfordshire Council after the exhibition.

2.13 In addition to the questionnaires, a number of written responses were also received from stakeholders and CBC technical officers.

### Results of the Public Consultation

2.14 The comments received were predominantly from residents of Central Bedfordshire and an analysis of the questionnaires indicated a high proportion were residents residing in Houghton Conquest.

2.15 A broad range of comments were received and all comments were recorded and key themes raised have been identified. The results from the questionnaire, including key themes raised, have been considered and these are set out in a table in Appendix G which also provides a response to the issues raised.

2.16 A number of comments were received from stakeholders, these were also recorded, assessed and taken into account in revising the Master Plan Document. A summary of the stakeholder comments is provided in Appendix H.

### 3.0 CHANGES TO MASTER PLAN DOCUMENT

3.1 To take account of comments received during the public consultation, a number of amendments have been incorporated into the Indicative Framework Plan and Master Plan Document. The key changes are set out below and have been discussed and agreed with CBC officers.

Key amendments from consultation:

a) **Changes to the Indicative Framework Plan:**

- i. *Employment distribution* – the primary street from the primary access junction was realigned to facilitate the redistribution of the employment land uses parcels. The disposition of employment parcels has been refined to provide two consolidated employment areas - one large parcel at the gateway to Wixam Park and one adjacent to the proposed local centre facilities. This helps provide an enhanced employment frontage onto the B530, whilst retaining an alternative employment offer within the centre of the site;
- ii. *Increase in Play space* - amendments to the children's play space provision to accord with the newly adopted CBC Leisure Strategy Standards;
- iii. Creation of a new informal footpath to show a connection from the south western most residential parcel to the children's play area.

b) **Woodland planting** - to reflect the strong preference for comprehensive woodland planting within the countryside park the reference to 'small groups of tree planting' has been amended to 'belts of tree planting'.

c) **Countryside park:**

- i. Associated with the secondary access options as set out in (d) below, a strong preference for the option that delivered a widening of the countryside park to the east of the site was selected. This increase in the extent and disposition of the countryside park is achievable through the reallocation of a residential parcel fronting the B530. Following discussions with the local ward member, the increase in the width countryside park was pursued in the final Indicative Framework Plan;
- ii. Following the adoption of the CBC Leisure Strategy which incorporated substantial specifications for formal Country Parks, it was considered that the terminology of a 'Country Park' was not appropriate in respect of this open space in light of the standards that would apply, which would not be appropriate in the Wixam Park context. As such it will now be referred to as 'Wixams Countryside Park'.

d) **Secondary Access** - Following the consultation on the two secondary access options, in discussion with CBC officers and to reflect the resultant preference to an increased width of countryside park, the creation of a roundabout with the partial realignment of Bedford Road and closure of the existing T-junction was selected as the preferred option. This will help alleviate current concerns that are understood to exist in relation to the existing Bedford Road / B530 junction.

e) **Surface Water Drainage** – to demonstrate that the site's topography, existing drainage characteristics and drainage requirements of the proposed development have been taken into account in developing the Indicative Framework Plan, broad surface water drainage catchments have been incorporated onto the existing 'Topography Plan'. These indicate how the sustainable drainage features and green infrastructure have been incorporated into and influenced the layout of the Framework Plan.

f) **Greenways** – following comments from and discussions with CBC Open Space officers a 'Greenways' Plan has now been incorporated into the Masterplan Document to demonstrate how an integrated green infrastructure network has been designed to facilitate the key pedestrian and cycle connections and provide linkages between the key destinations.

- g) **Sustainability Principles** - A Sustainability section (Section 4) has been included so as to identify what measures key principles should be applied to the development will adopt to ensure that it is a more sustainable development.
- h) **Addition of Policy References** – to reflect the recent adoption of the CBC Design Guide, text has been added to the document to ensure that any future development is consistent with this key policy guidance in addition to the Master Plan Document.



## APPENDIX A – CBC PRESS RELEASE

## Central Bedfordshire Press Release



*For Immediate Release*

PR 1701

20 September 2013

### **Have your say on a Master Plan for Wixam Park**

Central Bedfordshire Council is asking local residents to comment on emerging plans for Wixam Park, a development to the south of the new Wixams settlement.

A Master Plan is being developed by the council and developers to help guide development of the site which will be called Wixam Park. The site will provide around 1500 homes in total, 5 hectares of employment land and other mixed uses and community facilities. It also proposes a new country park that will provide a permanent parkland boundary to the Wixams development.

It is on this Master Plan that the council is looking for comments. There will be an exhibition on Friday, 27 September at Houghton Conquest Village Hall, High Street between 2-8pm.

A six-week consultation also begins on that day, running until Friday 8 November. People can pass on their feedback via an online questionnaire at [www.centralbedfordshire.gov.uk/consultations](http://www.centralbedfordshire.gov.uk/consultations) or by picking up a paper copy at the council's Bedford and Chicksands offices or Ampthill and Flitwick libraries. You can also request a paper copy by called the Local Planning and Housing team on 0300 300 4353.

Cllr Nigel Young, Executive Member for Sustainable Communities (Strategic Planning and Economic Development) said: "We're really conscious that development needs to be planned properly because we're talking about building communities, not just houses.

"This Master Plan seeks to do just that, by suggesting how the site should best be planned as a new neighbourhood of the Wixams development. It sets out an idea of how the land might be used to benefit the communities

that will live there, looking at the edges of development, what mix of buildings there could be, how it connects to key roads and other communities, what community facilities there will be and how the country park could be a great feature for everyone to enjoy.

"We would really encourage people to pass on their thoughts and feedback to the draft Master Plan. You can do so until 8 November and we would welcome comments on our suggestions."

The Master Plan is being developed alongside the council's Development Strategy, which will be the main planning document for Central Bedfordshire when complete. It will be designed to provide guidance to developers who may submit planning applications for the sites.

Wixam Park is located to the south of Bedford, west of the A6 and east of the B530.

It is immediately south of the planned new settlement at Wixams and north of Houghton Conquest.

All written comments should be submitted by Friday 8 November 2013, and posted to the following freepost address or emailed to

[ldf@centralbedfordshire.gov.uk](mailto:ldf@centralbedfordshire.gov.uk)

Wixam Park Draft Master Plan consultation

FREEPOST RSJS GBB2 SRZT  
Central Bedfordshire Council  
Priory House  
Monks Walk  
Chicksands  
Shefford  
SG17 5TQ

Cllr Young added: "After the consultation period, we'll be updating the Master Plan – taking into account any relevant suggestions or comments we've received. That revised Plan will then be considered by the Executive Committee of the council."

ENDS

Wixam Park is the collective name for two separate sites that are situated immediately to the south of the new Wixams settlement:

- MA3 – this land is already allocated in Central Bedfordshire’s adopted Site Allocations (North) Development Plan Document (2011) for 1,000+ new homes, 5 hectares of employment land and other mixed uses;
- Draft Policy 63 – this land has been identified in the Council’s emerging Development Strategy to provide approximately 500 new homes and a country park.

**For further information please contact Anna Copperwheat, Media Officer on 0300 300 4671 or email [anna.copperwheat@centralbedfordshire.gov.uk](mailto:anna.copperwheat@centralbedfordshire.gov.uk)**

**Please do not reply directly to this email**

## APPENDIX B – CBC NOTIFICATION LETTER

**Gary Alderson**  
**Director of Environmental & Planning**  
**Services**

«LastName»  
«Jobtitle»  
«Address1»  
«Address2»  
«County»  
«State»  
«Postcode»

**please ask for**  
**direct line**  
**e-mail**  
**fax no**  
**web-site**  
**your reference**  
**our reference**  
**date**

LDF Team  
0300 300 4353  
ldf@centralbedfordshirebeds.gov.uk  
[www.centralbedfordshire.gov.uk](http://www.centralbedfordshire.gov.uk)  
-  
LDF/CM/Wixam Park MP

Dear «Dear»

### **Consultation on Wixam Park Master Plan**

The Wixam Park Master Plan is being published for comment starting **Friday 27<sup>th</sup> September 2013 for six weeks until Friday 8<sup>th</sup> November 2013.**

The Master Plan is being developed alongside the Development Strategy<sup>1</sup>, which will be the main planning document for Central Bedfordshire.

Wixam Park is the collective name for two separate sites that are situated immediately to the south of the new Wixams settlement:

- MA3 – this land is already allocated in Central Bedfordshire's adopted Site Allocations (North) Development Plan Document (2011) for 1,000+ new homes, 5 hectares of employment land and other mixed uses;
- Draft Policy 63 – this land has been identified in the Council's emerging Development Strategy to provide approximately 500 new homes and a country park.

Together these two sites are intended to form a southern extension to the new settlement of Wixams and deliver up to 1,500 new homes, 5 hectares of employment land, as well as community infrastructure and a new country park.

There is a requirement to produce a Master Plan Document for this development in order to demonstrate how the land can be delivered in a coordinated and sustainable manner, and how this development will integrate into the Wixams settlement.

Central Bedfordshire Council has been working alongside site promoters O&H Properties and ORS Ltd to produce a draft Master Plan Document which is being put up for public consultation.

You are invited to view plans and have your say on the emerging development proposals for Wixam Park. There are a number of ways in which to view and comment on the draft document:

1) Visit the Public Exhibition:

- **A public exhibition is taking place on Friday 27<sup>th</sup> September 2013 (between 2pm-8pm) at Houghton Conquest Village Hall, High Street, Houghton Conquest**

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<sup>1</sup> The Development Strategy sets out new policies for development including how many houses and jobs are needed and where they should go; as well as more detailed policies which will be used to determine planning applications.

2) Visit the website:

[www.centralbedfordshire.gov.uk/council-and-democracy/have-your-say/currentonline-consultations.aspx](http://www.centralbedfordshire.gov.uk/council-and-democracy/have-your-say/currentonline-consultations.aspx)

3) View the document at the following locations:

- CBC Offices, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ
- CBC Offices, Technology House, Floor 2, 239 Ampthill Road, Bedford MK41 9BD
- Ampthill Library, 1 Dunstable Street, Ampthill MK45 2NL (Opening hours: Mon 10am-6pm; Tues Closed; Weds 10am-6pm; Thurs 2pm-6pm; Fri 10am-6pm; Sat 10am-1pm; Sun Closed)
- Flitwick Library, Coniston Road, Flitwick MK45 1QJ (Opening Hours: Mon 9:30am-6pm; Tues 9:30am-6pm; Weds Closed; Thurs 9:30am-6pm; Fri 9:30am-6pm; Sat 9:30am-4pm; Sun Closed)

4) Paper copies of the document are available on request by contacting the Local Planning and Housing Team on Tel. 0300 300 4353.

All written comments should be submitted by Friday 8<sup>th</sup> November 2013, and posted to the following freepost address or emailed to [ldf@centralbedfordshire.gov.uk](mailto:ldf@centralbedfordshire.gov.uk)

Wixam Park Draft Master Plan consultation

FREEPOST RSJS GBB2 SRZT  
Central Bedfordshire Council  
Priory House  
Monks Walk  
Chicksands  
Shefford  
SG17 5TQ

Following this consultation period, the master plan will be updated, taking account of any relevant suggestions or comments received. The revised master plan will then be considered by the Executive Committee of Central Bedfordshire Council for endorsement as technical guidance.

Yours sincerely



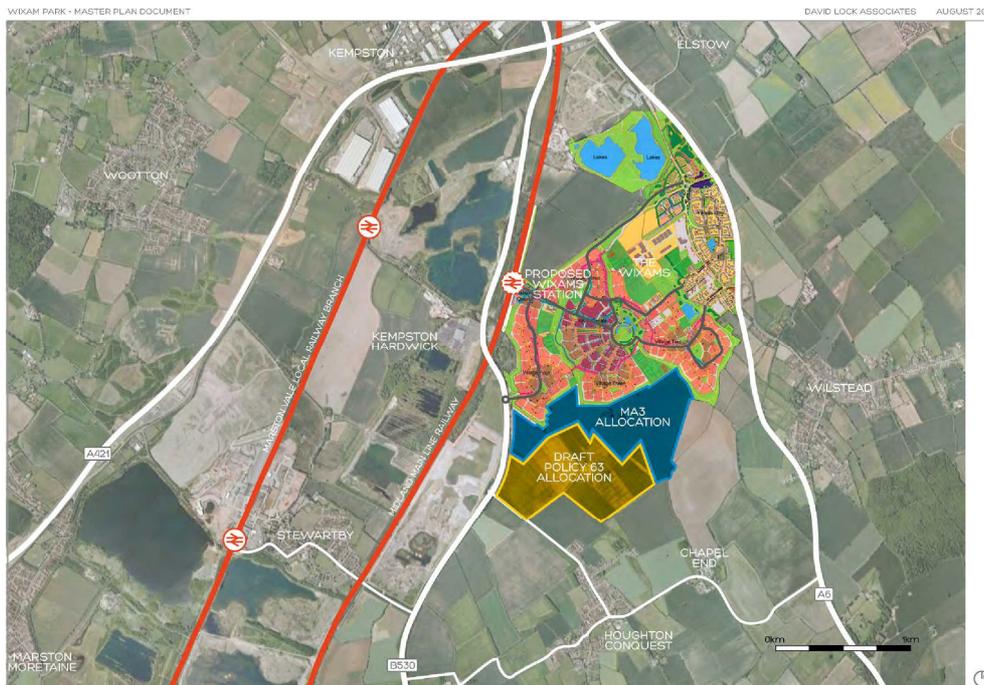
**Richard Fox,**  
**Head of Development Planning and Housing Strategy**

## APPENDIX C – CBC CONSULTATION POSTER ADVERTISEMENT

# HAVE YOUR SAY...

## ...on the proposed Wixam Park development

You are invited to view emerging plans for Wixam Park; a southern extension to the new Wixams settlement delivering up to 1,500 new homes, 5 hectares of employment land, as well as community infrastructure and a new country park.



To have a look at the draft Master Plan and ask any questions, come along to the public exhibition on **Friday 27<sup>th</sup> September** at **Houghton Conquest Village Hall** between **2-8pm**.

You can comment on the plans from 27 September to 8 November. Find out more at: [www.centralbedfordshire.gov.uk/consultations](http://www.centralbedfordshire.gov.uk/consultations)

Alternatively, you can view copies of the document at Ampthill and Flitwick libraries or our Bedford and Chicksands offices.

For further information and requests contact CBC Local Planning & Housing Team

Tel: 03003004353 @: [ldf@centralbedfordshire.gov.uk](mailto:ldf@centralbedfordshire.gov.uk)

# Wixam Park Development

## Public Consultation Details

### What's it all about?

You are invited to view plans and have your say on the emerging development proposals for Wixam Park - the collective name for two areas of land south of the new Wixams settlement.

This development is intended to form a southern extension to the Wixams and deliver up to 1,500 new homes, 5 hectares of employment land, as well as community infrastructure and a new country park.

There is a requirement to produce a Master Plan Document for this development in order to demonstrate how the land can be delivered in a coordinated and sustainable manner, and how this development will integrate into the existing Wixams settlement.

Central Bedfordshire Council has worked alongside site promoters O&H Properties and ORS Ltd to produce a draft Master Plan Document which is being put up for public consultation for six weeks from 27th September to 8th November 2013.

### How can I view the consultation material?

- Visit the Public Exhibition:
  - **Friday 27<sup>th</sup> September 2013 (2pm-8pm)**
  - **Houghton Conquest Village Hall, High Street, Houghton Conquest**
- Visit the website:
  - [www.centralbedfordshire.gov.uk/council-and-democracy/have-your-say/current-online-consultations.aspx](http://www.centralbedfordshire.gov.uk/council-and-democracy/have-your-say/current-online-consultations.aspx)
- View paper copies of the document at the following locations: (during normal working hours)
  - CBC Offices, Priory House, Monks Walk, Chicksands, Shefford, SG17 5TQ
  - CBC Offices, Technology House, Floor 2, 239 Ampthill Road, Bedford, MK41 9BD
  - Ampthill Library, 1 Dunstable Street, Ampthill, MK45 2NL  
(Opening hours: Mon 10am-6pm; Tues Closed; Weds 10am-6pm; Thurs 2pm-6pm; Fri 10am-6pm; Sat 10am-1pm; Sun Closed)
  - Flitwick Library, Coniston Road, Flitwick, MK45 1QJ  
(Opening hours: Mon 9:30am-6pm; Tues 9:30am-6pm; Weds Closed; Thurs 9:30am-6pm; Fri 9:30am-6pm; Sat 9:30am-4pm; Sun Closed)

### What happens after that?

Following the consultation period, questionnaires and responses will be reviewed and the Master Plan will be updated, taking account of any relevant suggestions or comments received.

The document will then be considered by the Executive Committee of Central Bedfordshire Council for endorsement as technical guidance and a framework for future planning applications.

For further information and requests  
contact CBC Local Planning &  
Housing Team

Tel: 03003004353

Email: [ldf@centralbedfordshire.gov.uk](mailto:ldf@centralbedfordshire.gov.uk)

## APPENDIX D – EXTRACT FROM PARISH COUNCIL NEWSLETTER

Wixams is a new settlement being built on the former Elstow Storage Depot having previously been identified as a strategic location for growth. The area straddles both Central Bedfordshire Council (CBC) and Bedford Borough Council areas. The area of Wixams currently being constructed has planning permission for circa 4,500 new homes, as well as associated employment land, retail and community facilities. The original plan prepared for the Wixams also recognised a potential expansion area for further development to the south of this 'core area' and within the CBC authority area.

In 2011, this land was confirmed as a further allocation for development under policy MA3 of the Central Bedfordshire (North Area) Site Allocations Development Plan Document. This allocation is for 1,000+ homes and 5 hectares of employment land. There is a requirement to 'master plan' the area to help guide this mixed-use development as well as explore the potential of additional land to the south of site MA3 to deliver further development in the longer term as well as a new country park.

CBC is currently preparing a new Development Strategy to consider and determine how best to accommodate growth in the area. This strategy sets out the overarching principles for development as well as identifying the main locations for development up to 2031. The draft document was published for consultation in January 2013 and further details may be viewed at:

<http://www.centralbedfordshire.gov.uk/planning/strategic-planning/development-strategy.aspx>

As part of this emerging strategy document, one of the areas identified to accommodate additional development is this particular piece of land (see policy 63 in the document). It could deliver up to an additional 500 homes. There is also requirement for a country park to be located on the southern edge. The park will provide significant green space for the new development and surrounding areas as well as assisting in safeguarding and maintaining separation with Houghton Conquest.

Wixam Park is the collective name for these two expansion areas (Policies MA3 and 63) intended to deliver these 1,500 homes and 5 hectares of employment land in total. The master plan (mentioned above) will, therefore, need to demonstrate how the land can be delivered in a coordinated manner. It is also important to consider how this development will be well integrated with the Wixams main settlement and will benefit from the significant infrastructure (such as schools, shops, railway station) being delivered here and ensure a sustainable development overall.

In conjunction with the site promoters O&H Properties and ORS Ltd the Council has commenced work on this master plan. As part of its preparation public consultation will soon take place on a draft master plan document, intended to be held this autumn (dates to be confirmed). This article is to give some advance notice to Houghton Conquest residents. Further details will be advertised nearer the time and a local public exhibition is planned to take place. Central Bedfordshire Council's consultation webpage will be updated with further news as it becomes available. In the meantime, here is the address for when the consultation material becomes available:

<http://www.centralbedfordshire.gov.uk/planning/strategic-planning/consultation-and-news.aspx>

Please contact the Council's Local Planning and Housing Team with any queries you may have (Carry Murphy Tel. 0300 300 4374 or [carry.murphy@centralbedfordshire.gov.uk](mailto:carry.murphy@centralbedfordshire.gov.uk)).

Comments received from the consultation process will help inform the preparation of a final document. The next stage will then be for the document to be considered for endorsement and adoption by CBC to act as technical guidance for the determination of future planning applications.

The Council and site promoters have also been in contact with the Parish Council on this work. Recently there was an opportunity for Councillors to undertake a site visit of the area and to hear about different elements of the proposals being worked up into the master plan. We look forward to continuing this dialogue as we move towards the public consultation stage.

## APPENDIX E – EXHIBITION BOARDS



# Introduction to Wixam Park

## WELCOME TO THE WIXAM PARK PUBLIC CONSULTATION EVENT

This consultation is being led by Central Bedfordshire Council together with the sites' promoters to seek your views on the emerging proposals for Wixam Park.

Wixam Park is the collective name for two separate sites that are situated immediately to the south of the Wixams new settlement:

- » **MA3** – this land is already allocated in Central Bedfordshire Council's adopted Site Allocations document (2011) for 1000+ new homes, 5 hectares of employment land and other mixed uses;
- » **Draft Policy 63** – this land has been identified in the Council's emerging Development Strategy to provide approximately 500 new homes and a country park.

Together these two sites will form a southern extension to the Wixams new settlement.

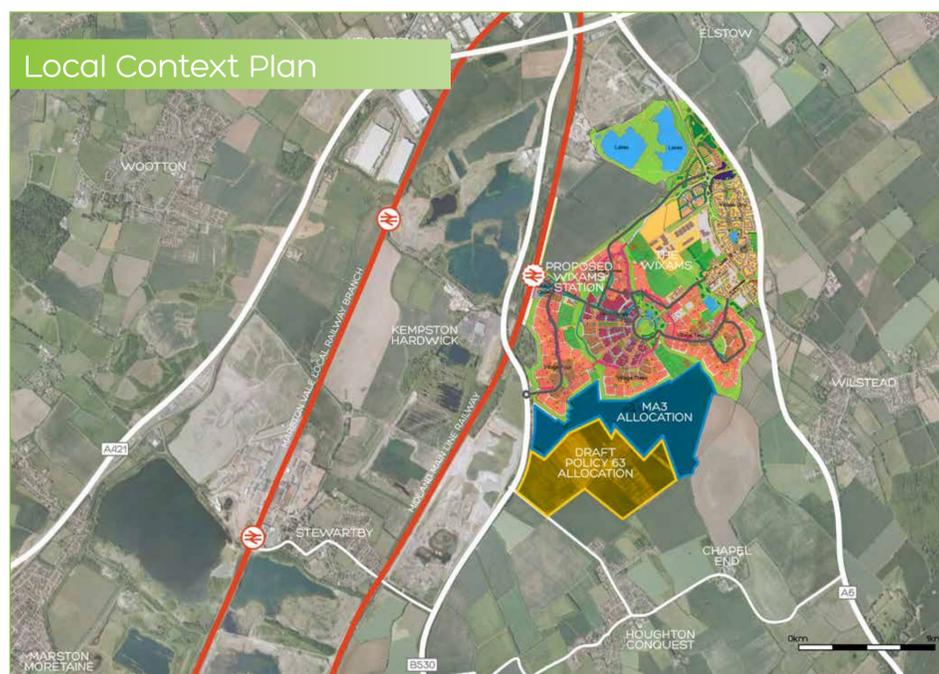
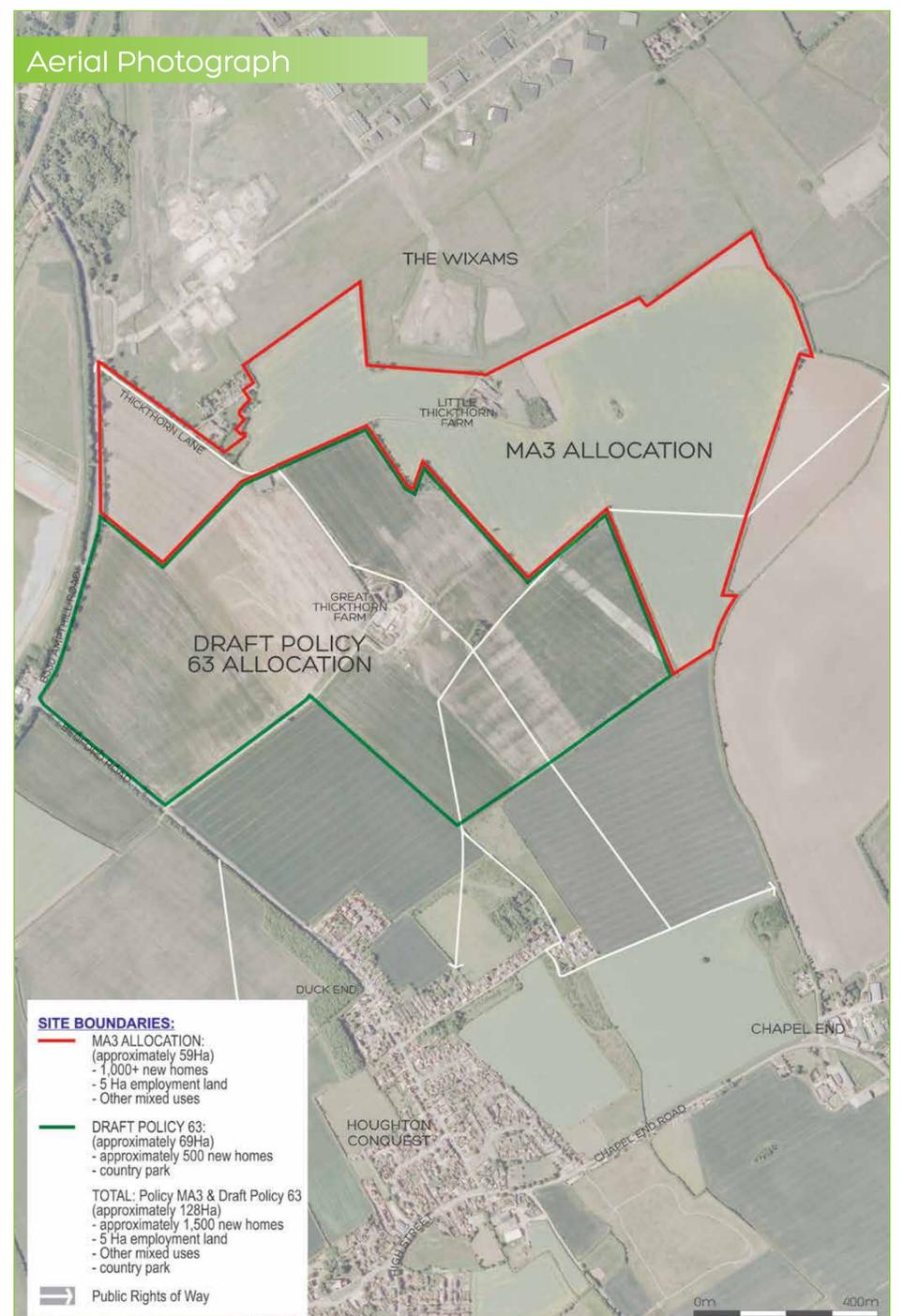
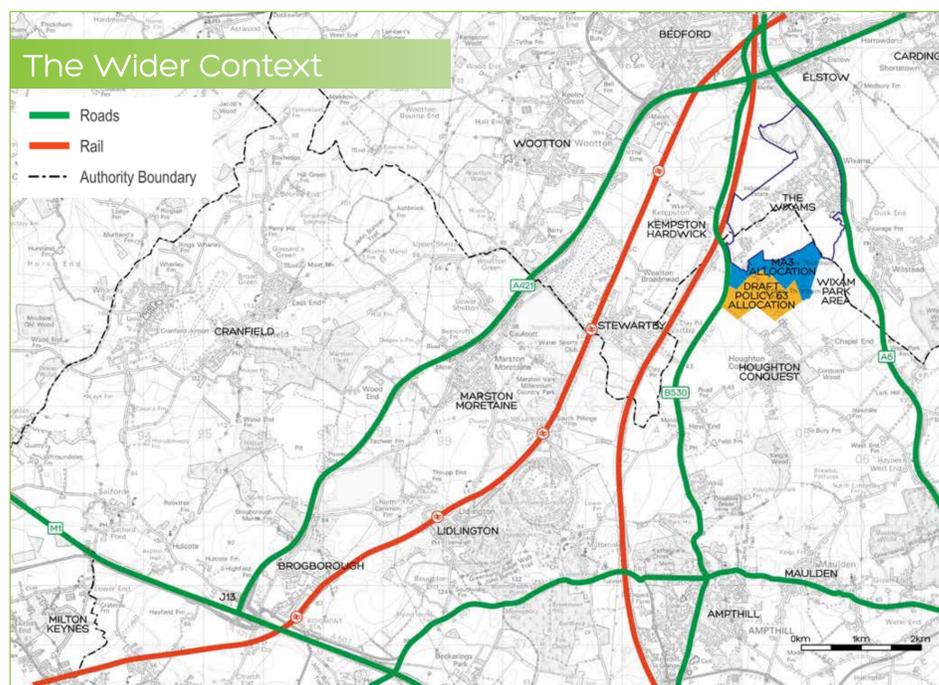
## SITE LOCATION

Wixam Park is located to the south of Bedford, west of the A6 and east of the B530.

It is situated immediately south of the planned new settlement at Wixams and north of Houghton Conquest.

## EXPANSION TO THE WIXAMS

The Wixams has outline planning permission, granted in 2006, for 4,500 new homes to be developed in a series of four villages with a town centre and railway station. The potential to extend the Wixams beyond this 'Core Area' has long been established and future expansion areas were identified in the 'Eltow New Settlement Planning and Development Brief' (Adopted September 1999).



# What is this Consultation for?

Central Bedfordshire Council is currently preparing a new Development Strategy to establish how to best accommodate its growth over the next 20 years (to 2031).

As part of this process the Council are developing a number of Master Plan documents for each of the urban extensions which they are seeking to allocate to help deliver strategic growth.

The Master Plan document for Wixam Park is important as it demonstrates how a coordinated approach to masterplanning for the two separate sites can be achieved to deliver a holistic community.

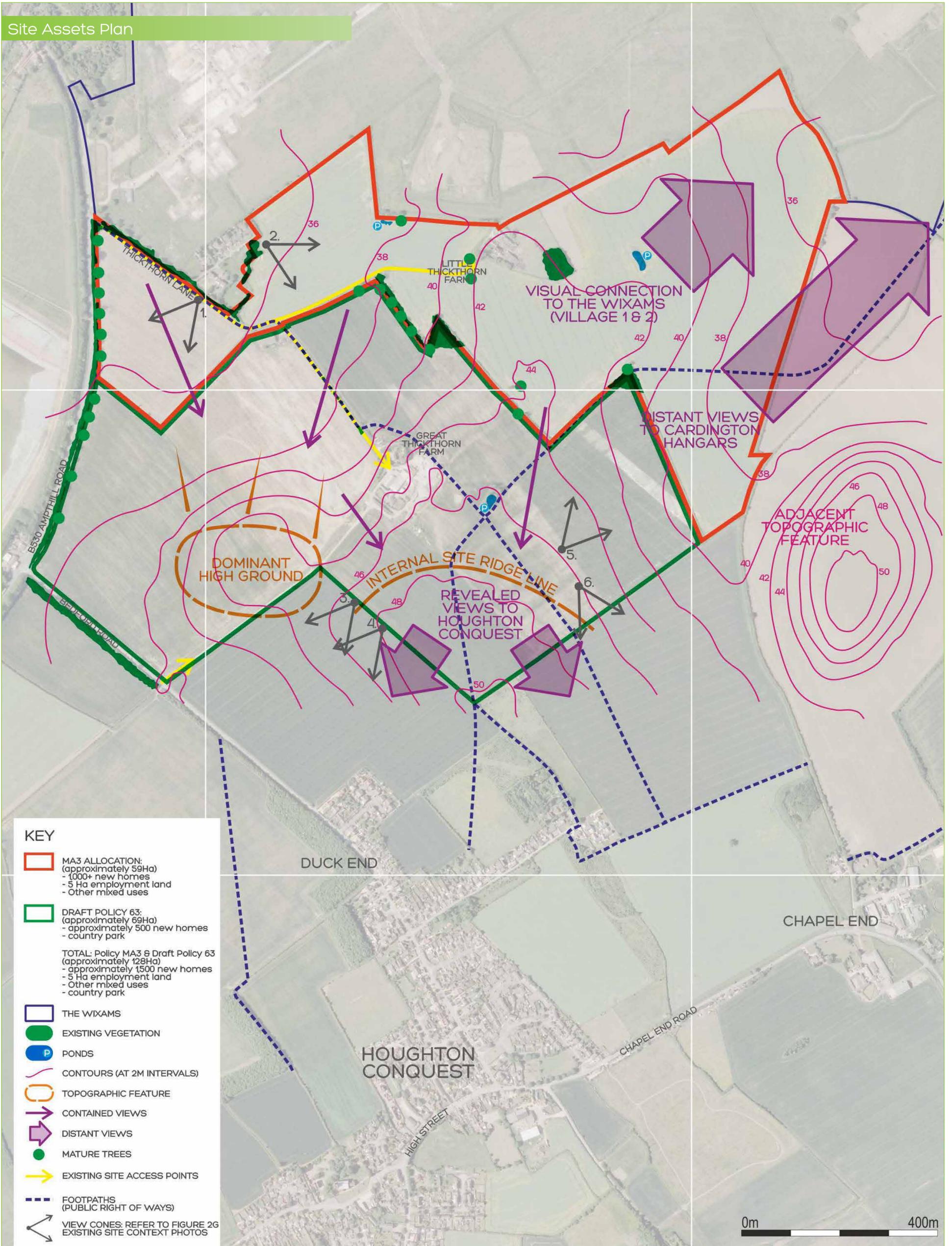
The Wixam Park Master Plan Document sets out a number of high level principles that will inform the design of this development and provides a conceptual illustration of how the land uses, as set out in the two policies, could be arranged to ensure that a complementary extension to the Wixams is delivered.

The Master Plan also demonstrates how the development within the Draft Policy 63 area will deliver a country park that will provide a permanent parkland edge to the Wixams.

# Introduction



# Site Assets



**KEY**

- MA3 ALLOCATION:  
(approximately 59Ha)  
- 1000+ new homes  
- 5 Ha employment land  
- Other mixed uses
- DRAFT POLICY 63:  
(approximately 69Ha)  
- approximately 500 new homes  
- country park
- TOTAL: Policy MA3 & Draft Policy 63  
(approximately 128Ha)  
- approximately 1500 new homes  
- 5 Ha employment land  
- Other mixed uses  
- country park
- THE WIXAMS
- EXISTING VEGETATION
- P PONDS
- ~ CONTOURS (AT 2M INTERVALS)
- TOPOGRAPHIC FEATURE
- ➔ CONTAINED VIEWS
- ➔ DISTANT VIEWS
- MATURE TREES
- ➔ EXISTING SITE ACCESS POINTS
- FOOTPATHS (PUBLIC RIGHT OF WAYS)
- ➔ VIEW CONES: REFER TO FIGURE 26  
EXISTING SITE CONTEXT PHOTOS



## SITE ASSETS

Wixam Park is positioned within the Marston Vale, a clay valley, and therefore is characteristic of the local landscape. The site features are described below:

- » The land is predominantly in agricultural use with the only existing buildings associated with the two farms within the site;
- » Semi-mature groups of trees and hedgerows are present and mainly follow field boundaries;
- » Strong visual connections to the Greensand Ridge to the south of the site and the Wixams development to the north;
- » Distant views to Cardington Hangars to the north east (see photo 5);
- » Undulating topography within the Policy 63 area with an internal ridge line which contains views to the south of the site;
- » An area of dominant high ground in the south western part of the site provides a key landscape feature;
- » The site is crossed by three designated footpaths which will be retained on their existing alignment as far as possible.

These features have helped inform the emerging proposals for Wixam Park to ensure that the development is sensitive within its context.

## SITE CONTEXT PHOTOGRAPHS



1. View south from Thickthorn Lane



4. View south to Houghton Conquest close up



2. View to Little Thickthorn Farm



5. View north east to Cardington hangers



3. View south to Houghton Conquest



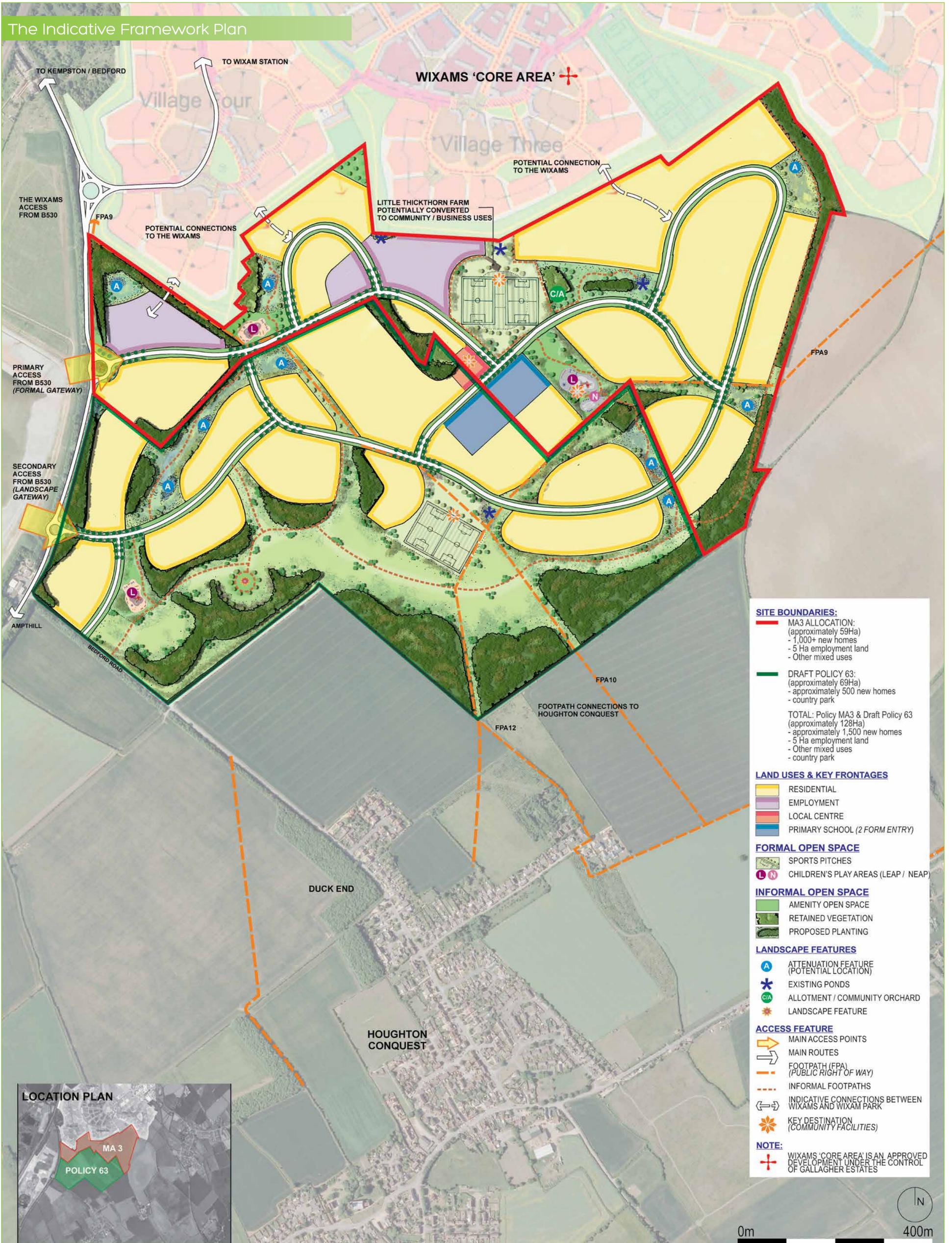
6. View South to Chapel End Road

# Site Context





# Indicative Framework Plan

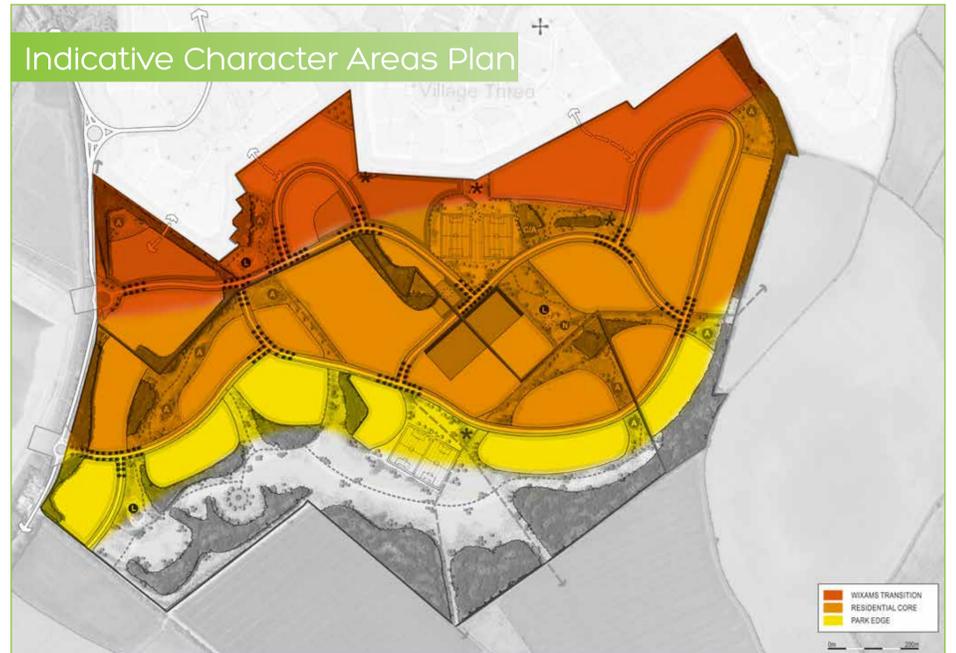


# THE VISION

The vision for Wixam Park will help meet the housing needs of Central Bedfordshire through the creation of a sustainable, southern extension to Wixams. Wixam Park will be integrated with the core area through holistic master planning and shared design aspiration. An attractive, permanent country park forms an important part of the scheme which will bring amenity benefits for the new settlement as a whole.

Wixam Park will bring new life into this part of the Vale. People can walk or cycle to Wixams town centre and station, whilst within Wixam Park local facilities, green spaces and the new country park will be accessible to both new and existing communities.

The layout and density of built environment will be designed to protect the amenity of those already living in Wixams and Houghton Conquest. New parkland and green spaces within Wixam Park will influence the style of buildings and help integrate new homes into the landscape, creating an effective transition from the urban core of Wixams to the countryside to the south.



## Character Area Precedents

### WIXAMS TRANSITION PRECEDENT PHOTOS



### RESIDENTIAL CORE PRECEDENT PHOTOS



### PARK EDGE PRECEDENT PHOTOS



# Framework Plan





# Landscape



## LANDSCAPE DESIGN

Wixam Park will be characterised by its landscape setting. The landscape design proposals have been informed by a number of key principles including:

- » Retaining existing vegetation where possible;
- » Retaining existing Public Rights of Way along their current alignments as far as possible;
- » Creating an extensive network of green infrastructure to provide a natural setting for the development;
- » Enabling the transition between built development to the open countryside;
- » Providing a robust parkland edge of the whole Wixams new settlement that can provide a strong green edge in perpetuity;
- » Ensuring the setting of and views from Houghton Conquest are protected;
- » Providing centrally located formal open spaces, including sports pitches and children's play areas;
- » Facilitating surface water drainage attenuation / sustainable drainage features (SuDS).



Raised land form



Play Areas in landscape



SuDS dry attenuation area



Pedestrian & cycle routes



Bridleways

## A NEW COUNTRY PARK

A multi-functional country park will be provided along the southern edge of Wixam Park. The country park will provide an attractive and permanent parkland edge to the development that will protect this part of the site from further development by creating a definitive boundary to the entire Wixams new settlement. The country park will be delivered alongside development in the draft Policy 63 area.

The country park is designed to be a multi-functional space including:

- » circular walks
- » picnic areas
- » pockets of new woodland
- » formal open space (playing fields and children's play areas)
- » natural play
- » sustainable drainage features (SuDS)

The country park will also have an important role in protecting the setting of and views from Houghton Conquest and therefore carefully positioned woodland planting will be used to provide an appropriate landscape between Wixam Park and the existing village to the south.



Country park landscape with adjacent housing



Parkland trees and grassland



Football pitches



Woodland and open spaces

# Landscape



# Access

## Indicative Connections between Wixams and Wixam Park:

Arrangements for creating access points along the northern boundary of the site will be agreed as part of the outline planning application thereby establishing linkages in the longer term between Wixam Park

and its facilities, including the country park, and the core of the Wixams development, including its town centre and higher order services. This will ensure all residents have access to all amenities across the new settlement.

## POINTS OF ACCESS

The Indicative Framework Plan shows two points of access into the site, both from the B530:

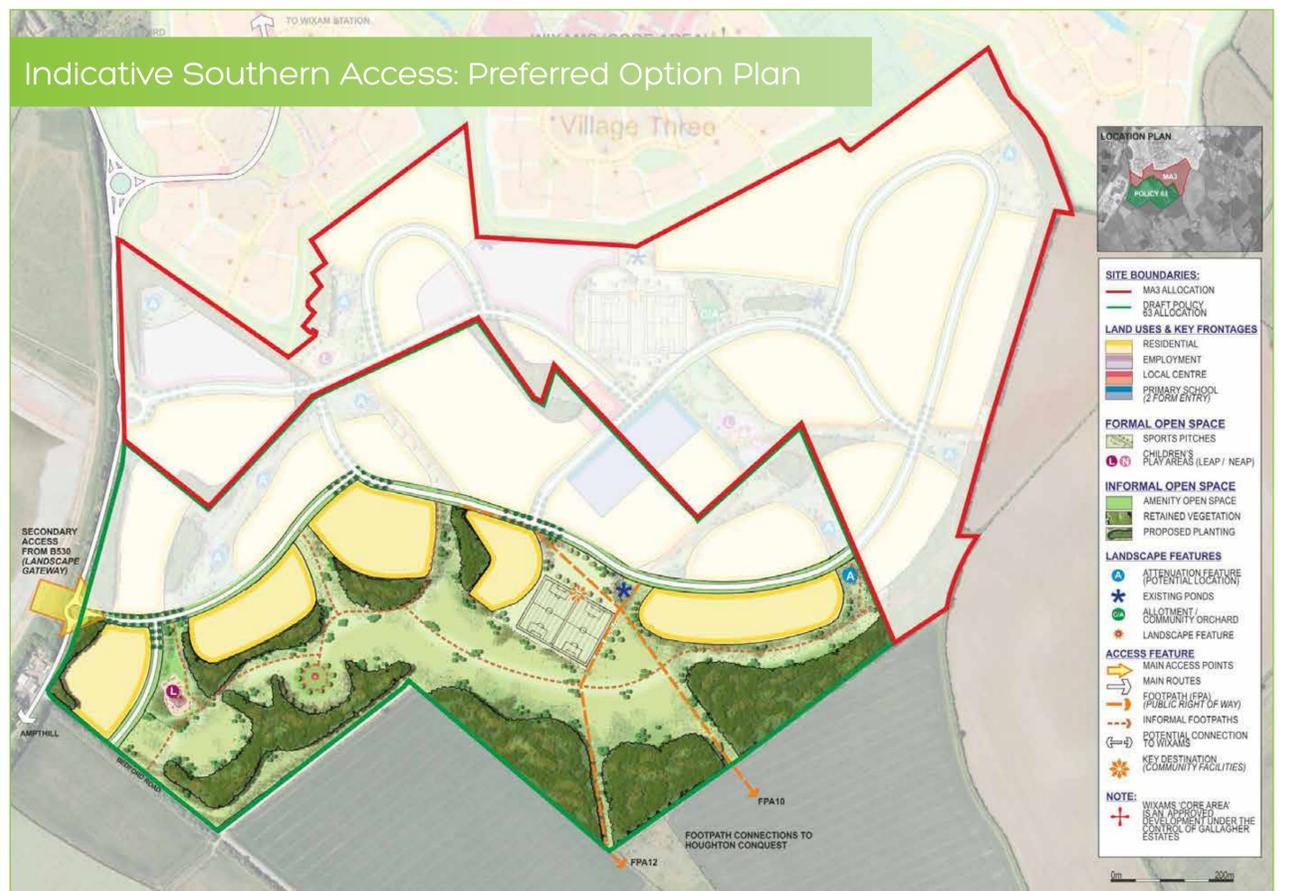
- » A new roundabout on the B530 providing access directly into MA3 – this will be the **principal access point**;
- » A **lower order access** into the draft Policy 63 area – although likely to take the form of a roundabout this will be physically smaller than the northern roundabout and reflect the character of its country park setting.



## INDICATIVE SOUTHERN ACCESS PREFERRED OPTION

This proposal for the secondary point of access positioned within the lower density part of the site and adjacent to the country park would be physically smaller in nature to the main northern access and is also likely to take the form of a roundabout.

- » The existing 40mph speed limit along the B530 would be extended to this secondary point of access to retain low vehicle speeds.
- » To help improve access to and from Houghton Conquest and resolve existing highway issues that are currently encountered at the junction of the B530 with Bedford Road, this access proposes the partial realignment of Bedford Road so that it is brought up into Wixam Park.



- » The character of the carriageway through the development will respond to the adjacent residential development and will act as a natural traffic calming mechanism as the route passes through Wixam Park.
- » This will improve access for residents of Houghton Conquest as the use of the existing junction will be eliminated through the closure of the current section of the Bedford Road for vehicular traffic adjoining the B530, providing access only into the newly created development parcel within Wixam Park.

## INDICATIVE SOUTHERN ACCESS ALTERNATIVE OPTION

- » This secondary access option will also be of a lower order to the main gateway to the site in the north and is also likely to take the form of a roundabout that is smaller in nature than the northern access to integrate with the lower density character of this part of the site.
- » As with the preferred access option (shown above), the proposed extension of the 40mph speed limit will extend along the B530 to the junction with Bedford Road.



- » To the south of this secondary roundabout the current junction between the B530 and Bedford Road would be maintained but the introduction of a lower 40mph speed limit along Bedford Road would help reduce vehicle speeds and improve the usability of this existing junction.

- » The Indicative Framework Plan has responded to this alternative access option by relocating the residential uses that front the B530 in the preferred option such that the south eastern residential parcel grows and the country park will be narrower.

# Access

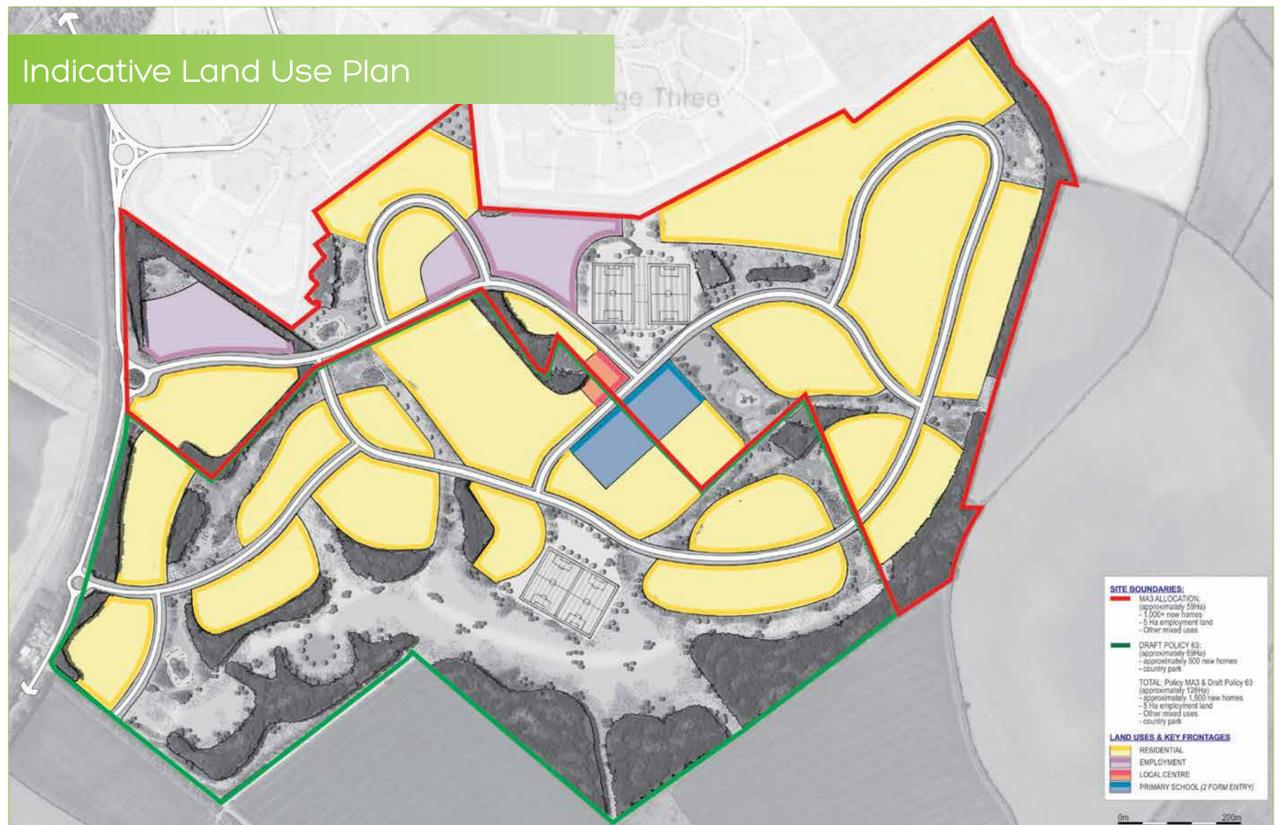




# Land Uses

The land use mix for the site is established by the policy descriptions for MA3 and Draft Policy 63 areas. In addition to the landscape and access land uses presented on previous boards the key land uses include:

- » **Residential** – circa 1,500 homes, including a mixture of types and tenures. Homes will be arranged across different residential densities ranging from lower density addressing the country park, to medium–higher densities adjacent to Wixams;
- » **Employment** – circa 5 hectares of employment land comprising a mixture of general employment uses in two locations – an entrance gateway employment site at the main site access point addressing the B530, and a central employment hub that is closely related to the mixed use centre of the scheme;



- » **Education** – provision of a Primary School and associated Early Years provision, to be located in the heart of the new community, centrally accessible for residents to support the concept of ‘walkable communities’; and

- » **Local Centre** – small scale facilities for local community that are complementary to those at the Wixams, to be provided in the centre of the development adjacent to other mixed uses including the primary school, central employment hub, community building, central playing fields and adjacent residential homes.

# Wixam Park Overview

The Wixam Park Master Plan seeks to:

- » Deliver a complementary mix of uses for Wixams and Wixam Park;
- » Define the edge of Wixams;
- » Create a well connected development;
- » Retain and enhance its landscape setting;
- » Provide a mix of uses including:
  - › Approximately 1,500 new homes at densities between 25 – 40 dwellings per hectare;
  - › 5 hectares of general employment uses;
  - › Community facilities which could include a local centre, primary school, nursery pre-school provision and a community building; and
  - › Formal and informal open space including a country park.

# Process - What Happens Next

- » The public exhibition on 27th September 2013 marks the start of the public consultation on the Consultation Draft Wixam Park Master Plan document.
- » 6 week period of public consultation between 27th September and 8th November 2013.
- » The full draft Consultation Draft Wixam Park Master Plan document is available to view on the Central Bedfordshire Council website: [www.centralbedfordshire.gov.uk/council-and-democracy/have-your-say/current-online-consultations.aspx](http://www.centralbedfordshire.gov.uk/council-and-democracy/have-your-say/current-online-consultations.aspx)
- » Questionnaires are available to complete at the public exhibition and online. Completed forms can be posted to: [Wixam Park Draft Master Plan consultation](#), FREEPOST RSJS GBB2 SRZT, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford, SG17 5TQ.
- » Following the period of public consultation, questionnaires and responses will be reviewed to inform the revision of the Master Plan Document to create the final version.
- » The final Wixam Park Master Plan document will be considered by Central Bedfordshire Council for endorsement as Technical Guidance.
- » The Wixam Park Master Plan document will inform the future detailed master planning for the two sites and will provide a framework within which an outline planning application will be prepared.

# Thank You

Central Bedfordshire

This consultation is being led by  
Central Bedfordshire Council



together with the sites' promoters



and the consultant team.

David Lock Associates  
Town Planning and Urban Design



pba  
peterbrett

BSG | ecology

## APPENDIX F - QUESTIONNAIRE



# Wixams Park Master Plan



Our draft Wixam Park Master Plan sets out proposals for the extension of Wixams to the south of the town. The proposed expansion will include up to 1,500 new homes with supporting infrastructure and facilities including five hectares of land for employment use and a country park.

We would like to hear your views on our plans so we can ensure that this Master Plan reflects the needs of the local community.

To help you answer the following questions, please refer to our Wixam Park Master Plan Consultation Document and the visual representations of what the development will look like in the plans.

**Q1 Are you responding as a (please tick one option only):**

- |   |  |
|---|--|
| <input type="radio"/> Resident of Central Bedfordshire    | <input type="radio"/> Town or Parish Council         |
| <input type="radio"/> Local business                      | <input type="radio"/> Local land owner               |
| <input type="radio"/> Community or voluntary organisation | <input type="radio"/> Other (please write in below): |

## Housing

To answer the following questions on residential development please refer to section 4 of the Wixams Park Master Plan Consultation Document.

**Q2 The proposals seek to provide a mix of house types and tenure to help create a new community that can accommodate a range of households, to what extent to you agree or disagree with this approach?**

- |                                      |                                     |   |  |   |
|--------------------------------------|-------------------------------------|---|--|---|
| <input type="radio"/> Strongly agree | <input type="radio"/> Tend to agree | <input type="radio"/> Neither agree or disagree | <input type="radio"/> Tend to disagree | <input type="radio"/> Strongly disagree |
|--------------------------------------|-------------------------------------|---|--|---|

**Q3 The proposals seek to provide for three main character areas. This includes medium residential densities close to the Wixams 'Core Area' in the north, with lower densities towards the Country Park in the south. To what extent do you agree or disagree with this approach?**

- |                                      |                                     |   |  |   |
|--------------------------------------|-------------------------------------|---|--|---|
| <input type="radio"/> Strongly agree | <input type="radio"/> Tend to agree | <input type="radio"/> Neither agree or disagree | <input type="radio"/> Tend to disagree | <input type="radio"/> Strongly disagree |
|--------------------------------------|-------------------------------------|---|--|---|

**Q4 If you have any comments to make on the proposals regarding the new homes, please provide them below.**

**Land uses**

To answer the following questions on the proposed mix of land uses please refer to section 4 of the Wixam Park Master Plan Consultation Document.

**Q5** A mix of uses are proposed at Wixam Park as a sustainable extension to the south of Wixams. The proposed layout will adopt a similar 'villages' style approach, to what extent do you agree or disagree with this design approach?

- Strongly agree       Tend to agree       Neither agree or disagree       Tend to disagree       Strongly disagree

**Q6** A number of complimentary community facilities are proposed in the heart of the development. This includes a local centre, education facilities as well as an employment hub. To what extent do you agree or disagree with locating jobs and community uses together?

- Strongly agree       Tend to agree       Neither agree or disagree       Tend to disagree       Strongly disagree

**Q7** It is proposed that some additional employment land would be located alongside the B530. This could provide a "gateway" into Wixam Park using a prominent employment building. To what extent do you agree or disagree with this as a location for employment?

- Strongly agree       Tend to agree       Neither agree or disagree       Tend to disagree       Strongly disagree

**Q8** If you have any comments to make on the proposals regarding the mix of land uses for Wixam Park, please provide them below.

**Education**

To answer the following questions on educational facilities please refer to section 4 of the Wixams Park Master Plan Consultation Document.

**Q9** It is proposed that the primary school and early years provision (pre-school) are located together centrally, to what extent do you agree or disagree with this?

- Strongly agree       Tend to agree       Neither agree or disagree       Tend to disagree       Strongly disagree

**Q10** If you have any comments to make on the proposals regarding the education provision for Wixam Park, please provide them below.

**Open Space**

To answer the following questions on open space please refer to section 5 of the Wixams Park Master Plan Consultation Document.

**Q11 It is proposed to have a network of multi-functional open spaces throughout the development (to include areas of recreational use and for biodiversity and surface water drainage purposes). To what extent do you agree or disagree with this approach?**

- Strongly agree     
  Tend to agree     
  Neither agree or disagree     
  Tend to disagree     
  Strongly disagree

**Q12 Children's play areas are proposed to be close to the new residential areas. More significant/ formal facilities such as sports pitches are located centrally (see Q5). To what extent do you agree or disagree with these locations?**

- Strongly agree     
  Tend to agree     
  Neither agree or disagree     
  Tend to disagree     
  Strongly disagree

**Q13 A county park is proposed as part of the Master Plan. This park will be an important strategic open space for the whole of the Wixams new settlement. It will provide attractive and permanent parkland edge. To what extent do you agree or disagree with the proposed location and layout of the country park?**

- Strongly agree     
  Tend to agree     
  Neither agree or disagree     
  Tend to disagree     
  Strongly disagree

**Q14 It is intended that the country park will have multi-functional uses. Please indicate what type of facilities would you like to see? Please select as many as preferred.**

- |   |  |
|---|--|
| <input type="checkbox"/> Walking routes               | <input type="checkbox"/> Natural play features                     |
| <input type="checkbox"/> Picnic areas                 | <input type="checkbox"/> Sports facilities                         |
| <input type="checkbox"/> Woodland areas               | <input type="checkbox"/> Other suggestions (please write in below) |
| <input type="checkbox"/> Formal children's play areas |  |

**Q15 If you have any comments to make on the proposals regarding the landscape and open space provision for Wixam Park, please provide them below.**

**Access**

To answer the following questions on the proposed access arrangements please refer to section 6 of the Wixam Park Master Plan Consultation Document.

**Q16 The proposals seek to encourage a 'walkable' neighbourhood and provide a comprehensive network of pedestrian and cycle routes, to what extent do you agree or disagree that this is an important part of the scheme?**

- Strongly agree     
  Tend to agree     
  Neither agree or disagree     
  Tend to disagree     
  Strongly disagree

**Q17 There will be two points of access proposed on the B530. The northernmost roundabout will be the main access route into the site. The southern access will be lower key in nature, to what extent do you agree or disagree with this arrangement?**

- Strongly agree     
  Tend to agree     
  Neither agree or disagree     
  Tend to disagree     
  Strongly disagree

**Q18 As part of the proposals for a southern access into the development there will be improvements along the B530 and Bedford Road. Two options (figures 6b and 6c in the Wixams Park Master Plan Consultation Document) are proposed for this access, please indicate which you prefer:**

- The creation of a roundabout with the partial realignment of Bedford Road and closure of the existing T-junction so that it is brought up into Wixam Park and the existing 40mph speed limit along the B530 to be extended to this point of access.
- The creation of a roundabout on the B530 providing access into the site. The existing 40mph speed limit to be extended along the B530 to the junction with Bedford Road, and introduction of a lower 40mph speed limit along Bedford Road.
- No preference.

**Q19 If you have any comments to make on the proposals regarding access arrangements, please provide them below.**

**Delivery**

**To answer the following question on delivery please refer to section 7 of the Wixam Park Master Plan Consultation Document.**

**Q20 Please tell us the extent to which you agree or disagree with our intended phased implementation of the development.**

- Strongly agree
- Tend to agree
- Neither agree or disagree
- Tend to disagree
- Strongly disagree

**Q21 If you have any comments to make on the proposed implementation, please provide them below.**

**About You**

**The following information will help us when considering your opinions and to make sure that we're getting the views of all members of the community. The answers will not be used to identify any individual.**

**Q22 Your name:** \_\_\_\_\_

**Q23 Your address:** \_\_\_\_\_  
\_\_\_\_\_

**Q24 Your postcode:** \_\_\_\_\_

**Q25 Your email address:** \_\_\_\_\_

**Q26 Are you:**  Male  Female

**Q27 What is your age?**

- Under 16 yrs    16-19 yrs    20-29 yrs    30-44 yrs    45-59 yrs    60-64 yrs    65-74 yrs    75+

**Q28 Do you consider yourself to be disabled?**

Under the Disability Discrimination Act 1995 a person is considered to have a disability if he/she has a physical or mental impairment which has a sustained and long-term adverse effect on his/her ability to carry out normal day to day activities

- Yes    No

**Q29 To which of these groups do you consider you belong?**

- Asian or Asian British  
 Black or Black British  
 Chinese  
 Mixed  
 White British  
 Other Ethnic group (please write in below):
- 

**Thank you for your views.**

**Please return your completed questionnaire by 8th November 2013 to:**

**Freepost RSJS GBB2 SRZT (you don't need a stamp)  
Wixams Park Master Plan  
Central Bedfordshire Council  
Priory House  
Monks Walk  
Chicksands  
Shefford  
SG17 5TQ**

**Data Protection Act 1998**

Please note that your personal details supplied on this form will be held and/or computerised by Central Bedfordshire Council for the purpose of the Wixams Master Plan consultation. The information collected may be disclosed to officers and members of the Council and its' partners involved in this consultation. Summarised information from the forms may be published, but no individual details will be disclosed under these circumstances. Your personal details will be safeguarded and will not be divulged to any other individuals or organisations for any other purposes.

## APPENDIX G – PUBLIC CONSULTATION QUESTIONNAIRE RESPONSES

**A P P E N D I X G**

**W I X A M P A R K**

**Wixam Park Masterplan Document - Summary of Public Consultation Questionnaire Responses**

A total of 63 responses were received from the Wixam Park public consultation questionnaire. The table below summaries the comments received in relation to each question and provides a response.

Question	Comment received	Response
1. Are you responding as:	Resident of Central Bedfordshire 87% Local land owner 5% Local business 2% Town or Parish Council 2% Other (please write in below): 5%	N/A
2. The proposals seek to provide a mix of house types and tenure to help create a new community that can accommodate a range of households, to what extent do you agree or disagree with this approach?	Strongly agree 14% Tend to agree 33% Neither agree or disagree 21% Tend to disagree 6% Strongly disagree 22% No answer 3%	The majority of those that responded with a preference to this question supported the provision of a mix of house types. At the current stage of the process it is envisaged that a range of unit sizes and types will be provided and the exact mix will be determined at subsequent stages of the planning process. The scheme shall seek to provide homes to foster a mixed sustainable community.
3. The proposals seek to provide for three main character areas. This includes medium residential densities close to the Wixams 'Core Area' in the north, with	Strongly agree 25% Tend to agree 32% Neither agree or disagree 11%	A high proportion of the respondents support the proposed character areas – these will be retained in the final draft Master Plan Document and will help inform subsequent planning applications and Design Codes.

<p>lower densities towards the Country Park in the south. To what extent do you agree or disagree?</p>	<table> <tr> <td>Tend to disagree</td> <td>5%</td> </tr> <tr> <td>Strongly disagree</td> <td>21%</td> </tr> <tr> <td>No answer</td> <td>6%</td> </tr> </table>	Tend to disagree	5%	Strongly disagree	21%	No answer	6%	
Tend to disagree	5%							
Strongly disagree	21%							
No answer	6%							
<p>4. If you have any comments to make on the proposals regarding the new homes, please provide them below.</p>	<ul style="list-style-type: none"> <li>a) Proximity to Houghton Conquest – too close, loss of village identity;</li> <li>b) Reference to the ‘two field’ buffer from Houghton Conquest from the original Wixams proposals and general divergence from the previous Wixams plans;</li> <li>c) Query regarding demand for more housing and who the housing will be for / large scale development in Bedford – is this not meeting demand;</li> <li>d) Housing mix / unit types – lack of bungalows/housing for elderly; need for affordable housing; 2.5 storey houses unsuitable for area;</li> <li>e) Impact of development near Bedford Road on traffic and road safety.</li> <li>f) Housing density – density too high with lack of gardens, off-street parking and garages, houses too close, basements for storage needed;</li> <li>g) Concern as this now means developing green belt land.</li> <li>h) Infrastructure – fibre optic broadband connection, provision of public transport.</li> <li>i) Pollution – impact of light pollution to Houghton Conquest.</li> </ul>	<ul style="list-style-type: none"> <li>a) The extent of development is in accordance with adopted Policy MA3 and Draft Policy 63 and their associated allocation maps. The provision of the countryside park will act as a buffer and includes substantial woodland planting to further protect the visual amenity of residents of Houghton Conquest.</li> <li>b) The reference to a 2 field buffer has been reviewed by the Council / O&amp;H / ORS and no evidence of this can be located. However, the countryside park will provide a permanent parkland edge to the whole Wixams development and restrict any further development southwards. In addition there is still over half a kilometre from the most southern edge of the proposed residential development in Wixam Park and the most northern built edge of Houghton Conquest.</li> <li>c) Central Bedfordshire Council is responsible for providing substantial levels of new housing to meet local need. The amount of new housing required is determined through an independent assessment of local housing need. Wixam Park is one of a number of strategic allocations that CBC have identified as sustainable locations to help meet the identified local need. The provision of new housing in CBC’s administrative boundary predominantly meets the need within Central Bedfordshire, the new development around Bedford is required to meet the separate housing needs of Bedford Borough.</li> <li>d) At this current stage of the process the housing mix including unit types and proportion of affordable housing has not been specified. At subsequent stages of the process a suitable unit mix will be identified to meet local need, including a proportion of affordable housing.</li> <li>e) Initial transport assessment work has been undertaken to review the proposed access arrangements and whilst further detailed work will be undertaken in support subsequent planning applications, preliminary advice from highways engineers confirms that the proposed access is acceptable in highways safety terms.</li> </ul>						

		<p>Should any on-site / off-site highways improvements be required to mitigate the impact of the proposed development on the wider highway network, these will be secured through subsequent planning permissions.</p> <p>f) The proposed density is predominantly lower across the site than the core Wixams area, this will be reflected in the design of the development including larger plots and more on-plot parking, details of which will be determined through subsequent planning applications and design codes, although the principle of lower densities is established through the Master Plan Document.</p> <p>g) The proposed development of MA3 and draft Policy 63 land does not impinge on any Green Belt land.</p> <p>h) The requirement for relevant infrastructure is noted and will be secured through subsequent planning permissions.</p> <p>i) Comment on light pollution is noted – it is considered that given the distance of more than half a kilometre between the proposed built development and the existing built area of Houghton Conquest, the site topography and proposed woodland planting, there will be minimal impact in relation to light pollution above that experienced currently within the village.</p>												
<p>5. A mix of uses are proposed at Wixam Park as a sustainable extension to the south of Wixams. The proposed layout will adopt a similar 'villages' style approach, to what extent do you agree or disagree with this design approach?</p>	<table> <tr><td>Strongly agree</td><td>21%</td></tr> <tr><td>Tend to agree</td><td>29%</td></tr> <tr><td>Neither agree or disagree</td><td>14%</td></tr> <tr><td>Tend to disagree</td><td>8%</td></tr> <tr><td>Strongly disagree</td><td>22%</td></tr> <tr><td>No answer</td><td>6%</td></tr> </table>	Strongly agree	21%	Tend to agree	29%	Neither agree or disagree	14%	Tend to disagree	8%	Strongly disagree	22%	No answer	6%	<p>A significant proportion of respondents support the 'village' approach to the design of Wixam Park. This design principle will be retained in the final draft Master Plan Document and will inform subsequent planning applications and design codes at Wixam Park.</p>
Strongly agree	21%													
Tend to agree	29%													
Neither agree or disagree	14%													
Tend to disagree	8%													
Strongly disagree	22%													
No answer	6%													
<p>6. A number of complimentary community facilities are proposed in the heart of the development. This includes a local centre, education facilities as well as an employment hub. To what extent do you agree or disagree with locating jobs and</p>	<table> <tr><td>Strongly agree</td><td>24%</td></tr> <tr><td>Tend to agree</td><td>40%</td></tr> <tr><td>Neither agree or disagree</td><td>11%</td></tr> <tr><td>Tend to disagree</td><td>6%</td></tr> <tr><td>Strongly disagree</td><td>13%</td></tr> </table>	Strongly agree	24%	Tend to agree	40%	Neither agree or disagree	11%	Tend to disagree	6%	Strongly disagree	13%	<p>The majority of respondents support the co-location of employment facilities with the local centre amenities. Some amendments to the Indicative Framework Plan have been undertaken relating to the disposition of employment land. These changes have retained the co-location of the local centre with employment uses, this will ensure that the uses can support each other and create for a more viable mixed use hub in the centre of the scheme.</p>		
Strongly agree	24%													
Tend to agree	40%													
Neither agree or disagree	11%													
Tend to disagree	6%													
Strongly disagree	13%													

community uses together?	No answer 6%	
7. It is proposed that some additional employment land would be located alongside the B530. This could provide a "gateway" into Wixam Park using a prominent employment building. To what extent do you agree or disagree with this as a location for employment?	<p>Strongly agree 11%</p> <p>Tend to agree 21%</p> <p>Neither agree or disagree 14%</p> <p>Tend to disagree 22%</p> <p>Strongly disagree 22%</p> <p>No answer 10%</p>	Of those that noted a preference to this question, the higher proportion disagreed with the provision of employment land alongside the B530. This response is noted, however, to meet policy requirements the MA3 part of Wixam Park does have to accommodate 5ha of employment land and the viability and marketability of employment land relies on securing prominent locations and therefore this location for employment land has been retained on the Indicative Framework Plan. The Master Plan Document does indicate that the land will be for general employment uses and therefore this could extend to other commercial uses that generate employment, however, the precise use of this parcel will be determined by market demand at subsequent stages of the planning process.
8. If you have any comments to make on the proposals regarding the mix of land uses for Wixam Park, please provide them below.	<p>a) Lack of village feel – loss of village/country park identity due to development of employment space. Employment uses are not conducive to the provision of a countryside park. Prominent employment on B530 will give an industrial image.</p> <p>b) Mix of uses – impact on traffic (<i>particularly from the employment use and impact on B530</i>) in the wider area taking into account new train station, industrial areas, new commercial development near Bedford, other new residential development, Covanta, leisure facilities (Center Parcs).</p> <p>c) Employment space – employment uses should be focused on Wixams before the creation of more employment land at Wixam Park.</p> <p>d) Consideration should be given to provision of smaller scale employment buildings (start up units) instead of large B8 units, fear of area becoming industrial estate – employment should be located closer to major roads.</p> <p>e) Countryside Park – should be delivered alongside residential development.</p> <p>f) Employment and housing should be co-located to provide local jobs.</p>	<p>a) As set out above 5ha of employment land are to be providing within the Policy MA3 land to meet policy requirements. As set out in the Master Plan Document a special design response will be required for the gateway employment parcel.</p> <p>b) Initial transport work has been undertaken as part of the masterplanning process, including a preliminary assessment of the transport impact on the B530 taking into account the other recent developments in the wider area. This has indicated that there is sufficient capacity on the B530 to accommodate the Wixam Park development. As part of subsequent planning applications detailed transport assessments will be undertaken to ascertain if any on-site and off-site transport improvements will be required and these will be secured through relevant planning permissions.</p> <p>c) Both the Wixams and Wixam Park have been identified to provide employment development, but on both sites the deliver of this will be market driven.</p> <p>d) The employment development at Wixam Park will be available for a range of employment generating uses subject to necessary planning consents, and as set out in a) above a careful design response to the gateway parcel will be required to ensure the right character is created for the wider development.</p>

		<p>e) The countryside park is a requirement of draft Policy 63 and will be delivered alongside residential development on this component of Wixam Park.</p> <p>f) The Master Plan demonstrates provision of 5ha of employment land, this will be delivered to meet market demand and will help provide jobs alongside the residential development.</p>												
<p>9. It is proposed that the primary school and early years provision (pre-school) are located together centrally, to what extent do you agree or disagree with this?</p>	<table> <tr> <td>Strongly agree</td> <td>24%</td> </tr> <tr> <td>Tend to agree</td> <td>40%</td> </tr> <tr> <td>Neither agree or disagree</td> <td>22%</td> </tr> <tr> <td>Tend to disagree</td> <td>2%</td> </tr> <tr> <td>Strongly disagree</td> <td>8%</td> </tr> <tr> <td>No answer</td> <td>5%</td> </tr> </table>	Strongly agree	24%	Tend to agree	40%	Neither agree or disagree	22%	Tend to disagree	2%	Strongly disagree	8%	No answer	5%	<p>The majority of respondents support the co-location of the primary school and early years provision. This approach will be retained in the final draft Master Plan Document and will inform subsequent planning applications and design codes for Wixam Park.</p>
Strongly agree	24%													
Tend to agree	40%													
Neither agree or disagree	22%													
Tend to disagree	2%													
Strongly disagree	8%													
No answer	5%													
<p>10. If you have any comments to make on the proposals regarding the education provision for Wixam Park, please provide them below.</p>	<p>a) Consideration needs to be given to impact on upper and middle schools (particularly Wootton) and the capacity at all levels of education should be assessed.</p> <p>b) Impact on Houghton Conquest Village School – fears of a closure, fears the school will be compromised, impact on enrolment and numbers wanting to attend.</p> <p>c) Accessibility – schools need good access and good supporting infrastructure including parking.</p>	<p>a) The requirement for a primary school and early years facility at Wixam Park has been determined through an assessment of the scale of development proposed and anticipated population. Any further impact on other education facilities will be assessed at planning application stage and where required contributions to improving existing education services will be secured through subsequent planning permissions.</p> <p>b) The primary school at Wixam Park is required to meet the needs of the new development and the existing should in Houghton Conquest will continue to serve the needs of the village.</p> <p>c) The school is located in the heart of the proposed development and at detailed stages of design the layout, access and parking will be carefully considered to ensure that efficient access can be achieved. The school is connected to the residential development and other key destinations by a network of pedestrian connections to encourage sustainable movement in Wixam Park.</p>												

<p>11. It is proposed to have a network of multi-functional open spaces throughout the development (to include areas of recreational use and for biodiversity and surface water drainage purposes). To what extent do you agree or disagree with this approach?</p>	<table> <tr><td>Strongly agree</td><td>35%</td></tr> <tr><td>Tend to agree</td><td>27%</td></tr> <tr><td>Neither agree or disagree</td><td>16%</td></tr> <tr><td>Tend to disagree</td><td>3%</td></tr> <tr><td>Strongly disagree</td><td>11%</td></tr> <tr><td>No answer</td><td>8%</td></tr> </table>	Strongly agree	35%	Tend to agree	27%	Neither agree or disagree	16%	Tend to disagree	3%	Strongly disagree	11%	No answer	8%	<p>The majority of respondents support the provision of network of multi-functional open spaces and the final draft Master Plan Document will retain this as a key feature of the development which will inform subsequent planning applications and design codes for Wixam Park.</p>
Strongly agree	35%													
Tend to agree	27%													
Neither agree or disagree	16%													
Tend to disagree	3%													
Strongly disagree	11%													
No answer	8%													
<p>12. Children's play areas are proposed to be close to the new residential areas. More significant/ formal facilities such as sports pitches are located centrally (see Q5). To what extent do you agree or disagree with these locations?</p>	<table> <tr><td>Strongly agree</td><td>30%</td></tr> <tr><td>Tend to agree</td><td>29%</td></tr> <tr><td>Neither agree or disagree</td><td>19%</td></tr> <tr><td>Tend to disagree</td><td>3%</td></tr> <tr><td>Strongly disagree</td><td>13%</td></tr> <tr><td>No answer</td><td>6%</td></tr> </table>	Strongly agree	30%	Tend to agree	29%	Neither agree or disagree	19%	Tend to disagree	3%	Strongly disagree	13%	No answer	6%	<p>The majority of respondents support the proposed location of play areas and formal open space and the final draft Master Plan Document will retain these as a key feature of the development which will inform subsequent planning applications and design codes for Wixam Park.</p>
Strongly agree	30%													
Tend to agree	29%													
Neither agree or disagree	19%													
Tend to disagree	3%													
Strongly disagree	13%													
No answer	6%													
<p>13. A county park is proposed as part of the Master Plan. This park will be an important strategic open space for the whole of the Wixams new settlement. It will provide attractive and permanent parkland edge. To what extent do you agree with the proposed location and layout of the country park?</p>	<table> <tr><td>Strongly agree</td><td>41%</td></tr> <tr><td>Tend to agree</td><td>16%</td></tr> <tr><td>Neither agree or disagree</td><td>6%</td></tr> <tr><td>Tend to disagree</td><td>8%</td></tr> <tr><td>Strongly disagree</td><td>19%</td></tr> <tr><td>No answer</td><td>10%</td></tr> </table>	Strongly agree	41%	Tend to agree	16%	Neither agree or disagree	6%	Tend to disagree	8%	Strongly disagree	19%	No answer	10%	<p>The majority of respondents support the proposed countryside park and the final draft Master Plan Document will retain these as a key feature of the development which will inform subsequent planning applications and design codes for Wixam Park.</p>
Strongly agree	41%													
Tend to agree	16%													
Neither agree or disagree	6%													
Tend to disagree	8%													
Strongly disagree	19%													
No answer	10%													

<p>14. It is intended that the country park will have multi-functional uses. Please indicate what type of facilities would you like to see?</p>	<table border="0"> <tr> <td>Woodland areas</td> <td>71%</td> </tr> <tr> <td>Walking routes</td> <td>65%</td> </tr> <tr> <td>Picnic areas</td> <td>37%</td> </tr> <tr> <td>Natural play features</td> <td>38%</td> </tr> <tr> <td>Sports facilities</td> <td>17%</td> </tr> <tr> <td>Formal children's play areas</td> <td>14%</td> </tr> <tr> <td>Other suggestions (please write in below)</td> <td>16%</td> </tr> </table> <p><b>Other specified uses &amp; key issues</b></p> <ul style="list-style-type: none"> <li>▪ Cycling – effective routes and access</li> <li>▪ Provision for seating and litter / dog waste bins</li> <li>▪ Concern regarding football pitches - not suitable in a country park.</li> <li>▪ Size – a larger country park</li> </ul>	Woodland areas	71%	Walking routes	65%	Picnic areas	37%	Natural play features	38%	Sports facilities	17%	Formal children's play areas	14%	Other suggestions (please write in below)	16%	<p>A high proportion of respondents have indicated a preference towards the provision of woodland and walking routes in the countryside park. This support is noted and woodland planting is an important element of the countryside park. The text within the Master Plan Document has been amended to reflect this strong preference for woodland by removing reference to '<i>small groups of tree planting</i>' to '<i>belts of tree planting</i>'.</p> <p>The precise range of uses within the countryside park will be determined at subsequent stages of the planning process.</p>
Woodland areas	71%															
Walking routes	65%															
Picnic areas	37%															
Natural play features	38%															
Sports facilities	17%															
Formal children's play areas	14%															
Other suggestions (please write in below)	16%															
<p>15. If you have any comments to make on the proposals regarding the landscape and open space provision for Wixam Park, please provide them below</p>	<ol style="list-style-type: none"> <li>a) Delivery – Country Park must be delivered before other building work starts to allow growth and boundary to form;</li> <li>b) Consider placing countryside park in a trust to stop further development on it.</li> <li>c) Clear boundaries – importance of tree-lined boundaries to protect, importance of woodland area to create divide</li> <li>d) Size – Country Park should be larger to create an increased distance between Wixam Park and Houghton Conquest.</li> <li>e) Amenities – opportunity for a café and educational areas, well lit pedestrian routes.</li> <li>f) Concerns regarding access – countryside park will only further add more pressure on roads around the site.</li> </ol>	<ol style="list-style-type: none"> <li>a) The countryside park is a requirement of draft Policy 63 and will be delivered alongside residential development on this component of Wixam Park.</li> <li>b) The long term control and management of the countryside park is to be determined but various options, including part of a trust, will be considered, to secure its maintenance in perpetuity.</li> <li>c) The Indicative Framework Plan has carefully considered the location of woodland planting to ensure it effectively protects the visually amenity of Houghton Conquest residents. This plan will help inform subsequent planning application to ensure that planting is providing in the correct locations.</li> <li>d) In accordance with draft Policy 63, this land also has to accommodate approximately 500 new homes and therefore the size of the countryside park has to balance this requirement for residential development to remain in line with planning policy.</li> </ol>														

<p>16. The proposals seek to encourage a 'walkable' neighbourhood and provide a comprehensive network of pedestrian and cycle routes, to what extent do you agree or disagree that this is an important part of the scheme?</p>	<table> <tr><td>Strongly agree</td><td>38%</td></tr> <tr><td>Tend to agree</td><td>29%</td></tr> <tr><td>Neither agree or disagree</td><td>3%</td></tr> <tr><td>Tend to disagree</td><td>8%</td></tr> <tr><td>Strongly disagree</td><td>14%</td></tr> <tr><td>No answer</td><td>8%</td></tr> </table>	Strongly agree	38%	Tend to agree	29%	Neither agree or disagree	3%	Tend to disagree	8%	Strongly disagree	14%	No answer	8%	<p>The majority of respondents support a walkable neighbourhood and the final draft Master Plan Document will retain the pedestrian routes as a key feature of the development which will inform subsequent planning applications and design codes for Wixam Park.</p> <p>In light of the importance of providing a connected network of pedestrian and cycle routes a new plan has been included within the Master Plan Document to indicate that 'Greenways' should be provided to include and secure the key pedestrian routes within Wixam Park.</p>
Strongly agree	38%													
Tend to agree	29%													
Neither agree or disagree	3%													
Tend to disagree	8%													
Strongly disagree	14%													
No answer	8%													
<p>17. There will be two points of access proposed on the B530. The northernmost roundabout will be the main access route into the site. The southern access will be lower key in nature, to what extent do you agree or disagree with this arrangement?</p>	<table> <tr><td>Strongly agree</td><td>21%</td></tr> <tr><td>Tend to agree</td><td>29%</td></tr> <tr><td>Neither agree or disagree</td><td>5%</td></tr> <tr><td>Tend to disagree</td><td>8%</td></tr> <tr><td>Strongly disagree</td><td>32%</td></tr> <tr><td>No answer</td><td>6%</td></tr> </table>	Strongly agree	21%	Tend to agree	29%	Neither agree or disagree	5%	Tend to disagree	8%	Strongly disagree	32%	No answer	6%	<p>The majority of respondents support the northern most access from the B530 providing the primary point of access into the development and the final draft Master Plan Document will retain this principle which will inform subsequent planning applications and design codes for Wixam Park</p>
Strongly agree	21%													
Tend to agree	29%													
Neither agree or disagree	5%													
Tend to disagree	8%													
Strongly disagree	32%													
No answer	6%													
<p>18. As part of the proposals for a southern access into the development there will be improvements along the B530 and Bedford Road. Two options (figures 6b and 6c in the Wixams Park Master Plan Consultation Document) are proposed for this access, please indicate which you prefer:</p>	<table> <tr><td>a) No preference.</td><td><u>8</u></td></tr> <tr><td>b) The creation of a roundabout on the B530 providing access into the site. The existing 40mph speed limit to be extended along the B530 to the junction with Bedford Road, and introduction of a lower 40mph speed limit along Bedford Road</td><td><u>28</u></td></tr> <tr><td>c) The creation of a roundabout with the partial realignment of Bedford Road and closure of the existing T-junction so that it is brought up into Wixam Park and the existing 40mph speed limit along the B530 to be extended to this point of access.</td><td><u>13</u></td></tr> <tr><td>d) No Answer</td><td><u>14</u></td></tr> </table>	a) No preference.	<u>8</u>	b) The creation of a roundabout on the B530 providing access into the site. The existing 40mph speed limit to be extended along the B530 to the junction with Bedford Road, and introduction of a lower 40mph speed limit along Bedford Road	<u>28</u>	c) The creation of a roundabout with the partial realignment of Bedford Road and closure of the existing T-junction so that it is brought up into Wixam Park and the existing 40mph speed limit along the B530 to be extended to this point of access.	<u>13</u>	d) No Answer	<u>14</u>	<p>There is not a majority response (over 50%) to either of the options set out for the southern access.</p> <p>The level of preference for b) is noted and this has been taken into account together with comments from other stakeholders and balanced with other layout and design considerations and priorities including the disposition of the countryside park. Following this careful consideration of interrelated issues, it has been determined that c) will be included as the access proposal for the southern vehicular access within the final draft Master Plan Document.</p>				
a) No preference.	<u>8</u>													
b) The creation of a roundabout on the B530 providing access into the site. The existing 40mph speed limit to be extended along the B530 to the junction with Bedford Road, and introduction of a lower 40mph speed limit along Bedford Road	<u>28</u>													
c) The creation of a roundabout with the partial realignment of Bedford Road and closure of the existing T-junction so that it is brought up into Wixam Park and the existing 40mph speed limit along the B530 to be extended to this point of access.	<u>13</u>													
d) No Answer	<u>14</u>													

<p>19. If you have any comments to make on the proposals regarding access arrangements, please provide them below.</p>	<ul style="list-style-type: none"> <li>a) Proximity to Houghton Conquest – closure of Bedford Road will lead to loss of identity of Houghton Conquest – resistance to accessing Houghton Conquest via Wixam Park.</li> <li>b) Traffic impact on Houghton Conquest through-traffic – concerns regarding rat running through the village and requirement for lorry weight restrictions;</li> <li>c) Safety concerns – the speed of traffic on Bedford Road, roundabout would be a better obstacle for speed rather than just a 40mph limit. Speed calming measures should be considered.</li> <li>d) Traffic volume – impact of Wixam Park on wider highway network.</li> <li>e) Pollution – noise and traffic pollution affecting residential uses close to Bedford Road.</li> </ul>	<ul style="list-style-type: none"> <li>a) Comments are noted – the closure of Bedford Road is considered to provide a significant net gain in terms of the layout and disposition of the countryside park, providing a wider buffer to the village on the eastern edge of Wixam Park. When balanced against the related access option, the ability to redistribute the countryside park is considered a greater priority.</li> <li>b) The selected access option will result in a more convoluted route for through traffic to reach the A6 and therefore is considered to help minimise rat running in comparison to the alternative southern access option.</li> <li>c) As per point b) above the selected access option is considered to incorporate a number of interventions in the new alignment with a roundabout and T-junction which will help reinforce the reduction in traffic speed together with the 40mph speed reduction.</li> <li>d) As set out above in this table Initial transport work has been undertaken as part of the masterplanning process, including a preliminary assessment of the transport impact on the B530 taking into account the other recent developments in the wider area. This has indicated that there is sufficient capacity on the B530 to accommodate the Wixam Park development. As part of subsequent planning applications detailed transport assessments will be undertaken to ascertain if any on-site and off-site transport improvements will be required and these will be secured through relevant planning permissions.</li> <li>e) As part of any subsequent planning applications the environmental impact of the proposed development would be assessed and any required mitigation measures would be secured through a planning permission to ensure minimal impact on the local environment.</li> </ul>

<p>20. Please tell us the extent to which you agree or disagree with our intended phased implementation of the development.</p>	<table> <tr> <td>Strongly agree</td> <td>0%</td> </tr> <tr> <td>Tend to agree</td> <td>30%</td> </tr> <tr> <td>Neither agree or disagree</td> <td>25%</td> </tr> <tr> <td>Tend to disagree</td> <td>8%</td> </tr> <tr> <td>Strongly disagree</td> <td>22%</td> </tr> <tr> <td>No answer</td> <td>14%</td> </tr> </table>	Strongly agree	0%	Tend to agree	30%	Neither agree or disagree	25%	Tend to disagree	8%	Strongly disagree	22%	No answer	14%	<p>The response to this question is quite balanced and it is considered that in light of the comments provided under Question 21 that a significant proportion of the negative responses may relate to the delivery of the countryside park. As set out above the countryside park is a requirement of draft Policy 63 and will be delivered alongside residential development on this component of Wixam Park.</p>
Strongly agree	0%													
Tend to agree	30%													
Neither agree or disagree	25%													
Tend to disagree	8%													
Strongly disagree	22%													
No answer	14%													
<p>21. If you have any comments to make on the proposed implementation, please provide them below.</p>	<ul style="list-style-type: none"> <li>a) Proximity to Houghton Conquest – delivery of countryside park is required early to protect Houghton Conquest and ensure planting can establish.</li> <li>b) Concern regarding delivery of more housing when Wixams is still incomplete.</li> <li>c) Infrastructure – consideration for bringing superfast broadband to Houghton Conquest and also highway capacity and required improvements.</li> <li>d) Safety – roads and paths need to be kept clean/clear for residents/visitors during building work, reduced speed limits into Houghton Conquest.</li> </ul>	<ul style="list-style-type: none"> <li>a) As set out above the countryside park is a requirement of draft Policy 63 and will be delivered alongside residential development on this component of Wixam Park.</li> <li>b) Central Bedfordshire Council is responsible for providing substantial levels of new housing to meet local need. The amount of new housing required is determined through an independent assessment of local housing need. Wixam Park is one of a number of strategic allocations that CBC have identified as sustainable locations to help meet the identified local need, required in addition to development sites already allocated and under construction such as the Wixams.</li> <li>c) Central Bedfordshire Council will be responsible for considering wider provision of broadband infrastructure and this has been identified as one of their priorities in their emerging Development Strategy.</li> <li>d) At the relevant stage of the planning process all relevant steps required for safety and security will be undertaken.</li> </ul>												

N.B The table below does not cover the 'About you' section of the Questionnaire.

## APPENDIX H – SUMMARY OF STAKEHOLDER RESPONSES

Wixam Park Master Plan Document - Summary of Stakeholder Representations

Consultee	Key Issues/Comments	Response
<p>Forest of Marston Vale Trust (FMVT)</p>	<ul style="list-style-type: none"> <li>• Deems the Country Park provision in the Masterplan as 'wholly insufficient' - fails to address the shortcomings of the adjacent Wixams development (as expected).</li> <li>• Work associated with the Mid Beds GI Plan envisaged substantial multi-functional woodland to the south of the Wixams – the Master Plan is at odds with Mid Beds GI Plan.</li> <li>• Difficult to determine whether it accords to woodland requirement (39% of gross development footprint).</li> <li>• Expect minimum of 50ha of woodland/wooded greenspace.</li> <li>• Reconsider densities/numbers to prevent erosion of greenspace.</li> <li>• Understands the lower density of housing proposed – helps to integrate with the woodland, although this results in excessive land take for homes rather than open space.</li> <li>• Delivery schedule of Country Park contrary to Policy 63 sentiments (advanced planting).</li> <li>• The FoMV trust offers their support and expertise in relation to open space within Wixam Park.</li> </ul>	<ul style="list-style-type: none"> <li>• The countryside park that is required as part of draft Policy 63 has always intended to perform a function as multifunctional recreational open space that seeks to provide a permanent parkland edge to the Wixams.</li> <li>• Due to the other policy requirements of draft Policy 63 this site also has to accommodate approximately 500 new homes together with associated open space and other infrastructure. Therefore, a balance has to be achieved to accommodate these uses in a complementary way. In light of this, the proposed countryside park is considered to be the largest it can be and seeks to provide for a mix of recreational and landscape uses including woodland areas, grassland, formal open space, natural play and routes for walking and cycling. The design of the countryside park is such that it permeates through the site with green corridors providing leisure routes through to other open spaces within the site.</li> <li>• Further design work on the countryside park will take into account the Accessible Natural Greenspace Standards (ANGSt). However, having considered the land available for this specific open space and the relevant policy 63 requirements, CBC together with O&amp;H and ORS have determined that the terminology of the space should be amended to '<b>Wixams Countryside Park</b>'. It is not appropriate in respect of this particular open space to expect the full standards for Country Parks to apply. This was not the intention of the requirement in policy terms. Therefore, the Country Park Accreditation Criteria would not apply to this site.</li> <li>• The primary function of the Wixams Countryside Park is to provide the permanent parkland edge to the Wixams, which the current master plan successfully incorporates. Taking into account existing rights of way, sustainable drainage requirements and the site topography, woodland planting is proposed in all of the areas that provide the best opportunities for visual screening and are most suitable for this use. This helps ensure that a fully multi-functional park can be delivered. Notwithstanding this, the proposed woodland planting as shown on the Framework Plan is indicative and the level of woodland could be increased at detailed design stages. However it should be noted that a proportionate approach</li> </ul>



		<p>to woodland planting helps secure the multifunctionality of the park.</p> <ul style="list-style-type: none"> <li>• For information purposes only a Framework Plan has been prepared including a schedule of quantum of each type of open space proposed. This concludes that:             <ul style="list-style-type: none"> <li>○ 57ha (approx.) of the site is open space – this represents approx 45% of the total site area.</li> <li>○ Of this:</li> <li>○ 31 ha (approx) are country park (now known as <i>Wixams Countryside Park</i>)</li> <li>○ 22 (approx)ha are woodland (<i>this includes woodland within the countryside park</i>)</li> </ul> </li> </ul> <p>The Wixams Countryside Park includes the following uses:</p> <ul style="list-style-type: none"> <li>○ 12 ha of woodland (existing and proposed)</li> <li>○ 16 ha of informal open space (<i>not including woodland</i>)</li> <li>○ 3.5 ha of formal open space</li> </ul> <ul style="list-style-type: none"> <li>• In terms of wider open space provision, aside from the countryside park requirements, there is no obligation on Wixam Park to provide for the deficit in open space provided on the main Wixams development. Wixam Park provides sufficient open space for the quantum of allocated development in accordance with adopted open space standards, this has been closely reviewed in light of the comments received from CBC Leisure Services.</li> <li>• In relation to the provision of woodland, a significant proportion of the site is dedicated to woodland (both new and existing) at 22ha. Whilst this does not represent a 39% woodland cover, this is not considered achievable, in order to meet the draft policy 63 requirements, to deliver this level of woodland. However, the Framework Plan demonstrates that approximately 45% of the total site is open space, this will accommodate various greenspace uses, creating a multifunctional green infrastructure network.</li> <li>• At subsequent stages of the planning process discussions regarding further contributions can be undertaken to meet FoMV targets.</li> </ul>
Sport England (SE)	<ul style="list-style-type: none"> <li>• Support for the Master Plan as it makes provision for indoor and outdoor sports in line with adopted policy.</li> </ul>	<p>The Wixam Park Framework Plan has been designed to provide two separate areas of formal open space. The design justification for this approach is set out below:</p>



	<ul style="list-style-type: none"> <li>• Support the potential dual use of the community building for indoor sports and this would provide supplementary, local level facilities to those provided in the main Wixams development.</li> <li>• Any formal sports provision must be served by adequate ancillary facilities. Suggest that consideration is given to combining sports provision on one site.</li> <li>• All provision will be required to meet designated SE standards.</li> </ul>	<ul style="list-style-type: none"> <li>• Each policy area (MA3 and draft Policy 63) have to meet their own open space standards, thus meaning that the formal open space provision will be split between the two sites. This will ensure that formal open space provision is phased appropriately alongside residential development.</li> <li>• The two areas proposed have been designed to coincide with the two community hubs within Wixam Park – one is located in immediate proximity of the proposed local centre and primary school; the other is located within the Wixams Countryside Park, immediately adjacent to where two existing rights of way intersect, providing an opportunity to create a destination space with associated community facilities. It is anticipated that both will provide appropriate ancillary facilities as required and negotiated through subsequent stages of the planning process.</li> <li>• A reference to the provision of ancillary facilities with both formal open space areas has been added to the Master Plan Document.</li> <li>• Detailed provision and standards of pitches and ancillary facilities to be agreed at subsequent stages of the planning process.</li> </ul>
<p>Central Bedfordshire Council (Economic Growth and Regeneration)</p>	<ul style="list-style-type: none"> <li>• Support 5ha employment allocation; but has some concerns:             <ul style="list-style-type: none"> <li>• No evidence of employment space based on market analysis - Request market analysis is undertaken.</li> <li>• Concerns over location/spilt of employment parcels. Would prefer one contiguous parcel. Concern of success of one of the sites, within residential area.</li> <li>• Scope for linkages to/from Local Centre.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• At Wixam Park it is the Policy MA3 area that requires the provision of 5ha of employment land, therefore this policy requirement has to be wholly within the MA3 land to the north. The Wixam Park Framework Plan has been designed to best respond to this policy requirement given the extent of the MA3 site boundary.</li> <li>• It was considered appropriate to provide two separate employment areas within MA3 to allow for flexibility in the types of employment generating uses that may be pursued within these areas. Therefore it is important to have one employment parcel at the gateway to the site and one in close proximity of the local centre. Both locations have distinct features that may attract different occupiers and it is essential that the Framework Plan accommodates for different employment opportunities.</li> <li>• The gateway site will be attractive to occupiers that would benefit from a frontage on the B530 and immediate access to the highway network. Conversely, the core employment parcel is co-located with the local centre uses and together they help contribute to each others viability and encourage</li> </ul>



		<p>multi-purpose trips. This central employment parcel also lends itself to other employment generating uses, as determined by market demand.</p> <ul style="list-style-type: none"> <li>The alternative option of clustering the employment uses together at the gateway to the site is the negative impact in placemaking terms of entering a primarily residential development through an entirely employment led gateway. Similarly, if the whole 5ha were to be clustered in the centre of the site, this would provide no employment frontage to the B530.</li> <li>Furthermore, in a circumstance where the whole 5ha of employment land is unoccupied due to market demand, this would have negative repercussions for the wider site marketability, both if it was contained at the gateway or adjacent to the local centre.</li> <li>In addition, when taking into account the disposition of land within MA3 and the requirement to accommodate other infrastructure in the appropriate locations including surface water drainage facilities and the primary street, there is not the capacity to position 5ha of employment entirely within the gateway.</li> <li>NB – it was confirmed at meeting on 4th Dec 2013 that a market analysis is not appropriate for the current stage of a Master Plan Document.</li> </ul>
Natural England (NE)	<ul style="list-style-type: none"> <li>Welcome proposals for habitat creation and recommends inclusion of area of priority woodland habitat.</li> <li>Suggest consideration to nearby SSSI and references to other designated wildlife sites.</li> <li>Would expect Landscape Character Assessment to be referenced to inform masterplan preparation.</li> <li>Welcome the consideration of ANGSt standards for the country park.</li> <li><b>No additional issues</b></li> </ul>	<ul style="list-style-type: none"> <li>Master Plan document updated to include a reference to the SSSI.</li> <li>Master Plan does already include a Landscape Character Area reference;</li> <li>It is noted that the Master Plan Document includes a section on Ecological Constraints and Opportunities.</li> <li>Note that habitat creation and protection will be considered further at planning application stage.</li> </ul>
Anglian Water	<ul style="list-style-type: none"> <li>Request for reference to future requirements regarding drainage and distance from water recycling centre.</li> <li>Suggest contact with Anglian Water as soon as possible.</li> </ul>	<ul style="list-style-type: none"> <li>Master Plan updated to incorporate text suggested by Anglian Water.</li> <li>Note that drainage will be further resolved at planning application stage. It is noted that further assessment of the odour impact of the water treatment recycling centre will be undertaken at subsequent stages of the planning process and is not required for this level of Master Plan Document.</li> </ul>
Highways Agency	<ul style="list-style-type: none"> <li>Welcomes the policy approach to undertaking a Wixams town wide assessment of the impact on the strategic road network.</li> </ul>	<p>N/A</p> <ul style="list-style-type: none"> <li>Note to include HA in discussions when detailed transport assessment work</li> </ul>

	<ul style="list-style-type: none"> <li>Notes that town wide transport assessment will be undertaken – the HA should be included on discussions in relation to this.</li> </ul>	is undertaken.
English Heritage	<ul style="list-style-type: none"> <li>Welcome the recognition given to the proximity of Houghton Conquest and the views to Cardington Hangars.</li> <li>Support for the Master Plan reducing density towards Houghton Conquest and protecting the setting of its listed buildings.</li> <li>Request identification of views towards Grade II listed chimneys at the former brickworks in Stewartby.</li> <li>Suggest Masterplan could identify archaeological potential.</li> </ul>	<ul style="list-style-type: none"> <li>Master Plan updated to add reference to views of Stewartby chimneys;</li> <li>CBC / DLA agreed at meeting on 4th Dec 2013 that such technical details regarding archaeological potential of the site are not appropriate for this level of document – to be raised at planning application stage.</li> </ul>
Leisure Services	<ul style="list-style-type: none"> <li>Splitting sports provision over two sites is unsustainable. Would prefer a joint outdoor sports facility on the southern site, where more opportunity for a recreation hub is possible. If split both would require changing pavilions.</li> <li>Outlines requirement for 2.52 ha of Children’s Play Space - the current proposed play areas (1 NEAP and 3 LEAPs) is insufficient. Age composite and accessibility of play areas requires review.</li> <li>Welcome the concept of ‘key destinations’, a ‘central hub’ and ‘walkable neighbourhoods’.</li> <li>Other indoor sporting facilities (other than a badminton height indoor hall) maybe preferable - further consideration of appropriate provision required alongside appropriate contributions.</li> <li>Proposed country park means that the Master Plan is in excess of the required standard for amenity space.</li> </ul>	<p><b><i>Change in terminology - Wixams Countryside Park</i></b></p> <ul style="list-style-type: none"> <li>Due to the other policy requirements of draft Policy 63 this site also has to accommodate approximately 500 new homes together with associated open space and other infrastructure. Therefore, a balance has to be achieved to accommodate these uses in a complementary way. In light of this, the proposed country park is considered to be the largest it can be and seeks to provide for a mix of recreational and landscape uses including woodland areas, grassland, formal open space, natural play and routes for walking and cycling. The design of the countryside park is such that it permeates through the site with green corridors providing leisure routes through to other open spaces within the site.</li> <li>Further design work on the countryside park will take into account the Accessible Natural Greenspace Standards (ANGSt). However, having considered the land available for this specific open space and the relevant policy 63 requirements, CBC together with O&amp;H and ORS have determined that the terminology of the space should be amended to ‘Wixams Countryside Park’. It is not appropriate in respect of this particular open space to expect the full standards for Country Parks to apply. This was not the intention of the requirement in policy terms. Therefore, the Country Park Accreditation Criteria would not apply to this site.</li> </ul> <p><b><i>Proposed provision of two separate outdoor sports areas</i></b></p> <p>The Wixam Park Framework Plan has been designed to provide two separate areas of formal open space. The design justification for this approach is set out below:</p> <ul style="list-style-type: none"> <li>Each policy area (MA3 and draft Policy 63) have to meet their own open</li> </ul>



		<p>space standards, thus meaning that the formal open space provision will be split between the two sites. The southern FOS site cannot accommodate a joint sporting facility as this would not enable the MA3 policy area to provide for its own requirement. Conversely, a joint facility cannot be provided totally within the flatter areas of MA3 for the same reasons.</p> <ul style="list-style-type: none"> <li>The two areas proposed have been designed to coincide with the two community hubs within Wixam Park – one is located in immediate proximity of the proposed local centre and primary school; the other is located within the Wixams Countryside Park, immediately adjacent to where two existing public rights of way intersect, providing an opportunity to create a destination space with associated community facilities. It is anticipated that both will provide appropriate ancillary facilities as required and negotiated through subsequent stages of the planning process.</li> <li>A reference to the provision of ancillary facilities with both formal open space areas has been added to the Master Plan Document.</li> </ul> <p><b>Open Space Provision</b></p> <ul style="list-style-type: none"> <li>An extract of the Framework Plan (Landscape Framework Components Plan) was prepared for information purposes to demonstrate the types and quantum of open space provided. This plan (ref: OHB025-042) and its associated Landscape Components Summary Table responds to the queries from Leisure Services and confirms the quantum of each open space use that is accommodated in the indicated Framework Plan.</li> <li>In light of the comments from Leisure Services, the play provision has been reviewed and refined and amendments to the Master Plan Document and Framework Plan have been undertaken to ensure that it meets the required children's play space provision.</li> <li><u>The headline figures include:</u> <ul style="list-style-type: none"> <li>Total Formal Open Space: <b>9.2ha</b> (approx) <ul style="list-style-type: none"> <li>Of which is children's play space: <b>2.3ha</b> (approx) - <i>including buffer areas</i></li> <li>Of which is for outdoor sport: <b>6.9ha</b> (approx)</li> </ul> </li> </ul> </li> </ul>
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		<ul style="list-style-type: none"> <li>Total Informal Open Space: <b>47.5ha</b> (approx) <ul style="list-style-type: none"> <li>Of which is children's play space: <b>0.4ha</b> (approx)</li> <li>Of which is amenity space: 19.2ha (approx)</li> </ul> </li> </ul> <p><i>Other uses of informal space included woodland planting and areas for water attenuation.</i></p> <p>Therefore:</p> <ul style="list-style-type: none"> <li>Total children's play space: 2.7ha (approx)</li> <li>Total outdoor sports: 6.9ha (approx)</li> </ul> <p><i>It is important to note that the play areas cover the activity zones and also the required buffers zones (minimum distance between play area and nearest residential edge). The buffer zones in some minor instances cover other non built development uses including woodland.</i></p>
<p>Education Comments from the S106 Justification Statement</p>	<ul style="list-style-type: none"> <li>Principally, would like to see better vehicular access between the Wixams Villages and Wixams Park, to prevent issues with potential traffic from the secondary school.</li> </ul>	<ul style="list-style-type: none"> <li>N/A – school provision has been agreed.</li> </ul>
<p>Greensand Trust</p>	<ul style="list-style-type: none"> <li>Master Plan provides a clear idea of the proposals and layouts.</li> <li>Support use of country park and lower densities to integrate development with landscape.</li> <li>Welcome the retention of footpaths.</li> <li>Would prefer net improvement in access from all directions - enhance footpath connections</li> <li>Query reference to the ecological value of hedgerows /trees.</li> <li>Seek better acknowledgement of ecological value of ponds/watercourses.</li> <li>Welcome the 'Design Rationales'.</li> <li>Welcome the 'Design Assets' statement.</li> <li>More clarification on country park, e.g. size and potential staffing – country park should be no less than 10ha and should have staff presence.</li> <li>Suggest that ANGSt is not design guidance - design guidance should be NE's country park criteria/CABE.</li> </ul>	<p><b>Ecological Value of trees and hedgerows</b></p> <ul style="list-style-type: none"> <li>In relation to the ecological value of the hedgerows and groups of trees – the information contained within the Master Plan Document has been informed by a Phase 1 habitat survey, which demonstrated the site is relatively low in ecological value. The document makes it clear that there is the opportunity for biodiversity enhancements. The indicative Framework Plan seeks to retain existing vegetation wherever possible.</li> </ul> <p><b>Change in terminology - Wixams Countryside Park</b></p> <ul style="list-style-type: none"> <li>Due to the other policy requirements of draft Policy 63 this site also has to accommodate approximately 500 new homes together with associated open space and other infrastructure. Therefore, a balance has to be achieved to accommodate these uses in a complementary way. In light of this, the proposed country park is considered to be the largest it can be and seeks to</li> </ul>

		<p>provide for a mix of recreational and landscape uses including woodland areas, grassland, formal open space, natural play and routes for walking and cycling. The design of the country park is such that it permeates through the site with green corridors providing leisure routes through to other open spaces within the site.</p> <ul style="list-style-type: none"> <li>• Further design work on the country park will take into account the Accessible Natural Greenspace Standards (ANGSt). However, having considered the land available for this specific open space and the relevant policy 63 requirements, CBC together with O&amp;H and ORS have determined that the terminology of the space should be amended to 'Wixams Countryside Park'. It is not appropriate in respect of this particular open space to expect the full standards for Country Parks to apply. This was not the intention of the requirement in policy terms. Therefore, the Country Park Accreditation Criteria would not apply to this site.</li> <li>• In terms of wider open space provision, aside from the country park requirements, there is no obligation on Wixam Park to provide for the deficit in open space provided on the main Wixams development. Wixam Park provides sufficient open space in for the quantum of allocated development in accordance with adopted open space standards, this has been closely reviewed in light of the comments received from CBC Leisure Services.</li> <li>• Note that the ecological value and proposals for ecological mitigation and enhancement will be detailed further at planning application stage.</li> </ul>
Conservation Officer	<ul style="list-style-type: none"> <li>• Likely to be very little impact on the setting of the Grade I listed Church of All Saints in HC.</li> <li>• Some concern regarding impression of coalescence between identified land &amp; northern edge of Houghton Conquest - although accepts that the buffer makes this unlikely.</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>

<p>CBC Environmental Policy</p>	<ul style="list-style-type: none"> <li>The approach to the access routes and associated green corridors does not seem to be based on an assessment of where people are likely to want to go to and from. It is important to plan this network logically to promote sustainable travel, within the site, and to local destinations such as the station and schools in the main Wixams development.</li> <li>Green corridors should be wider if they are meant to be multifunctional. The roads 'flow' but the green corridors do not.</li> <li>The current approach seems based on a rigid retention of the existing Rights of Way. This is inappropriate, and the network needs to be rethought on the basis of assessing journey origins and destination, and planning a logical fit for purpose network.</li> <li>The approach to SuDS at the Masterplan level is inadequate. The Masterplan considers that it is appropriate to leave the design solely to subsequent stages. To maximise their functionality and cost effectiveness, strategic scale design of SuDS must happen at the Masterplan stage. Until this design work has happened, the Masterplan cannot be considered adequate.</li> <li>The Master Plan does not include information regarding the size of formal and informal spaces.</li> <li>The 'Country Park' is not large enough to provide the woodland buffer envisaged by the original Wixams plans and indicated by the name 'Country Park'. In order to provide what would be expected of a Country Park, and to provide an effective woodland buffer, more land, either on or off site should be sought to create this. The current provision does not constitute, and therefore should not be called a 'Country Park'.</li> <li>Potential to reconfigure the sports pitches within the country park so that lighting and car parking do not intrude on the informal nature of this space.</li> <li>The country park should have a more strongly wooded character</li> </ul>	<p>Meeting held on Friday 24<sup>th</sup> January to discuss comments and agreed actions.</p> <p><b>Rights of Way and Green Corridors</b></p> <ul style="list-style-type: none"> <li>The existing Rights of Way are to be retained in the proposals to help create a permeable development and the Framework Plan does provide a connected network of pedestrian routes to supplement and link the existing PRoW.</li> <li>The Framework Plan does provide connected green corridors throughout the development, linking to the Wixams and the main destination points. An additional plan is included within the Master Plan document highlighting the location and requirement for connected greenways. The plan emphasises how the 'greenways' connect the main destinations. It was agreed that the pedestrian routes (existing and proposed) on the Framework Plan are sufficient but that graphically the Plan needs to emphasise the importance of the connections they make.</li> <li>Text has also been added to the Master Plan document to explain the role of the greenways in providing the primary pedestrian routes through the development. The text helps explain the multifunctionality of the greenways and how they will incorporate a range of different experiences for the user.</li> </ul> <p><b>SuDS</b></p> <ul style="list-style-type: none"> <li>On explanation by DLA of the comprehensive assessment of the site topography and surface water drainage network that had informed the Framework Plan, it was agreed that SuDS had been fully considered in the master planning process. The open space has been carefully designed to ensure that the right level of surface water drainage capacity, in the right locations, could be achieved.</li> <li>Surface water runoff information is now included on to the topography plan (Figure 2c). This demonstrates how drainage has been considered as an integral component of the Framework Plan, showing how the drainage catchments has informed the layout.</li> </ul>
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	<p>and the phrase 'pockets of woodland' is contrary to this objective. The phrase 'woodland belt' would be more appropriate. Further land outside of the site boundary should be investigated to provide additional woodland planting.</p> <ul style="list-style-type: none"> <li>• Master Plan does not provide sufficient information to assess the sustainability of the proposal. A section outlining key sustainability principles should be included.</li> <li>• The landscape proposals need to relate to the heritage and landscape of the surrounding area and make the Master Plan locally distinctive,</li> <li>• The phasing of development also needs to be re-thought to bring forward the creation of the green access links and corridors, and the green spaces around the edge of the site, especially the 'Country Park'. These need to be delivered at the earliest, rather than end stages of development to enable the woodland to establish, and to establish sustainable travel patterns.</li> <li>• The alternative access option (Figure 6c) is preferred to allow the country park to extend across the full length of the development.</li> </ul>	<ul style="list-style-type: none"> <li>• Additional text is now incorporated in the 'Utilities and Surface Water Drainage Infrastructure' section to explain that the approximate size and disposition of surface water attenuation features on the Framework Plan had been informed through an analysis of the site topography.</li> </ul> <p><b>Type and quantum of open space</b></p> <ul style="list-style-type: none"> <li>• In light of comments from CBC Leisure Services, the open space provision has been reviewed and quantified and amendments to the Master Plan Document and Framework Plan have been undertaken.</li> <li>• The interrogation of the Framework Plan confirms that it meets local open space standards. Wixam Park does contain two separate policy areas, each that have to meet their own open space standards. The type of children's play areas has been refined to ensure that it is in accordance with CBC's requirements as set out in their consultation response.</li> </ul> <p><b>Disposition of formal open space</b></p> <p>As set out above the Wixam Park Framework Plan has been designed to provide two separate areas of formal open space. There is both a policy and design justification for this approach is set out below:</p> <ul style="list-style-type: none"> <li>• Each policy area (MA3 and draft Policy 63) have to meet their own open space standards, thus meaning that the formal open space provision will be split between the two sites. <u>The southern FOS site cannot accommodate a joint sporting facility as this would not enable the MA3 policy area to provide for its own requirement. Conversely, a joint facility cannot be provided totally within the flatter areas of MA3 for the same reasons.</u></li> <li>• The two areas proposed have been designed to coincide with the two community hubs within Wixam Park – one is located in immediate proximity of the proposed local centre and primary school; the other is located within the Wixams Countryside Park, immediately adjacent to where two existing public rights of way intersect, providing an opportunity to create a destination space with associated community facilities. It is anticipated that both will provide appropriate ancillary facilities as required and negotiated through subsequent stages of the planning process.</li> </ul>
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		<p><b><i>Country Park terminology and woodland planting</i></b></p> <ul style="list-style-type: none"> <li>• In terms of the size of the country park – please refer to text in above sections. It has been agreed between CBC and the site promoters that the terminology should be adapted to Wixams countryside park. It is therefore not expected that the countryside park will not be assessed against national Country Park standards.</li> <li>• In terms of woodland planting, it was agreed as a result of the discussions at the Wixam Park Stakeholder Workshop in January 2013 that the now countryside park should be multifunctional, however, buffer planting is required to protect the residents of Houghton Conquest. The Framework Plan has been carefully designed, taking into account the site topography to ensure that buffer planting is located in areas that will provide the most visual mitigation to existing residents. To ensure that the Master Plan Document indicates that substantial planting will be provided, DLA to amend the Document to refer to 'belts of woodland planting' rather than 'pockets of woodland'.</li> </ul> <p><b><i>Sustainability</i></b></p> <ul style="list-style-type: none"> <li>• A section on Sustainability has been incorporated into the Master Plan, this sets out the key sustainability principles to which the future development would adhere to, including building orientation etc.</li> </ul> <p><b><i>Alternative Access Option</i></b></p> <ul style="list-style-type: none"> <li>• It was agreed that the preferred objective of the existing local community is to increase the width of the buffer provided by the countryside park to the south east, rather than the countryside park to extend across to the B530. The public consultation had not demonstrated a preference for the alternative access option (as shown in Figure 6c) and therefore the Framework Plan would continue to incorporate the current access option (as shown in Figure 6b).</li> </ul> <p><b><i>Other Actions</i></b></p> <ul style="list-style-type: none"> <li>• An additional pedestrian connection from residential parcel in the south to the proposed children's play area.</li> </ul>
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		<ul style="list-style-type: none"> <li>An A3 copy of the Framework Plan can be incorporated in the Master Plan Document.</li> </ul>
<p>Houghton Conquest Parish Council (qualitative answers from completed questionnaire)</p>	<ul style="list-style-type: none"> <li>It is imperative the Country Park is well established before the houses are built (Q.15).</li> <li>Preferred access arrangement - The creation of a roundabout with the partial realignment of Bedford Road and closure of the existing T-junction so that it is brought up into Wixam Park and the existing 40mph speed limit along the B530 to be extended to this point of access (Q.18).</li> <li>Residents have expressed great concern about the changes to the exit onto the B530. There also needs to be a route from the housing to the A6 that does not take drivers through our small village. This needs addressing urgently (Q.19).</li> <li>The Country Park must be well established first in order to create the appropriate screening (Q.21).</li> </ul> <p>Other answers to the questionnaire:</p> <ul style="list-style-type: none"> <li>Strongly agree with the proposed mix of house types and tenures (Q.1);</li> <li>Tend to agree with the proposed character areas and densities (Q.3);</li> <li>Strongly agree with location and layout of countryside park (Q.13);</li> <li>Tend to disagree with the access arrangement (northern most access – higher order roundabout / southern access – lower order access point) (Q.17);</li> </ul>	<ul style="list-style-type: none"> <li>Meeting held with CBC on 9<sup>th</sup> February 2015 to discuss the final refinements to the Master Plan Document including incorporation of text in the Phasing section of the document to reflect the text in the draft Policy 63 that ‘advanced planting would be provided as soon as reasonably possible’ in the Policy 63 area associated with the comments from the Parish Council and Ward Member.</li> <li>As noted above the secondary access option was selected that facilitated a wider countryside park buffer to take account of comments from the Parish Council and Ward Member regarding the importance of the extent of the park.</li> </ul>



	<ul style="list-style-type: none"> <li>• Tend to agree with the approach to phasing (Q.20).</li> <li>• All other questions either had no response or the response was 'neither agree or disagree'.</li> </ul>	
<p>Gallagher Estates (GE)</p>	<ul style="list-style-type: none"> <li>• Failure of the plans to show site in context within main Wixams site to the north and access to facilities in the Wixams.</li> <li>• Strategic scale developments are sensitive to unfair competition from nearby major developments – Wixams could stall if competing sites are introduced too early which have significantly lower up front development costs. Will detrimentally impact planned housing trajectory.</li> <li>• Masterplan document is premature (8 years in advance of MA3 2021 restriction); unconstrained greenfield development here threatens development of the main Wixams site and would create an unsustainable 'daisy-chain' development.</li> <li>• Phasing and development timescales contrary to relevant policy.</li> <li>• Objection to the general character and design themes – provides separate new community 'token connectivity' to the main Wixams scheme.</li> <li>• Current proposals risk provision of a new 'dormitory' competing settlement with little relationship with main site.</li> <li>• No account of open space/ greenspace and Greenway network - concern over 'blocking off' of corridors and thus preventing access to Wixams facilities.</li> <li>• Allocation is excessively large for the quantum of development as per policy requirements.</li> <li>• Increase size of Country Park, and structure open space to complement main Wixams site to the north.</li> <li>• Development cannot rely on 'potential connections' to the Wixams – access points to main Wixams should be a pre-requisite to the development.</li> </ul>	<ul style="list-style-type: none"> <li>• A note on the proposed approach to infrastructure delivery was prepared explaining how infrastructure would be secured through a) Policy; b) the high level references in the Master Plan Document; c) at subsequent stages of the planning process including through S106 / CIL.</li> <li>• Amendments were undertaken by CBC to draft draft Policy 63 in the revised Development Strategy (June 2014);</li> <li>• New text was added to the 'Infrastructure Delivery' section for the Master Plan Document.</li> <li>• CBC requested information on the current Wixams layout and their infrastructure schedule;</li> <li>• The Indicative Framework Plan was updated to include the latest Wixams layout as provided by CBC.</li> </ul>



	<ul style="list-style-type: none"><li>• Request greater emphasis on internal connections - should be a legitimate requirement - concern over creation of an 'isolated enclave'.</li><li>• Access to <b>B530 only in parallel</b> to internal connections to the Wixams.</li><li>• Afford little weight to Policy 63 (untested at examination).</li><li>• Any early release of expansion areas for development would require fair contributions to the main Wixams site infrastructure.</li></ul>	
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# Wixam Park

## Consultation Report

February 2015



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**Meeting:** Sustainable Communities Overview and Scrutiny Committee  
**Date:** 19 February 2015  
**Subject:** Land North of Luton and Sundon Rail Freight Interchange (RFI) Draft Framework Plan  
**Report of:** Cllr Nigel Young, Executive Member for Regeneration  
**Summary:** The report outlines the proposals contained within the Draft Framework Plan for the North of Luton and Sundon Rail Freight Interchange (RFI) Strategic Allocations and outlines where changes have been made in response to public consultation. It further recommends that the Sustainable Communities Overview and Scrutiny Committee endorse the Framework Plan and that Executive adopt it as technical guidance for Development Management purposes.

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**Advising Officer:** Jason Longhurst, Director for Regeneration and Business  
**Contact Officer:** Sue Frost, Local Planning and Housing Manager  
**Public/Exempt:** Public  
**Wards Affected:** Sundon, Streatley and Chalton  
**Function of:** Council

<b>CORPORATE IMPLICATIONS</b>
-------------------------------

<b>Council Priorities:</b>
----------------------------

- |   |
|---|
| <p>1. The Land North of Luton and Sundon RFI Framework Plan will deliver against two of the Council's key priorities:</p> <ul style="list-style-type: none"><li>• Enhancing Central Bedfordshire – creating jobs, managing growth, protecting our countryside and enabling businesses to grow.</li><li>• Better infrastructure – improved roads, broadband reach and transport.</li></ul> |
|---|

<b>Financial:</b>
-------------------

- |  |
|--|
| <p>2. There has been a cost to the Council in the preparation of the Framework Plan in terms of staff resources but this has been met from existing budgets and has been largely recouped through a Planning Performance Agreement (PPA). There are no financial implications arising directly from the report, as it deals with planning matters. The Council is a landowner of around 11% the site as such has contributed proportionately to the cost of the PPA.</p> |
|--|

**Legal:**

3. In line with common practice, there has been a Planning Performance Agreement with the Planning Division for the administration and supervision of the Framework Plan. The Councils Assets team are party to this agreement, being a landowner of around 11% of the site.

**Risk Management:**

4. Policies 61 and 64 of the emerging Development Strategy identify this land for development and make clear the requirement for the production of a Framework Plan for the site. The policies and Framework Plan together set the requirements for the development and provide a framework within which future planning decisions will be made. If the adoption of the Development Strategy were to be delayed an adopted Framework Plan would guide any planning applications coming forward outside of the plan making process. A failure to endorse the Framework Plan gives the Council as Local Planning Authority reduced control if piecemeal applications are submitted for the site and may result in major infrastructure requirements not being delivered in a timely and sustainable way.
5. Other risks, such as failure to deliver the Council's priorities, reputational risks, failure to discharge statutory responsibilities, failure of partnership working, and environmental and financial risks could also arise. The Framework Plan serves to minimise these risks by setting an agreed framework for development in advance of the planning applications and then onwards through to implementation.
6. An adopted Framework Plan will give more certainty to the development plan and planning application processes.

**Staffing (including Trades Unions):**

7. Not Applicable.

**Equalities/Human Rights:**

8. The Central Bedfordshire Development Strategy Equalities Impact Assessment (June 2014) highlights the need for:
  - The delivery of housing and employment in towns and villages throughout Central Bedfordshire which meets needs where they arise.
  - The selection of housing sites on the basis that future residents live in locations close to services and public transport routes.
  - High quality developments that provide a suitable mix of homes to accommodate the needs of the community.
  - Provision of land for community facilities.
  - New employment units close to centres of population in order to increase job opportunities locally and help to address unemployment and out-commuting.
  - The need for good quality education facilities to provide the population with the necessary skills.
  - Healthy communities who have access to health facilities as well as places and streets that facilitate healthy lifestyles.

9. The emerging Development Strategy EIA concluded that the plan covers a broad range of issues and does so in a way that does not discriminate against particular groups. The overall results of the assessment of the Development Strategy are extremely positive in terms of helping to advance equality of opportunity and in addressing the key equality issues that have been highlighted in national research and best practice guidance. The emphasis placed on ensuring that developments are allocated within sustainable locations and ensuring that residents are able to access employment opportunities, facilities and services to meet their everyday needs should help to ensure a positive impact for all sections of the community. The EIA report highlights the key objectives of the Framework Plan, many of which will address key equality issues.

**Public Health**

10. The Framework Plan requires new health facilities and new cycling and pedestrian routes which will allow people to use sustainable modes of transport. The level of public open space that is to be provided on the site which is in excess of the Council's requirements, will also contribute to health and wellbeing.

**Community Safety:**

11. The Council needs to ensure that it complies with its statutory duties under Section 17 of the Crime and Disorder Act and as such the Framework Plan refers to compliance with the Central Bedfordshire Design Guide which includes criteria set down for community safety.

**Sustainability:**

12. The North of Luton Strategic Allocation lies adjacent to the northern administrative boundary and Luton and is capable of accommodating additional housing and employment provision to help meet needs identified in the Development Strategy. The proposed development would also contribute toward the vitality and viability of local facilities and services, including public transport, and provide a large area of employment land and facilities thereby reducing the need to travel. The Development Strategy site assessment process has been the subject of a Sustainability Appraisal and Strategic Environmental Assessment.

**Procurement:**

13. Not applicable.

**RECOMMENDATION(S):**

**The Committee is asked to:-**

1. **To consider and endorse the Framework Plan and recommend to Executive that it be adopted as technical guidance for Development Management purposes.**

### **Purpose of the Framework Plan**

14. The Framework Plan covers two strategic allocations identified in the emerging Development Strategy, Land North of Luton (Policy 61) and Sundon Rail Freight Interchange (Policy 64). The Framework Plan is a policy requirement with the purpose of demonstrating at a high level how these two sites will be brought forward. It will form a key part of the evidence base for the public examination of the Development Strategy and will act as a guide to inform future masterplans and planning applications for the sites.
15. The Framework Plan refers to the background and policy context for the sites. It sets out the vision and aims that the development will be required to deliver and identifies the constraints and opportunities which the future detailed masterplanning and planning applications must address. It also identifies the infrastructure requirements for the development.
16. The Framework Plan is a high level document whose purpose is to set out the general principles for development. More detailed issues will be addressed through the detailed masterplanning and planning application process. The Framework Plan therefore maintains an element of flexibility as some issues cannot be fully resolved until more detailed technical work is completed through the planning application process.
17. As this is a significant development that will take a number of years to complete there are likely to be changes to planning policies and guidance over this time. Therefore, proposals will need to reflect the most up to date policies, strategies and guidance in place at the time and future masterplan or planning application is submitted.

### **Background**

18. The emerging Development Strategy identifies a need for a minimum of 31,000 new homes and 27,000 new jobs between 2011 and 2031. Over half of these homes have already been planned for through previous local plans. The Development Strategy identifies six strategic allocations to meet the majority of the unmet housing and employment needs, including Land North of Luton and Sundon RFI. These two sites are therefore important in helping the Council meet its future housing and employment needs.
19. The emerging Development Strategy is currently being examined by a Planning Inspector who will determine whether the plan is 'sound'. The Framework Plan will form a key part of the evidence base to demonstrate that Policies 61, Land North of Luton and Policy 64, Sundon Rail Freight Interchange, are effective, justified and deliverable.

20. The Framework Plan has been prepared to demonstrate how the policy requirements can be delivered on the sites. It has been developed in consultation with the sites promoters and has been informed through engagement with technical specialists and organisations. Work on the draft Framework Plan commenced in April 2013 and a formal public consultation took place between November and December 2014. Further detail on the consultation is set out below.

### **Framework Plan proposals**

21. The Framework Plan covers all of the land included in the Policy 61 and Policy 64 strategic allocations. This includes the area of land between the M1 and GM facility to the west of the North of Luton site. This area of land was removed from the Green Belt in the first pre-submission version of the Development Strategy (January 2013) but didn't form part of the Policy 61 allocation boundary. In the early stages of preparing the Framework Plan it became clear that including this land within the scope of the North of Luton development would be beneficial in ensuring the best and most sustainable site layout could be achieved. Consequently this area of land was included within the allocation boundary in the revised pre-submission Development Strategy, and consulted upon in June 2014.
22. The Framework Plan is made up of a written document and concept plan. The written document sets out the vision and aims, land use and infrastructure requirements and development principles expected to be delivered for the allocations. The concept plan identifies the indicative locations of land uses and infrastructure. The Framework Plan written document has been included as Appendix A to this report and the concept plan as Appendix B.
23. The Framework Plan proposes:
- (a) Residential – up to 4,000 dwellings to include a mix of types and tenures including up to 30% affordable housing, in line with the Council's policy target. The residential development is located between the Midland Mainline and the A6 and will be subdivided into distinctive neighbourhoods set apart by green infrastructure corridors.
  - (b) Employment – at least 13 hectares of new employment uses at Land North of Luton located to the west of the site to benefit from access to the M1 via the new Junction 11a; with a further 40 hectares of employment associated with the new Rail Freight Interchange. Around 3,000 new jobs will be created across both sites. The new employment land will strengthen the existing provision in north Luton and compliment proposals at Houghton Regis North, creating a new employment hub on the M1. Further opportunities for small scale employment could also be in the neighbourhood centre and close to the A6 corridor.
  - (c) A new strategic Link Road connecting the M1 to the A6 will be provided linking the A5-M1 link road scheme via the new M1 Junction 11a. There will also be benefits to the wider transport network by alleviating through traffic from the conurbation and surrounding villages

and providing access to the development.

(d) Highway network – the development will be well connected with links into the surrounding towns and villages in Central Bedfordshire and Luton. A direct highway link will be created between the Link Road and Sundon RFI, removing HGVs from the local road network. Sundon Park Road will be stopped up to vehicles, becoming a pedestrian and cycle route with an appropriate at-grade crossing point over the Link Road. Vehicles will be re-routed via a new local road that connects to the Link Road at the RFI junction. The development itself will have a well connected network of streets linking the different uses and providing attractive routes that encourage walking and cycling and connect to routes into Luton. These routes will also provide improved east west and north south connections to the surrounding countryside.

(e) Sustainable transport – in order to reduce the impact on the existing highway network, the development will maximise opportunities for a range of sustainable transport choices for the new community from the outset, including links to public transport and attractive walking and cycling routes.

(f) Education – the development will provide three primary schools, including early year's provision, and a secondary school. The primary schools are located in west, centre and east of the site, and one could be co-located with secondary school. Two potential locations have been identified for the secondary school, either centrally or in the north-east of the site adjacent to the A6. Stakeholder and officer feedback indicates the preferred location being the centre of the development as this is easily accessible by walking and cycling and is most sustainable in the long term. The alternative location on the A6 has its own merits, such as helping to alleviate views into and from the AONB with careful design and being deliverable earlier in the development. Further technical work will be required through the detailed masterplanning and planning application process to determine the final location.

(g) Community facilities – a new local centre providing retail, health and community centre located centrally along the main spine road to maximise accessibility for all residents.

(h) Recreation and open space – significant overall provision has been made and open space, sports pitches and play facilities are located in multiple locations across the site, within accessible walking distance to all parts of the development. Part of the new pitch provision is to be shared with the secondary school.

(i) New green routes for walking, cycling and landscaping permeate through the development between Luton and the wider countryside. These green routes and corridors are structured around existing footpaths, including the John Bunyan Trail, Ickniel Way Path and the Theedway. A green buffer will be provided along the existing northern boundary of Luton to maintain separation for existing residents and enhance the route of the Theedway. The northern boundary of the site will be extensively landscaped to provide an appropriate edge to the

development and minimise any potential impact on the Chilterns AONB.

(j) Sundon Rail Freight Interchange – an intermodal facility of approximately 5 hectares providing pick up and drop off access to rail sidings adjacent to the Midland Mainline. This will be a sub-regional RFI which compliments other existing and proposed schemes in the wider south east, and is supported by Network Rail. The RFI and associated employment will be sensitively designed to respect the adjacent SSSI and CWS at Sundon Quarry and the Chilterns AONB.

### **Consultation and the Duty to Cooperate**

24. There has been extensive consultation on the Framework Plan. The Council have actively engaged with technical specialists, stakeholders and officers in preparing the plan on specific areas such as the Chilterns AONB, transport, heritage and open spaces.
25. Officers engaged proactively with Luton Borough Council in accordance with the Duty to Cooperate. Meetings were held with planning, transport and education to discuss cross boundary issues and the approach to public consultation.
26. A five week public consultation on the Framework Plan was held from 10 November to 15 December 2014. Two public exhibitions were held on 22 November at Sundon Village Hall and 28 November at Futures House in Marsh Farm, Luton. The public consultation was widely publicised amongst local residents in Central Bedfordshire and Luton and other interested parties including:
  - A leaflet distributed to 10,000 homes and business in Central Bedfordshire and Luton, including all within the parishes of Streatley, Sundon and Chalton.
  - Publicity in the local media, including newspapers which circulate in the area; social media notifications; and articles in News Central and Luton Borough Council's 'Lutonline'.
  - Posters were displayed in public locations across the area.
  - Letters and emails were sent to statutory consultees and respondents to the most recent consultation on the Development Strategy.
  - Information available on the Council's website.
  - Documents were made available to view in local libraries in Central Bedfordshire and Luton.

A full account of the consultation undertaken is set out in Appendix C to this report.

27. Approximately 350 people attended the public exhibitions overall, with 222 coming to Sundon and 128 to Luton. A total of 171 responses were received, of which 140 were questionnaires and 31 written responses were received from stakeholders, CBC technical officers and residents. All feedback has been analysed and a detailed response has been provided in Appendices D and E of this report.

28. Key findings from the public consultation:

(a) The majority of responses received using the questionnaire were from Luton residents - of the 95 that responded by questionnaire and included an address, 73% were from Luton and 27% were from Central Bedfordshire.

(b) This was also the case for the exhibitions - of the 236 that left an address, 68% resided in Luton and 32% in Central Bedfordshire.

(c) There was generally a balanced response in terms of agreement versus disagreement for each question. A marginally higher level of agreement was received for issues such as:

- a direct link to Sundon RFI;
- provision of green infrastructure;
- mitigation measures for the AONB, ecological and heritage features;
- the provision of community facilities and their location;
- school provision and locations; and
- locating employment uses to the west of the site, adjacent to the M1.

(d) A key concern raised was the impact of additional vehicles on the highway network, particularly on the A6 corridor at peak times. The need for sustainable transport opportunities was also emphasised.

(e) Although there was general support for the provision and route of the Link Road, the justification for its route was questioned particularly in relation to the need to pass through the southern edge of the Chilterns AONB. It was also suggested that the link road should be extended to the east to connect with A505 in order to alleviate congestion and provide a full bypass route around the Luton/Dunstable/Houghton Regis conurbation.

(f) The provision of a green buffer along the northern edge of Luton was strongly supported but clarification was sought on its width particularly in proximity to constraints such as Drays Ditches Scheduled Monument.

(g) Some commented that the Framework Plan provided insufficient detail, particularly in relation to the Sundon RFI site.

(h) Existing services, facilities and designations were omitted from the Framework Plan including Bramingham local centre, Sundon Quarry Open Access area and locally recognised footpaths such as the John Bunyan Trail and Icknield Way Path.

(i) Concerns were raised about the proximity of development to Keech Hospice.

(j) A number of the responses disagreed with the general principle of development in this location.

## Changes to the Framework Plan in response to feedback

29. The amendments made to the Framework Plan in response to the public consultation can be found in Appendix A. The principle amendments made in response to the consultation are as follows:
- (a) A direct link to the RFI from the Link Road has been included on the concept plan in response to the level of support. As a consequence the Link Road will cut through the current Sundon Park Road and vehicles will be diverted via a new route to the junction for the RFI. The Concept Plan has been amended to show a new highway arrangement and the creation of a pedestrian and cycle route along the former Sundon Park Road, with a crossing over the Link Road. The text has also been amended accordingly.
  - (b) In order to provide clarity, the uses on the land between the M1 and Sundon Park Road have been identified as residential and employment as opposed to being shown as mixed use. The main employment areas are now shown adjacent to the M1 and along the direct link to the RFI, and residential is shown on the remaining parcels.
  - (c) Insufficient consideration was given to the setting of Keech Hospice. The Concept Plan has been revised to incorporate a green buffer around the hospice and a residential parcel has been removed from immediately to the south in order to protect its function and setting. An additional paragraph has also been included in the written document to recognise the importance of the hospice and commit to ongoing dialogue through the planning application process.
  - (d) In response to concerns about the impact on the AONB, further text has been included within the written document to clarify the uses within the AONB and the mitigation measures to minimise any impacts, such as sensitive design and boundary treatments. Additional references have also been made to the Chilterns Building Design Guide, Chilterns Management Plan and Environmental Guidelines for the Management of Highways in the Chilterns. The green corridor along the northern edge of the north eastern parcel has also been strengthened on the concept plan in response to concerns about the visual impact on the landscape.
  - (e) The text has been amended to clarify the reasons for the preferred route of the Link Road, and that further technical work will be required to determine the exact route. Reference is also made to previous environmental assessments of the Link Road through the Development Strategy and Local Transport Plan.
  - (f) References to the green corridor along the existing northern edge of Luton have been strengthened in order to clarify that its width will vary in response to adjacent uses, topographical features and the presence of heritage and ecological assets. In recognition of the importance of Drays Ditches Scheduled Monument, the text has also been strengthened to ensure that buffer of a sufficient width will be required to incorporate the extent of the scheduled area and its immediate

setting as a minimum.

(g) A few responses commented on the absence of a number of local features from the Framework Plan, including Bramingham local centre, and important footpaths that pass through the site (John Bunyan Trail and Icknield Way Path). References and annotations have been included within the Framework Plan.

30. The principle and quantum of development on these two sites has been established through the Development Strategy and will be examined by the appointed Planning Inspector. It is not an issue that can be considered through the Framework Plan.
31. With regards to transport, high level transport modelling of the area has been undertaken in order to inform the emerging Development Strategy. This looked at the potential impact on the highway network if the developments were to be built without any mitigation measures on the existing roads or public transport. This highlighted the areas of highest impact which need to be considered further. More detailed transport modelling work is currently ongoing and additional transport evidence at a more refined level will be needed help inform the phasing for the site as well as masterplans and planning applications to mitigate the impacts.
32. A number of comments were received in relation to the absence of detail on the proposals. The Framework Plan is a high level, strategic masterplan which sets the overall framework and principles for future detailed masterplanning and planning applications. As such, the level of detail is therefore considered to be sufficient at this stage. In order to provide clarity, references have been made to further technical work which will be prepared to inform future planning applications, such as landscape strategies, ecological assessments, Environmental Impact Assessments and sustainable transport strategies for example.

### **Conclusion and next steps**

33. The Framework Plan has been prepared in accordance with the Council's due process in terms of consultation. Full consideration has been afforded to the responses made through the consultation exercises and where possible amendments have been made to the Masterplan. As a planning technical document, the Masterplan has followed due process and is fit for development management purposes.
34. Overview and Scrutiny Committee is asked to consider the Framework Plan which has been prepared following public consultation and to recommend the Executive adopt the Masterplan as formal planning guidance.

### **Appendices:**

- Appendix A – Draft Framework Plan incorporating proposed changes
- Appendix B – Accompanying Concept Plan
- Appendix C – Statement of Consultation
- Appendix D – Questionnaire analysis

Appendix E – Analysis of non-questionnaire responses

**Background papers and their location:** (open to public inspection)

Emerging Development Strategy for Central Bedfordshire and supporting documents:

[www.centralbedfordshire.gov.uk/devstrat](http://www.centralbedfordshire.gov.uk/devstrat)

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# **Draft** Framework Plan

Proposed North of Luton and  
Sundon Rail Freight Interchange (RFI)  
Strategic Allocations

~~November 2014~~ March 2015

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# 1. INTRODUCTION

This Framework Plan has been prepared by Central Bedfordshire Council (planning division) in consultation with the North Luton Consortium and Prologis to give further clarity and detail around the North of Luton and Sundon Rail Freight Interchange (RFI) strategic allocations identified in the Central Bedfordshire ~~Council~~ Development Strategy.

## 1.1. Context

- 1.1.1. Central Bedfordshire Council (CBC) is planning for sustainable new development to help meet the housing and employment needs of a growing population in the housing market area spanning the boundaries of Central Bedfordshire and Luton Borough. The purpose is to achieve the delivery of well located developments within high quality environments. The Council has assessed a number of alternative growth scenarios and sites through the Development Planning process<sup>1</sup>. The evidence suggested that the best way to achieve a sustainable level of growth to meet the needs of both Central Bedfordshire and Luton in the longer term is to focus major new development where the need arises.
- 1.1.2. Land North of Luton will provide a mix of market and affordable housing, commercial development, new schools, accessible open space, and sports and leisure facilities. Land adjacent to Sundon Quarry, known as Sundon Rail Freight Interchange (RFI), will deliver a new sub-regional RFI adjacent to the Midland Mainline and complimentary commercial development. Both strategic allocations will also support the delivery of a major new east-west route from the new Junction 11A of the M1 to the A6. Given that there are interdependencies between both sites, the proposed areas for both the North of Luton and Sundon RFI Strategic Allocations are covered by this Framework Plan and their locations are shown on the following plan.

---

<sup>1</sup>The revised Pre-Submission [Development Strategy](#) for Central Bedfordshire (2014).

Site location plan

## 1.2. Planning History

1.2.1. The history of the proposed strategic allocations goes back some years and they were first identified as a potential area of search in the Milton Keynes and South Midlands Sub Regional Growth Strategy (2005). The proposals at Land North of Luton and Sundon RFI were carried through into the Joint Core Strategy for Luton and Southern Central Bedfordshire (2011) and following further assessment, they remain important sites in helping to deliver the growth requirements for both Central Bedfordshire and Luton in the Central Bedfordshire Development Strategy (2014).

## 1.3. Purpose of the document

1.3.1. This document is a high level Framework Plan which has been produced to show how the development specified in the [Development Strategy policies](#) could be brought forward. It is not intended as a rigid master plan and therefore maintains an element of flexibility. It will act as a guide to inform future masterplans and planning applications for the sites. As this is a significant development that will take a number of years to complete, there will no doubt be changes to policies and guidance during this time. Therefore, proposals will need to reflect the most up to date planning policies, strategies and guidance in place at the time any future masterplan or planning application is submitted.

1.3.2. The aim of this Framework Plan is to:

- Establish an overall framework which identifies the opportunities at both the strategic allocations to maximise their development potential.
- Provide a level of certainty for communities, stakeholders and developers.
- Explain the mechanism for consultation and the process moving forward.
- Confirm the nature of any technical work required through subsequent masterplanning and planning applications.

- Provide an indication of likely Planning Obligations to be provided as part of the development.

1.3.3 This document, together with ~~both versions of~~ the accompanying ~~Framework Plan diagram~~ Concept Plan<sup>2</sup>; sets out a Vision for the development and Central Bedfordshire Council's expectations for any future masterplans and planning applications that may be submitted.

## 1.4. Consultation

1.4.1. The principle of development for both the Land North of Luton and Sundon RFI Strategic Allocations has been subject to extensive public consultation through the Local Planning ~~P~~process.

### **Joint Core Strategy for South Bedfordshire and Luton**

1.4.2. Land to the North of Luton and Sundon RFI were first ~~identified~~ included as strategic allocations in the Joint Core Strategy for Central Bedfordshire and Luton. This document was prepared between 2007 and 2010 and was informed by four stages of extensive consultation. Development options, and subsequently preferred options, were consulted upon using community forums, exhibitions and workshops which were extensively advertised and well attended. Static displays were also available to view in key locations in South Bedfordshire and Luton. Formal periods of public consultation whereby documents were published and written responses could be submitted were also conducted and these opportunities were well advertised.

### **Development Strategy for Central Bedfordshire**

1.4.3. Following the withdrawal of the Joint Core Strategy in 2011, Central Bedfordshire Council prepared a new Development Strategy to guide development in Central Bedfordshire. Land to the North of Luton and Sundon RFI were included as locations for growth within this Local Plan and consulted upon through three stages of consultation. Initial engagement commenced in December 2011 with workshops and a period formal consultation where over 6,000 people and stakeholders were notified. Subsequent consultations in 2012 and 2013 involved formal periods of consultation whereby documents were published and written responses could be submitted, supported by exhibitions and further workshops. All consultation activities were well publicised and documents were readily available in public locations and on the Council's website.

1.4.4. This Framework Plan has reflected on the comments made through these Local Plan consultations.

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<sup>2</sup>Note, no measurements should be taken from the diagram: any references to measurements in the text over-ride the diagram.

## **Developing the Framework Plan**

- 1.4.5. In developing the Framework Plan the Council have engaged with technical specialists, stakeholders and officers on specific areas such as the Chilterns Area of Outstanding Natural Beauty (AONB), transport, heritage and open spaces. A formal period of consultation was also undertaken where local residents, business and stakeholders had the opportunity to comment on a draft plan and help structure the final content.
- 1.4.6. This formal period of consultation ran from 10 November to 15 December 2014, during which 350 people attended two exhibitions in Sundon and Marsh Farm, Luton. The consultation was extensive and proportionate to the scale of the development and was widely publicised amongst local residents and interested parties, including:
- A leaflet was distributed to around 10,000 local residents and businesses, of which around 1,500 were to all homes and businesses in the Central Bedfordshire parishes of Sundon, Streatley and Chalton, and 8,500 were sent to homes and businesses in the north Luton area. This leaflet set out key information including the purpose of the consultation, how to comment and information on two public exhibitions for example. Letters and emails were also sent to statutory consultees, and respondents to the most recent consultation on the Development Strategy.
  - The consultation was publicised in local media, including newspapers that distribute in the area, social media and in Central Bedfordshire Council's and Luton Borough Council's residents publications. Posters were also displayed in public locations in the surrounding area.
  - The consultation documents were available to view in public libraries in Central Bedfordshire and Luton and were also available to view and download from Central Bedfordshire Council's website.
- 1.4.7. Overall, there were 171 responses to the public consultation which were analysed and reported to the Council, together with the proposed amendments to the Framework Plan. The Framework Plan was considered by Central Bedfordshire Council's Overview and Scrutiny Committee in February 2015 and was formally endorsed by Executive in March 2015.

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

2.

## 2. VISION AND AIMS

### 2.1. Vision

2.1.1. The Vision<sup>3</sup> presents a picture of the type of place that Central Bedfordshire Council wishes to create. Future masterplans and Pplanning applications will be expected to show how they comply with this Vision.

### 2.2. The vision for North of Luton and Sundon RFI Strategic Allocations

2.2.1. The developments will be a sustainable series of residential character areas, separated by green corridors linking Luton with the wider countryside, and building upon the existing strong sense of identity to be found within Central Bedfordshire's local villages and residential areas in Luton. The commercial area and Sundon RFI will be located at the western end of the development closest to the new M1 junction 11A. These areas of development will form distinctive places, whilst ensuring that they appropriately integrate and connect. The new character areas will:

- CONNECT WITH THEIR SURROUNDINGS ...

... by being places with easy access to the towns, villages, and the countryside which people will want to visit as part of their everyday lives, achieved by utilising existing routes and creating new ones to maximise connectivity. This will include good public transport and safe, convenient walking and cycling routes to encourage sustainable and healthy modes of travel.

- HELP FORM NEW COMMUNITIES ...

... by being places where people can experience a good quality of life and where neighbourhoods will have an attractive mix of housing and a wide range of local employment opportunities; providing new schools and other supporting community infrastructure; local centres with community facilities and public spaces that create a focal point for community activity and social interaction; and facilitating access to a range of multifunctional, quality open spaces including the Chilterns Area of Outstanding Natural Beauty

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<sup>3</sup>A *Vision* is a broad statement about how the area should develop and the qualities it should have over the long term.

(AONB), ~~the~~ Sundon Historic Park as well as the countryside generally for the health and well-being of residents.

- CONTRIBUTE TOWARDS A SUSTAINABLE FUTURE ...
- ... by including measures that will help the communities adapt to the changes caused by climate change and designing places that have a low impact on, or positively improve, the environment, health and well-being of the residents.
- HAVE AN EMPHASIS ON GOOD DESIGN ...

— ... by taking positive design cues from both Luton and the distinctive villages of the adjacent AONB and designing places that have character with a local distinctiveness that offers an opportunity to give people a sense of pride in their environment.

- PROVIDE FOR NEW BUSINESSES AND EMPLOYMENT OPPORTUNITIES...

... by providing land and facilities that will allow for places that support the development of sustainable business growth and that help provide a wide range of local jobs and encourage training opportunities; and promote significant economic growth in the wider area through the delivery of the Sundon Rail Freight Interchange.

- CONSERVE AND ENHANCE THE AONB, ~~AND~~ THE COUNTRYSIDE AND LOCAL HERITAGE...

...by respecting the landscape and encouraging improvements to the accessibility of the Chilterns AONB with particular attention to new and enhanced footpaths, bridleways, crossings, sensitive improvements to local lanes appropriate to their function and enhancing the opportunities for recreational use of the countryside generally; enhancing the value of ecological sites and protecting heritage assets.

## 2.3. Aims

2.3.1. All planning proposals that are made within the area covered by this Framework Plan should demonstrate how the Vision is to be achieved. Planning applications must also demonstrate how the following headline aims are to be achieved, where these aims are relevant to the application concerned:

1. To contribute positively to the delivery of a range of new housing to assist in resolving issues of affordability and housing supply in the wider area.
2. To mitigate the impact on existing local infrastructure by providing new supporting community infrastructure to meet the needs of the new development and which compliments existing facilities in the area.
3. To contribute to providing a range of new employment opportunities to help enable the diversification and enhancement of the local economy.
4. To deliver a significant Rail Freight Interchange of sub-regional importance on land adjacent to Sundon Quarry and associated access to the strategic road network to boost economic growth in the area.
5. To contribute to and enable a greater level of public access from Luton through the development to the Chilterns ~~Area of Outstanding Natural Beauty~~AONB.
6. To provide a multifunctional Green Infrastructure network which protects and enhances biodiversity and the historic environment; conserves water and manages its quality; and provides open spaces within and on the edge of the urban area suitable for recreation, sports and other informal activities, in accordance with the Council's overall requirements.
7. To provide a new strategic link road to the north of Luton which will contribute towards the creation of a key orbital road improvement which can link communities in the conurbation of Luton, Dunstable and Houghton Regis.

8. To contribute to vehicular transport, particularly public transport, and walking and cycling links both around the area generally and to the wider facilities in Luton.
9. To provide and maintain sustainable and healthy environments through the mitigation of proposals which are likely to cause pollution or are likely to be exposed to potential sources of pollution.
10. To ensure that the proposed development will deliver buildings which are resource efficient and resilient to future climate change.
11. To follow best practice in the design and layout of the built environment, providing high quality development which ensures development proposals demonstrate a strong character, with public spaces that are safe, accessible, and pleasant to use and appropriate in scale. The buildings and layout will seek to improve social well-being and the quality of life for occupants and other users. The buildings and spaces at Sundon RFI will be designed to respect and enhance the surrounding landscape and biodiversity, particularly the adjacent County Wildlife Site (CWS) and Site of Special Scientific Interest (SSSI) at Sundon Quarry. Buildings will be constructed from materials which minimise the degree of visibility on the skyline and public spaces will be functional, overlooked and landscaped to manage the space and create a human scale environment.
12. To have regard to the special qualities of the Chilterns AONB and take full account of the views both into and out of the area. Development closest to the AONB should represent the highest environmental and design standards whilst complimenting the character of the AONB. A reduction in the impact of infrastructure should also be sought, ~~in particular~~ ly overhead pylons and roads.

## 2.4. Phasing Delivery

- 2.4.1. CBC recognises that the process of preparing a new Development Strategy for Central Bedfordshire may run in parallel with some of the planning applications within this area that will be submitted in due course. Nevertheless, the Council does not wish to discourage appropriate planning applications from being submitted and for development to be planned, provided that:

- The delivery of relevant critical infrastructure<sup>4</sup> is secured;
- Where it can be demonstrated by means of assessment for any planning application that certain critical infrastructure is not required for a particular quantum of development, its early or phased delivery will be acceptable in principle;
- Any such planning applications are consistent with the overall vision for growth set out in the Development Strategy and this Framework Plan;
- Any such planning applications incorporate agreed measures of mitigation for the impacts caused cumulatively as a result of development.

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<sup>4</sup>*Critical infrastructure* is defined in the Development Strategy as infrastructure that must happen to enable physical development. Given the scale of the site a phased approach to critical infrastructure in line with development parcels is likely. The M1-A6 Strategic Link Road is being funded through S106 agreements and/or through other grant funding. The Council will support such bids for funding.



### 3. CONTEXT FOR DEVELOPMENT

#### 3.1. Introduction

- 3.1.1. This section of the Framework Plan sets out the physical constraints that are present both on the sites and in the surrounding area that are influential on the development; and identifies opportunities to be sought through the development.

#### 3.2. Local context and features

- 3.2.1. The North of Luton strategic allocation lies immediately adjacent to the built edge of Luton, an area characterised by varying types of residential development ranging from low density to the east in Bramingham, to higher density at Marsh Farm and Sundon Park, and the Willowgate Trading Estate and General Motors facility to the west. Potential highway and footpath connections are present along the northern edge of Luton which provides the opportunity for new connections to the existing urban area.
- 3.2.2. The North of Luton site spans between the M1 Motorway to the west and the A6 to the east. The Midland Mainline also crosses through the development close to the western edge. Sundon Quarry lies to the north-west of the North of Luton site and along the eastern edge of the Midland Mainline. Overhead power lines traverse both sites and the development will need to provide the appropriate easement. ~~There may be the opportunity~~Opportunities will be sought to channel the power lines underground to the benefit of improving the landscape, subject to viability.
- 3.2.3. The villages of Lower Sundon, Upper Sundon and Streatley lie to the north and east of the sites, and Chalton Cross, a small hamlet, lies between Sundon Quarry and the North of Luton site, to the east of the Midland Mainline. Opportunities for mitigation will need to be sought in order to protect these rural villages from the growth of the Luton conurbation and the RFI and employment proposals.
- 3.2.4. The area to the north of the site<sup>s</sup> is designated as an Area of Outstanding Natural Beauty (the Chilterns AONB) and this will be a critical factor in shaping the design and layout of the development. An area known as Sundon Historic Park lies adjacent to the northern boundary and forms part of a medieval and post medieval landscape, which whilst presently non-designated is still historically important. Dray's Ditches Scheduled Monument, a linear earthwork, is also located in the south east corner of the North of Luton site extending to the east of the A6, and will influence the design and layout of development in this area.

3.2.5. A number of footpaths and bridleways traverse the sites, including an important east west link known as the Theedway which runs along the current northern edge of Luton and the Chiltern Way which passes through the Sundon RFI site. The Icknield Way Path, a long distance route extending from Dorset to Norfolk and the locally significant John Bunyan Trail also pass through the east of the North of Luton site. The development should seek to retain and enhance these existing routes ~~where possible~~ and there are opportunities for further footpaths, bridleways and cycleways between Luton, the developments and the wider countryside to improve connectivity.

### 3.3. Landscape and Topography

3.3.1. The existing landscape and topographical features will be a key influence on the layout of the development at land North of Luton and Sundon RFI. The site ~~n~~North of Luton is rolling chalk farmland being undulating in character comprising of a large scale and relatively open field network, providing open views to Sundon ridge and part of the Chilterns AONB. The topography of the site is varied with areas of height and a couple of steep slopes which will need to be considered within the overall layout.

3.3.2. Opportunities will be sought to retain and enhance existing features and respond to the topography of the sites creating a green infrastructure network which provides links from Luton to the open countryside beyond the northern boundary of the sites. Additional landscaping will be needed to mitigate against any impacts on the Chilterns AONB and its setting and this will be informed by landscape strategies required as part of any future detailed masterplans or planning applications.

### 3.4. The Chilterns Area of Outstanding Natural Beauty (AONB)

3.4.1. The Chilterns ~~(AONB)~~ designation runs south west to north east through the southern part of Central Bedfordshire. There are sites such as Sundon Hills and Sharpenhoe Clappers to the north which will attract visitors from the new development. The majority of the land North of Luton site lies outside of the AONB. In order to help protect this nationally important landscape the incursion into the AONB will be restricted to part of the M1-A6 strategic link road and the playing fields attached to one of the primary schools, both of which will be mitigated against using sensitive design and landscaping. The revised Green Belt boundary will follow the allocation boundary. The northern edge of the site will consist of green infrastructure to enable a proper transition between the urban area and the wider countryside. Residential or employment development will not be located within the extent of the AONB and any other development within the AONB should accord with AONB guidance and policies including the Chilterns

Buildings Design Guide, Chilterns Management Plan and Environmental Guidelines for the Management of Highways in the Chilterns.

### 3.5. Ecology

- 3.5.1. The North of Luton site contains Sundon Wood County Wildlife Site (CWS) and George Wood CWS is located adjacent to the north eastern edge. There are also existing hedgerows and field boundaries which provide important wildlife corridors, as well as small areas of woodland and mature trees. Opportunities should be sought to provide an appropriate ecological buffer around these features to mitigate against any impacts on ecology and integrate them within the wider green infrastructure network.
- 3.5.2. Bramingham Wood CWS and a further District Wildlife Site are located to the south of the North of Luton site, within Luton itself. Opportunities should be sought to connect this area into a wider green infrastructure network.
- 3.5.3. Sundon Chalk Pits ~~County Wildlife Site~~WS, and within it the Sundon Chalk Quarry SSSI occupy the disused quarry that lies directly to the east of the Sundon RFI allocation. The SSSI comprises a variety of habitats containing important plant and animal species. The disused quarry is also designated as Open Access Land under the Countryside and Rights of Way Act 2000. The Chalton Scrub and Grassland CWS is located in the south western part of the Sundon RFI site, adjacent to the Midland Mainline. The development offers the opportunity to enhance and manage these areas, in particular the disused quarry, as part of a wider green infrastructure network to increase the ecological value of the site. ~~But~~ The development will also need to respond to the sensitivities of these sites, particularly in terms of minimising light spillage, noise emission and hydrological changes, as well as pressure for access for recreational purposes from the residential land uses at ~~I~~ and ~~n~~North of Luton.
- 3.5.4. Further ecological assessments will be required as part of future planning applications for both the North of Luton and Sundon RFI sites to identify any potential impacts and appropriate measures to avoid, mitigate or compensate for any impacts or losses arising from the construction, future occupancy and operation of the developments.

### 3.6. Heritage

- 3.6.1. The area has a rich heritage, some of which remains visible on the landscape to this day. There is evidence of numerous Neolithic, Bronze Age, Iron Age, Roman, Saxon and medieval finds and features across the area indicating a long history of human activity and occupation.

- 3.6.2. The area contains a ~~s~~Scheduled ~~m~~Monument known as Dray's Ditches. ~~Dray's Ditches is~~ located on the south-eastern corner of the area, ~~and~~it is an Iron Age linear earthwork overlaying Bronze Age occupation which extends east towards Warden Hill. ~~It~~and is also on the Heritage at Risk register.
- 3.6.3. Sundon Wood contains a number of significant archaeological earthworks associated with woodland management which date from the medieval period onwards. Opportunities for their retention and protection within any enhancement or access plan should be sought.
- 3.6.4. At Upper Sundon there are earthwork remains of a shrunken village. This is a medieval site with well-preserved earthworks including hollow ways, property boundaries, ridge and furrow, headlands and field boundaries and the site is significant in area.
- 3.6.5. At Lower Sundon there are earthworks indicating features associated with the former Sundon House. The earthworks are very overgrown, but indicate hollow ways, close boundaries and house sites along with landscape features around the house. However, it is known to be locally significant. The adjacent Sundon Park is the site of a medieval deer park with boundary earthworks and is very important distinctive parkland. Opportunities will be sought to integrate this asset within the wider Green Infrastructure network.
- 3.6.6. The Theedway, alternatively known as Thiodweg, is an ancient route-way and was significant in Saxon Bedfordshire. It became a prominent feature in the landscape and its line is the northern limit of Luton. The historic boundary of Luton was further north and the associated hedgerow is protected as an important hedgerow under the Hedgerow Regulations. The current urban fringe of Luton is largely unattractive forming a hard interface between town and country. ~~The~~d development provides the opportunity for a new green corridor that will ~~help protect the amenity of existing residents as well as improving~~improve the route of the Theedway, ~~and~~ making it more attractive as an east-west path and it will also provide separation between the new development and existing residents. This green corridor will also contribute to the protection of Dray's Ditches to the far east of the site. The width of this green corridor will vary along its length in response to adjacent uses, topographical features and the presence of other ecological or heritage assets.
- 3.6.7. To the south of the scarp, the rolling chalk farmland does have some small enclosures near to settlements but is dominated by arable cropping within large geometric parliamentary enclosure fields. Again the field boundaries are characterised by short flailed, gappy hedges.

3.6.8.

Constraints and opportunities plan



## 4. FRAMEWORK PLAN PROPOSALS

### 4.1. Introduction

4.1.1. The Central Bedfordshire Development Strategy identifies the two strategic allocations which will accommodate:

- Land North of Luton - approximately 3,200 new dwellings, 13 hectares of employment land, new retail and community facilities, open spaces, green infrastructure and associated development to 2031; with the potential for an additional 800 homes and 7ha of employment land beyond 2031.
- Sundon RFI - a separate but adjacent strategic allocation for a rail freight interchange with a further 40 hectares of associated employment land.

4.1.2. Both allocations will facilitate the delivery of a new strategic Link Road between the M1 and the A6.

4.1.3. This section of the Framework Plan sets out how the policy requirements will be delivered on the two sites. The Concept Plan included in Appendix 1 shows the Council's general expectations on how the aims of the urban extension may take physical form. Future masterplanning and planning applications are expected to deliver a comprehensive and sustainable development which will adhere to the principles in this Framework Plan.

### 4.2. M1-A6 Strategic Link Road

4.2.1. The development will provide a new strategic Link Road between the M1 and A6 which will benefit the wider transport network and provide access to the development. It will also form part of a wider east-west orbital route around the Luton, Dunstable and Houghton Regis conurbation, linking to the A5-M1 link road scheme via the new M1 Junction 11A. This will contribute to alleviating through traffic from the conurbation, freeing up capacity on the highway network within the towns as well as addressing issues in the surrounding villages. A strategic link road from the A6 to the A505 is not required to support the North of Luton and Sundon RFI developments. The feasibility of providing this will be pursued separately with neighbouring local authorities as it is likely to require substantial funding and is beyond the remit of this Framework Plan.

4.2.2. The strategic Link Road linking the new M1 junction 11A and the A6 will be delivered in a phased manner in line with the Development Strategy. The section between the new junction on the M1 and ~~Sundon Park Road~~ the link to

Sundon RFI will cross the Midland Mainline ~~in order to and will~~ facilitate access to employment land and enable the development of ~~Sundon the~~ RFI. The road will extend ~~from Sundon Park Road~~ across to the A6 where it will join a new roundabout. A number of potential routes for the Link Road have been explored in developing these proposals, all of which have been subject to public consultation. The preferred road position has been informed by technical and engineering studies and is shown on the Concept Plan. This proposed route maximises the amount of developable land, in order to make sure that the right amount of development can be accommodated on the sites and ensures that the new homes, employment and community uses relate well and form a natural extension to the existing Luton area. As a consequence a short stretch of the road passes through the southern extent of the Chilterns AONB. The Link Road passes through undulating terrain and the route has been designed to limit the impact of both the road and its traffic from view points in and around the AONB. The design should seek to achieve an earthworks balance which will avoid the need for importing or exporting material thereby minimising the amount of HGV traffic associated with construction of the road. and it will be carefully planned and designed Other measures to minimise the impact ~~using measures such as include~~ new landscaping and extending existing woodland areas, and sensitive highway design and lighting, for example.

4.2.3. The principle of a Link Road has been subject to Strategic Environmental Assessment (SEA) through both the emerging Development Strategy and the adopted Local Transport Plan (LTP). The detailed road alignment will be determined through the planning application process and will be informed by future technical work including an Environmental Impact Assessment (EIA).

4.2.4. The ~~new Link -r~~ Road will provide a more direct route to the M1 and as a consequence the Council ~~is able to will consider implementing HGV bans restrict HGV movements~~ in the surrounding villages where ~~appropriate possible~~.

#### 4.3. **Bridges and entrance from the M1**

4.3.1. The site will be accessed from the west by a new Junction 11A on the M1 which is committed by the Highways Agency and has been future proofed to accommodate growth to the north of Luton (including Sundon RFI). The design of the junction will need to be amended to connect to the Link Road. The Link Road will cross the Midland Mainline and a new bridge will be constructed, the principle of which is supported by Network Rail.

4.3.2. The full extent of the Link Road from the M1 to the A6 will be required in order to accommodate the total amount of development. Any development proposed in advance of the Link Road being completed will need to demonstrate it is acceptable in planning terms.

#### 4.4. ~~Potential d~~Direct highway link to Sundon RFI

- 4.4.1. ~~The Framework Plan (option 2) shows a potential~~A direct connection from the Link Road to Sundon RFI will be created to. ~~This link will~~ accommodate vehicle movements for the RFI which will be 24 hours per day, 7 days per week. ~~This and~~ will minimise any impact on the existing road network around Chalton, Lower Sundon, and on Sundon Historic Park. The ability to provide this direct link will be dependent on the detailed design of the ~~Link Road and the uses on the surrounding parcels of land, both of~~ which will be determined ~~at the~~through detailed masterplanning and planning application ~~s~~stages.
- 4.4.2. ~~The Link Road will cut through the current Sundon Park Road, severing this north-south connection between Luton and Lower Sundon. Vehicular traffic will be re-routed via a new local road connection to the RFI junction on the Link Road. Sundon Park Road will become a north-south route for cyclists and pedestrians to enable access to homes and facilities with an appropriate at-grade pedestrian and cycle crossing point provided over the Link Road. If this direct link cannot be provided, access to the RFI will be via the western section of the Link Road and a new junction on Sundon Park Road. In this scenario Sundon Park Road will remain as a route open to vehicle movements.~~

#### 4.5. Green Infrastructure Network: A network of green spaces

- 4.5.1. The layout of the development has been structured around a network of ~~g~~Green ~~i~~nfrastucture, as shown on the Concept Plan. This network responds to the topography of the land and incorporates existing Rights of Way, landscape features and ecological assets including areas of woodland, hedgerows and designated wildlife sites. In addition to these natural features, the green network will also incorporate recreational uses such as the Open Access Land at Sundon Quarry, new allotments, children's play areas and sports pitches, and have a functional use in managing surface water through infiltration as part of a wider Sustainable Urban Drainage System (SUDS). This network will also be complimented a GI strategy along highway corridors to ensure a well connected network of green spaces. The amount of open space being provided meets the Council's overall standards as set out in the adopted Leisure Strategy.
- 4.5.2. The proposed north-south green links connect existing green spaces in Luton, such as Great Bramingham Wood and Bramingham Park to the countryside within the AONB to the north. These links incorporate Sundon Wood, George Wood and existing pockets of woodland present to the north of Great Bramingham Wood. Green bridges will provide crossing points over the new Link Road. This will enable the movement of people and animals across the Link Road and vegetation along the bridge will assist in mitigating against any landscape impacts.

4.5.3. The proposed east-west green link along the northern edge of the site connects Sundon and George Woods and includes the area of AONB which lies within the site. A further east-west link incorporates the Theedway which lies along the northern edge of Luton. This corridor will retain and enhance the existing route and create a multifunctional gGreen iInfrastructure corridor where new development will front onto it and create a more positive environment, whilst protecting the amenity of neighbouring residents and preserving Dray's Ditches Scheduled Monument.

4.5.4. Keech Hospice is an existing palliative care facility located in the south-eastern corner of the North of Luton site. The Hospice is set within its own grounds, offering a peaceful setting for its patients. A green buffer will be provided around the hospice in order to protect its function and setting and maintain separation from existing and proposed residential development. Opportunities for improved access to the Hospice will also be considered through the detailed masterplanning and planning application process. The Council and developers of the sites will continue to engage with the Hospice about their future aspirations.

#### 4.6. **The Chilterns AONB**

4.6.1. In order to protect the Chilterns AONB no built development is located within its extent, with the exception of a small stretch of the Link Road and open space provision associated with the central primary school, as shown on the Concept Plan. The school buildings and external spaces including playing fields will be sensitively designed to respect the AONB and in accordance with the Chilterns Buildings Design Guide, Chilterns Management Plan and Environmental Guidelines for the Management of Highways in the Chilterns. Consideration will be given to maintaining the openness of the playing fields and measures to integrate development within the landscape setting. In accordance with the Development Strategy only compatible open space uses will be provided within the extent of the AONB.

4.6.2. The northern boundary of the site will be sensitively landscaped using planting to provide an appropriate edge to the development and the wider Luton area. This will include extending Sundon and George Woods. This will minimise the visual impact of the development on the landscape and on Lower and Upper Sundon. It will also assist in mitigating against the Link Road and primary school site. The amount of landscaping will increase in the development parcels in close proximity to the AONB. The north eastern parcel of land is particularly sensitive and will require mitigation in terms of landscaping, design and layout to reduce the visual impact especially when viewed from Galley Hill and Warden Hills.

4.6.3. The north-south green corridor links occurring at intervals through the site, combined with the landscaped edges, will visually break the development up into a number of smaller parcels and help protect the skyline from a range of viewpoints. Other measures will include consideration of topography in relation to the layout and densities of development parcels, roof materials and the choice of street lighting.

#### 4.7. Protection of CWS, SSSI and other ecological features

4.7.1. Along the eastern edge of Sundon RFI and the northern edges of the land parcels located to the south of Sundon Quarry, an appropriate ecological buffer will be provided to mitigate any impacts on the SSSI and CWS that are likely to arise as a result of construction, operations and future recreational pressure.

4.7.2. Existing features such as Sundon Wood, George Wood and other areas of undesignated woodland will be extended to form part of the ~~g~~Green ~~i~~nfrastructure corridors. This will also buffer these important features from the development and enhance the ecology of the area.

4.7.3. Further ecological surveys will be required as part of any detailed masterplans or planning applications, including extended Phase 1 Habitats Surveys.

#### 4.8. Protection of heritage assets

4.8.1. Appropriate mitigation will be provided between Dray's Ditches and the development in order to protect the Scheduled ~~Ancient~~ Monument (~~SAM~~). This will form part of the wider ~~g~~Green ~~i~~nfrastructure corridor along the northern edge of Luton. There is the potential for deposits associated with Drays Ditches to extend to the north of the ~~SAM~~ Scheduled Monument designated area. Early evaluation of the area and a mitigation and enhancement strategy will therefore be required to determine the extent of the ~~s~~Scheduled ~~m~~Monument and any measures required to preserve it in situ. The green corridor will need to be of a sufficient width to incorporate the scheduled area and its immediate setting.

4.8.2. Measures will be put in place to preserve the historic landscape around and including Sundon Historic Park, which lies just beyond the site boundary. A ~~g~~Green ~~i~~nfrastructure corridor will be provided along the edges of the development that adjoin Sundon Historic Park in order to protect the setting of the historic landscape in this location. This ~~g~~Green ~~i~~nfrastructure corridor will also help protect the village setting of Lower Sundon. ~~MA~~ mitigation strategies will be required as part of any future planning applications.

4.8.3. A programme of evaluation to establish the location, extent, nature, date and state of preservation of any archaeological features or deposits that may be present will be required before the development proposals are finalised through any planning applications.

#### 4.9. **A well connected development into Luton and Central Bedfordshire**

4.9.1. The development will be well connected to both Luton and the surrounding towns and villages in Central Bedfordshire. The new highway network will connect to four existing routes within Luton (Northwell Drive, Sundon Park Road, Toddington Road and the A6). New cycle routes will be connected to the current cycle network and existing Rights of Way (footpaths and bridleways) will be retained and enhanced.

4.9.2. A new spine road will run through the heart of the development ~~ensuring that community facilities are easily accessible~~ and a well connected network of new primary, ~~and~~ secondary and tertiary streets will provide attractive walking and cycling routes throughout the development ~~access to between community facilities,~~ residential areas, places of employment and green spaces.

#### 4.10. **Impact on the existing highway network**

4.10.1. High level transport modelling of the area has been undertaken in order to inform the emerging Development Strategy. This looked at the potential impact of the existing highway network if the developments were built without any mitigation measures on existing roads or public transport. This has highlighted the areas of highest impact, particularly on some of the north-south routes which will be further considered as the masterplan s and planning applications develops.

4.10.2. Additional transport evidence at a more refined level will be needed as part of any detailed masterplanning or planning applications to mitigate the impacts. This more detailed work will seek to provide a transport solution for the full masterplan as well as during the phased build-out of the masterplan. Improvements to physical infrastructure such as the new road and associated junctions between the M1 and A6 will need to be supplemented by sustainable transport enhancements, travel planning and the consideration of how we will travel in the future. The transport solution will need to be a combination of hard and soft measures to make best use of the existing infrastructure and any proposed improvements.

4.10.3. ~~A-d~~Detailed transport assessments will be prepared in consultation with Central Bedfordshire Council and Luton Borough Council and will identify mitigation measures on the existing highway network to ensure the development has an acceptable impact in highway and transport terms.

#### 4.11. Sustainable Transport

4.11.1. The site's location on the edge of the urban area means that there are significant opportunities for connections to Luton and surrounding settlements by public transport, walking and cycling routes. The opportunities for sustainable transport are the key measure in mitigating against any impact on the highway network.

4.11.2. It is therefore crucial that the development north of Luton provides a range of sustainable transport choices for the new community from the outset. This will include opportunities to link to existing public transport routes and attractive walking and cycling options which link to local services and provide access in the north to the countryside and Chilterns ~~Area of Outstanding Natural Beauty AONB~~, and in the south through Luton where there ~~are-is~~ already ~~an extensive good~~ sustainable transport ~~connections~~network. Opportunities will be sought to encourage connections to main destinations in Luton such as the Arndale Centre, Airport and the three train stations, as well as encourage a link to the Luton Dunstable Guided Busway. Sustainable transport strategies will identify opportunities for non-car based travel and transport assessments will build on previous assessments and those undertaken by Luton Borough Council to identify where there will need to be new bus priority measures to improve journey times. It will also look at how the development will link to the most important bus routes to ensure these are capitalised upon. The Council will continue to work with Luton Borough Council to ensure opportunities for sustainable transport are realised.

4.11.3. Densities will be higher along the key routes within the development and along links into Luton in order to support public transport opportunities, and community facilities will be located along these key routes to maximise accessibility.

#### 4.12. Location of community uses

4.12.1. The development will facilitate the provision of the necessary facilities to support the new community subject to the viability of the scheme. This includes a new community hub; primary and secondary schools; and open spaces containing play areas, playing pitches and allotments, for example.

#### 4.13. A central community hub

4.13.1. Community facilities aspiring to ~~a doctor's surgery~~health facilities, community hall and retail will be centrally located within the development to be accessible to residents. The neighbourhood centre will compliment the existing network of neighbourhood centres within Luton, such as Marsh Farm, Bramingham and Sundon Park, and it will be attractive to both new and existing residents in Luton and the villages of Sundon and Streatley to the north.

#### 4.14. New schools

4.14.1. The development will facilitate the delivery of education facilities to cater for children living in the new development in line with Central Bedfordshire Council's policies on identifying new pupil places. This will be in line with the scale of the development and there is currently an anticipated need for three new primary schools, with early year's provision and a secondary school with sixth form places to meet the need arising from 3,200 and 4,000 homes. Indicative locations for the primary schools are illustrated on the Framework~~Concept~~ Plan and they are distributed across the site in the west, centre and east. It is possible that one of the primary schools will be co-located with a secondary school, ~~and could be located either in the centre of the site adjacent to the community hub, or to the east of the site adjacent to the A6.~~ The Concept Plan identifies two potential locations for the secondary school: the centre of the site adjacent to the community hub and to the east of the site adjacent to the A6. Based on high level evidence, the Council's specialist officers have expressed a preference for the central position adjacent to the community hub. However, both locations require further technical assessment to address the impact on housing numbers, landscape and access. The exact location will be dependent on the outcomes of this technical work and determined through further detailed masterplanning. ~~The exact location of the school is dependent on the phasing of the site and will be determined through further detailed masterplanning.~~

#### 4.15. Recreational spaces

- 4.15.1. New recreational open spaces will be provided in accordance with the standards in the Central Bedfordshire Leisure Strategy and accommodated within the wider multifunctional green infrastructure network.
- 4.15.2. Playing pitches will be required as part of the development and some of this provision will be provided at the secondary school, for community use outside of school hours.

4.15.3. Children's play areas and sites for young people will be provided across the development. Fewer but larger play areas that cater for all age groups will be required on individual sites, and will be located at key points, such as intersections, close to school sites, and as a part of multi-functional open spaces.

#### 4.16. Distribution of homes

4.16.1. The development will provide approximately 3,200 homes to the year 2031 with the potential for an additional 800 homes beyond the plan period in accordance with the Development Strategy policy. The exact number of homes will be determined at planning application stage. A mix of house types and tenures will be provided, including older persons accommodation and up to 30% affordable housing in accordance with the Council's policy target in the Development Strategy to meet the needs of both Central Bedfordshire and Luton.

4.16.2. Densities will vary across the site and will be appropriate to neighbouring areas. Density will reduce to the north of the site in the vicinity of the Chilterns AONB providing a transition from town to countryside and enabling a softer edge to the built up area of Luton than at present. Higher density development will also be focused on the principal routes through the development in order to support public transport.

#### 4.17. Character Areas

4.17.1. The development will be split into distinctive neighbourhoods of primarily residential use contained within and set apart by the multifunctional network of Green Infrastructure.

#### 4.18. Main employment areas on Land North of Luton

4.18.1. The main employment areas are located to the west of the site, between the M1 and ~~Sundon Park Road~~ Midland Mainline to benefit from access to the new Junction 11A and relate to the existing employment areas at the Willowgate Trading Estate and the General Motors facility. This complements the proposed employment areas on the opposite side of the M1 at North Houghton Regis, creating a new employment hub on the M1 corridor. A small amount of employment space may also be located along the direct highway link to Sundon RFI. A range of employment generating uses could be accommodated and this flexibility ensures the area remains attractive to a wide range of potential businesses and industries. There is the potential for around 1,000 new jobs to be provided in this location.

~~5.18.1. There may be further opportunities for small scale employment uses in the neighbourhood centre and close to the A6 corridor.~~

4.18.2.

~~This area is identified as mixed use on the Concept Plan as some residential development or community facilities could also be appropriate in the west of the site. The exact uses to be delivered in this location will be determined through the detailed masterplanning and planning application process. There is the potential for around 1,000 new jobs to be provided in this location.~~

~~There may be further opportunities for small scale employment uses in the neighbourhood centre and close to the A6 corridor.~~

#### 4.19. Sundon Rail Freight Interchange

4.19.1. The ~~R~~ail ~~F~~reight ~~I~~nterchange itself will be an intermodal facility of approximately 5 ha providing pick up and drop off access to 4 rail sidings adjacent to the Midland Mainline, and there will also be 40ha of distribution facilities accommodated within a range of different sized buildings. The RFI and associated employment area is expected to create around 2,000 new jobs, based on standard employment densities and experience with similar developments elsewhere. The first phase of the strategic Link Road between the new Junction 11aA and the new direct link to Sundon RFI Sundon Park Road will enable vehicle access to the site. ~~As referred to above, there is the potential for a direct link from the new Link Road to Sundon RFI, as shown in option 2 of the Concept Plan.~~

4.19.2. Rail Freight Interchanges are encouraged in the NPPF (paragraph 31) to support sustainable development and Network Rail have confirmed they are supportive of ~~the proposal for an~~ RFI in this location. There are long term markets for this kind of development and sites which can be easily rail linked are scarce and should be seen as national strategic assets.



## 5. DESIGN PRINCIPLES

### 5.1. Urban Design Principles

- 5.1.1. Any planning application within the two strategic allocations and the areas associated with these will be required to demonstrate how it incorporates and positively responds to the following design principles.
- 5.1.2. Central Bedfordshire Council has an adopted Design Guide<sup>5</sup> which represents the Council's policy on the urban design aspects of development in its area. It is technical guidance which sets out the key principles and standards that will deliver the Council's aspirations for high quality development and will be a material consideration in determining future planning applications and informing detailed masterplanning. The Design Guide will be applied appropriately and flexibly.
- 5.1.3. Development proposals should value the heritage assets, villages, open spaces and the vernacular forms found in the area and aspire to including the best from those sources of inspiration, with a modern take to suit modern living and working requirements. The potential to add value and variety by introducing more modern development, particularly in relation to new commercial and community facilities will need to be balanced against the need to reflect the character of the surrounding settlements and the Chilterns AONB. Consideration will also be given to the scale, massing and form of the development in responding to the constraints and opportunities present on the site.
- 5.1.4. A range of residential densities is expected across the site. There will be a requirement to provide lower density traditional family houses reflecting an expectation for good sized homes and gardens and high privacy standards. It is expected that housing of higher density will provide a choice of a wide range of housing types and tenures across the area. Higher density housing will be carefully located in areas that support the viability of central community hubs and public transport routes. There will be an expectation that planning applications will ensure through their design approach, the delivery of inclusive rather than exclusive places.

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<sup>5</sup>[Central Bedfordshire Design Guide](#) (2014)

- 5.1.5. The Framework Plan anticipates that each neighbourhood will be designed using design codes to ensure that all land ~~within the urban extension~~ (including open spaces, green infrastructure and landscaped areas) is used efficiently, designed for a stated purpose, provides variety and is distinctive.
- 5.1.6. The buildings and spaces at Sundon RFI will be sensitively designed to respect and enhance the surrounding landscape and biodiversity, particularly the adjacent CWS and SSSI at Sundon Quarry, as well as existing residential properties in close proximity to the site. Buildings will be constructed from materials which minimise the degree of visibility on the skyline and public spaces will be functional, overlooked and landscaped to manage the space and create a human scale environment. Careful consideration will be given to operational lighting and boundary treatments.
- 5.1.7. SUDS will be designed to manage surface water in a locally appropriate way to deliver wider social and environmental benefits<sup>6</sup>.

## 5.2. Sustainability

- 5.2.1. Development proposals should demonstrate low environmental impacts and high resilience to a changing climate. Planning applications will be required to address a range of environmental issues proactively and demonstrate that the schemes will comply with Building Regulations as a minimum.

## 5.3. Benefits of Development

- 5.3.1. Once completed the development will meet the aims of this Framework Plan (as set out in section 2.3) and deliver the following benefits:
- The creation of a high quality new development that provides a range of new house types and tenures including market housing, shared equity, affordable rented, and social housing to assist in resolving issues of housing supply and affordability in the area.
  - The creation of new job opportunities through a range of employment generating uses to diversify and enhance the local economy.

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<sup>6</sup>Central Bedfordshire Council [Sustainable Drainage Guidance SPD](#) (2014)

- A strategic Link Road connecting the A6 to the new junction 11aA of the M1; and linking to the A5 via a new link road being delivered as part of the North Houghton Regis development, thereby avoiding the need to travel through Luton.
- New community facilities, new schools and local retail provision.
- Provision of a multifunctional network of new open spaces that will protect and enhance biodiversity and the historic environment; manage water, and provide new recreational facilities including sports pitches, children's and young person's facilities and other informal areas.
- New walking and cycling routes connecting the urban area of Luton to the development and to the Chilterns ~~Area of Outstanding Natural Beauty~~ AONB.
- A ~~r~~Rail ~~f~~E freight ~~i~~nterchange of sub-regional importance which will reduce road freight movements in the local area and in the wider sub-region and create new employment opportunities.



## 6. INFRASTRUCTURE AND DEVELOPMENT MITIGATION

### 6.1. Introduction

- 6.1.1. Infrastructure will be required as part of the development of the North Luton and Sundon Rail Freight Interchange Strategic Allocations to support the new community and mitigate the impact upon the surrounding area.

### 6.2. Infrastructure

- 6.2.1. The following strategic transport infrastructure will be provided to enable the delivery of the North Luton and Sundon RFI Strategic Allocations:

- A remodelled connection to the M1 Junction 11A;
- A strategic ~~Link~~ ~~Road~~ from the M1 Junction 11A ~~a~~ to the A6;
- A ~~Rail~~ ~~Freight~~ ~~I~~nterchange providing an intermodal facility for pick up/drop off access to four new sidings on the Midland Mainline, to enable employment development at Sundon RFI.

- 6.2.2. Other infrastructure will be provided to support the level of development proposed. The following list of facilities gives an indication of the infrastructure associated with the North Luton and Sundon RFI sites:

- Education Facilities – as justified by the scale of development. This is anticipated to include three primary schools including early years, ~~a~~ secondary school and sixth form place provision.
- Healthcare – Any necessary facilities will be ~~provided~~ dependent upon a Health Impact Assessment that will be undertaken in association with the ~~outline~~ planning application(s) for the North of Luton Strategic Allocation provided in conjunction with the NHS/Clinical Commissioning Bodies.
- Sustainable Transport Measures – provision of pedestrian and cycle routes linking to ~~the existing~~ routes which improve connectivity to Luton; ~~the Chilterns Area of Outstanding Natural Beauty AONB;~~ Upper

and Lower Sundon; Streatley, Chalton; and networks; and the provision of public transport ~~with opportunities to~~ connecting to the existing network.

- Leisure and recreation – to meet the overall adopted standards in ~~the~~ Central Bedfordshire Council's Leisure Strategy.
- Community – facilitate the provision of community facilities including community hall, library outreach facilities, hub for access to public services, health services, performance spaces and faith facilities, with the potential for multi-use buildings to create community hubs.
- Open Space – such as parks and gardens, informal open space, provision for children and young people (play areas), outdoor sport pitches and courts, allotments, and potentially a cemetery and community gardens.
- Strategic Landscaping and a network of green infrastructure corridors – strategic landscaping will be required specifically at gateway points into the site, along the route of the Link Road, along the northern edge of Luton to protect and enhance the existing urban area, and in sensitive locations adjacent to the Chilterns AONB, SSSI and CWS.
- Affordable housing – there will be provision of affordable housing to a level commensurate with the scale of the development proposed and in accordance with the policies of Central Bedfordshire Council. The overall quantum of affordable housing to be provided will be determined through an informed process of viability testing of the scheme.
- New utilities and drainage infrastructure – extended into the proposed developments and installed throughout development phasing. In some cases this may require off-site reinforcement and/or upgrades to existing infrastructure to provide sufficient capacity. Developers and the Council will liaise with Broadband providers to facilitate Next Generation Broadband access in line with the Development Strategy.
- Other requirements needed to specifically mitigate the impacts of application proposals which emerge through the master planning and planning application process.

## 6.3. Mitigation

6.3.1. Any planning application will be required to demonstrate that it is providing an acceptable mitigation package. Mitigation will take the form of one or more of:

- On-site provision by the developer;
- Off-site mitigation by the developer;
- Transfer of land from the developer to Central Bedfordshire Council;
- Off-site financial contributions paid by the developer to CBC for it to deliver mitigation;
- Infrastructure provided through the Community Infrastructure Levy (if applicable and when adopted by the Council).

6.3.2. Central Bedfordshire Council propose to adopt its CIL Charging Schedule in 2015. However, due to ongoing viability work looking at the implications for the large urban extensions, it is as yet unclear as to whether the charge will apply in respect of this site. In negotiating the mitigation packages will have regard to:

- The National Planning Policy Framework (paragraph 204)
- The provisions of the CIL Regulations (as revised).
- The Central Bedfordshire Planning Obligations Strategy (in place at such time an application is determined).
- The Central Bedfordshire Development Strategy.
- The financial viability of development proposals.
- Other material considerations that may emerge during the master planning and planning application process, including relevant Green Infrastructure Plans.



## 7. ~~NEXT STEPS~~ SIMPLEMENTATION

### ~~8.1.1. Public consultation~~

~~8.1.2. The Framework Plan has been subject to consultation with officers and organisations throughout its preparation.~~

~~8.1.3. Formal consultation on the Framework Plan will take place for five weeks from 10 November until 15 December 2014. All responses to this consultation will be taken into account and changes made to the Framework Plan where appropriate.~~

~~8.1.4. The Framework Plan, and accompanying consultation report, will be presented before the Central Bedfordshire Council Executive to seek approval for it to support the Development Strategy and its potential use within the Development Management process. It will be presented in support of the North of Luton and Sundon RFI policies at the Development Strategy examination hearings expected in March 2015.~~

### ~~8.1.5. Implementation~~

7.1.1. It is envisaged that the principal developers for both sites may make planning applications in the early part of the plan period. As part of any approval of outline planning applications to deliver the developments, there will be a requirement for detailed overarching and neighbourhood level ~~Master Plans~~ masterplans to be prepared throughout the development process. These will be expected to be in accordance with the Framework Plan and both the ~~Master Plans~~ masterplans and planning applications will involve pre-application consultations.

7.1.2. The development of these strategic allocations is expected to take place over a period of 20 years. Therefore the developments will need to be phased in an appropriate and efficient manner, having regard to technical evidence such as highway capacity and the need to deliver the necessary community facilities to support the evolving development. Detailed phasing will be determined at the later masterplanning stages.



APPENDIX 1: CONCEPT PLANS

Option 1:

Option 2:



## A great place to live and work

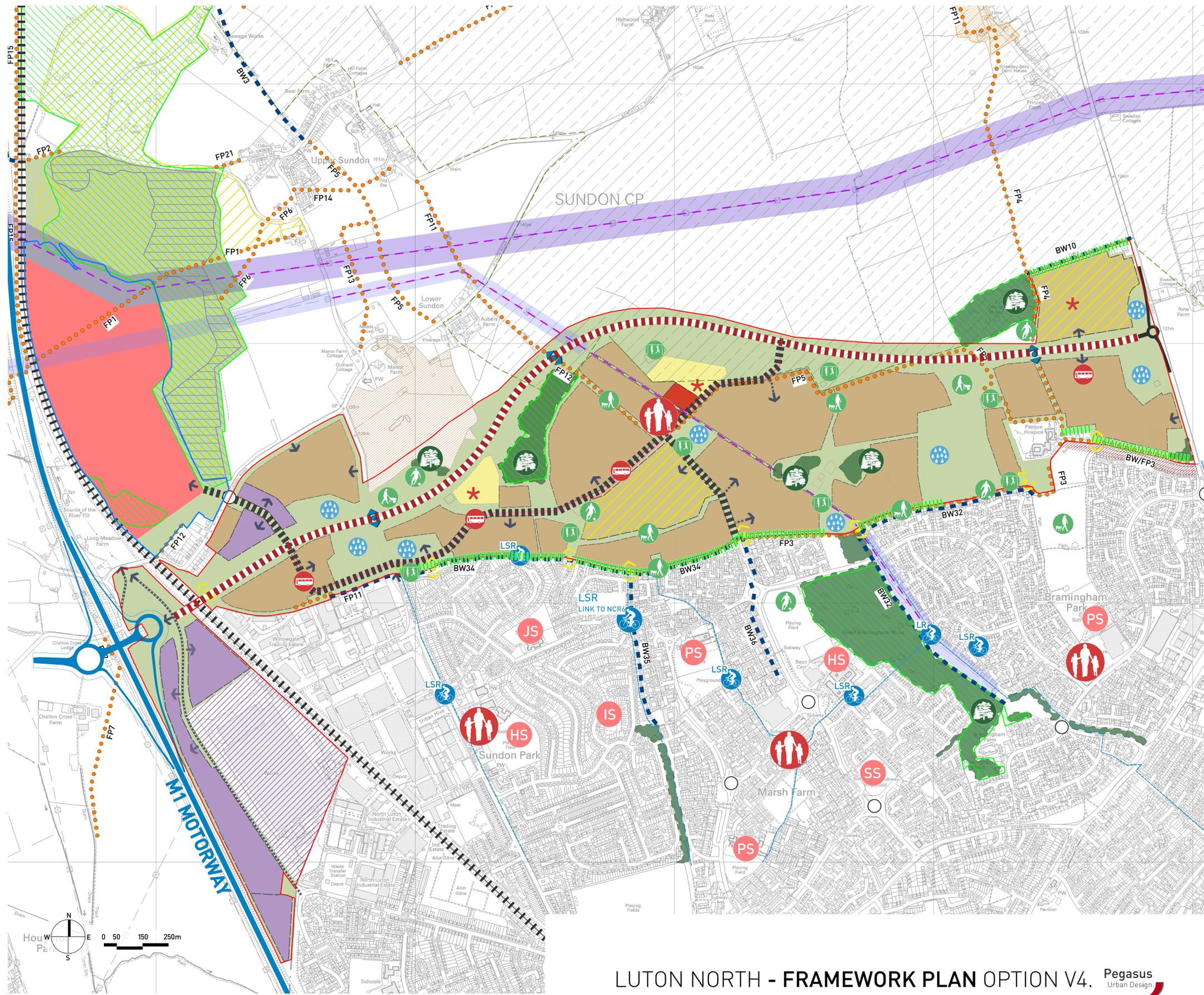
### Contact us...

by telephone: 0300 300 8307

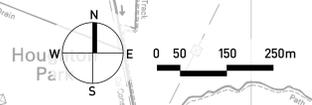
by email: [LDF@centralbedfordshire.gov.uk](mailto:LDF@centralbedfordshire.gov.uk)

on the web: [www.centralbedfordshire.gov.uk/north-luton](http://www.centralbedfordshire.gov.uk/north-luton)

Write to Central Bedfordshire Council, Priory House,  
Monks Walk, Chicksands, Shefford, Bedfordshire SG17 5TQ



- KEY**
- POLICY EXTENT OF PROPOSED ALLOCATION (POLICY 61)
  - EXTENT OF POLICY 64
  - LOCAL CENTRE/MIXED USE AREA
  - RESIDENTIAL
  - MIXED USE RESIDENTIAL AND/OR EDUCATION
  - ★ PRIMARY SCHOOLS, WHERE OUTSIDE MIXED USE
  - MIXED USE EMPLOYMENT
  - RAIL FREIGHT INTERCHANGE AND ASSOCIATED EMPLOYMENT USES
  - EMPLOYMENT BEYOND SITE BOUNDARY
  - GREEN INFRASTRUCTURE
  - NORTH LUTON M1/A6 STRATEGIC LINK ROAD
  - SPINE ROAD
  - ↔ POTENTIAL ACCESS TO PARCEL
  - ↕ PEDESTRIAN/CYCLEWAY CROSSING
  - ↔ PEDESTRIAN LINK TO SITE
  - ⊙ INDICATIVE DRAINAGE ATTENUATION
  - ⋯ FOOTPATHS
  - BRIDLEWAYS
  - AREA OF OUTSTANDING NATURAL BEAUTY (AONB)
  - CONSERVATION AREA
  - COUNTY WILDLIFE SITE (CWS)
  - HISTORIC PARKS AND GARDENS
  - SITES OF SPECIAL SCIENTIFIC INTEREST (SSSI)
  - EXISTING SIGNIFICANT VEGETATION (FROM TOPOGRAPHIC SURVEY)
  - OPEN ACCESS LAND WITHIN SUNDON QUARRY
  - GREEN CORRIDOR
  - SCHEDULED MONUMENT (SM)
  - UNDERGROUNDED POWER LINE
  - 30M OFFSET FROM 132KV OVERHEAD POWER LINES (CABLE GROUNDING ASSUMES NEED FOR 10M EASEMENT)
  - 60M OFFSET FROM 400KV OVERHEAD POWER LINES
  - ⊙ EXISTING WOODLAND
  - ⊙ INFORMAL OPEN SPACE
  - SS SECONDARY SCHOOL
  - PS PRIMARY SCHOOL
  - JS JUNIOR SCHOOL
  - ⊙ COMMUNITY HUB
  - ⊙ POTENTIAL BUS ROUTES
  - ⊙ CHILDREN'S PLAY
  - ⊙ SPORTS PITCHES
  - ⊙ ALLOTMENTS
  - IS INFANT SCHOOL
  - HS HIGHER SCHOOL
  - ⊙ LOCAL STRATEGIC CYCLE ROUTE
  - ⊙ LOCAL CYCLE ROUTE



## LUTON NORTH - FRAMEWORK PLAN OPTION V4.



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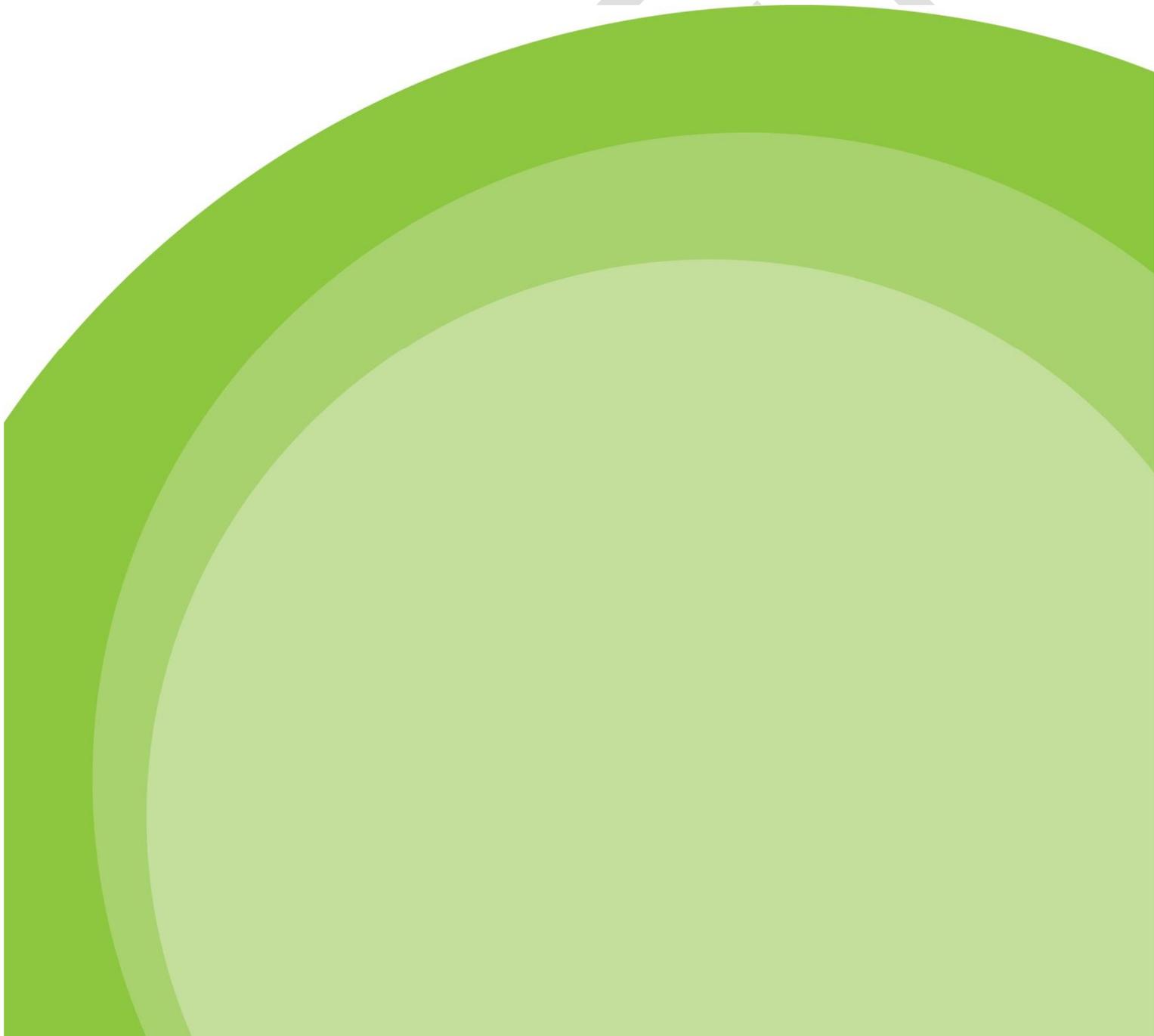
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# Consultation Statement

North of Luton and Sundon RFI Framework Plan (March 2015)



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## **1 Introduction**

### **1.1 Background**

- 1.1.1 This document is a Consultation Statement. It has been written in accordance with Central Bedfordshire Council's (CBC) Statement of Community Involvement, adopted in October 2012. The Statement of Community Involvement sets out the key stages of consultation for Planning Applications and Local Plan Documents. For Supplementary Planning documents it suggests that drafts should be subject to involvement by people and the community in a similar way to Local Plan documents, for a minimum of four weeks. All comments should be considered and fed into the final document if appropriate.
- 1.1.2 This Consultation Statement details the engagement undertaken during the production of the Framework Plan for the Land North of Luton and the Sundon Rail Freight Interchange (RFI) Strategic Allocations, as identified in the emerging Central Bedfordshire Development Strategy (2014). It includes a detailed analysis of the feedback which was received and demonstrates how this feedback was taken into consideration when preparing a final Framework Plan to take to Sustainable Communities Overview and Scrutiny Committee (OSC) and Executive.
- 1.1.3 The Framework Plan has been produced by CBC, working in partnership with both the North Luton Consortium (NLC) and Prologis, who are the developers of the sites.

### **1.2 Framework Plan**

- 1.2.1 The Framework Plan is a high level document which has been produced to show how the development, as outlined in the emerging Development Strategy, could be progressed. The Framework Plan is not intended as a rigid Masterplan, rather as a guide to inform future masterplans and planning applications, and therefore retains an element of flexibility.
- 1.2.2 The Framework Plan aims to:
- Establish an overall framework which identifies the opportunities of both Strategic Allocations and maximises their development potential.
  - Provide a level of certainty for communities, stakeholders and developers.
  - Explain the mechanism for consultation and the process moving forward.
  - Identify technical work required through subsequent masterplanning and planning applications.
  - Provide an indication of likely Planning Obligations to be provided as part of the development.

## 2 Policy

### 2.1 National Policy

2.1.1 Paragraph 155 of the National Planning Policy Framework states:

*'Early and meaningful engagement and collaboration with neighbours, local organisations and businesses is essential. A wide section of the community should be proactively engaged, so that local plans, as far as possible, reflect a collective vision a set of agreed priorities for the sustainable development of the area ....'*

2.1.2 Paragraphs 188-191 also note the participation of other consenting bodies in pre-application discussions should enable early consideration of all the fundamental issues relating to whether a particular development will be acceptable in principle. The guidance notes Local Planning Authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage, which can improve the efficiency and effectiveness of the planning application system for all parties.

### 2.2 Local Policy

2.2.1 The Development Strategy (2014) is currently undergoing public Examination by a Planning Inspector with the second round of hearings expected to continue in Spring 2015. It is this Examination which will assess the principle of the allocation of both sites. This Framework Plan has been written to demonstrate how the required development could be delivered on the sites.

2.2.2 The Development Strategy allocates Land North of Luton and Sundon RFI under policies 61 and 64 respectively. The supporting text for these policies states that a Framework Plan will be prepared as technical guidance. It states that the Framework Plan will be prepared in partnership between the developers and Central Bedfordshire Council, and in consultation with Luton Borough Council, service providers and statutory bodies.

2.2.3 The Planning and Compulsory Purchase Act 2004 requires Local Authorities to prepare a Statement of Community Involvement. CBC adopted their Statement of Community Involvement (SCI) in October 2012. Consultation on the Framework Plan has met the requirements of the SCI and any future masterplans or planning applications will need to comply with the guidance given in the SCI for major applications (para 6.11):

- *"Developers or landowners take a key role in this [public consultation] as part of their obligation to the local community;*
- *Consultation carried out at the earliest stage of the application process with local people to explore their reactions and optimise potential community benefits as part of the development;*
- *Extra effort made to engage with hard to reach groups;*

- *Exhibitions and/or workshops being held to involve people in a non confrontational way, if appropriate.”*

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### **3 Previous consultation**

#### **3.1 Outline**

3.1.1 As stated previously, the principle of development for both Strategic Allocations has been subject to extensive public consultation through the Local Planning process. Both sites were consulted on as part of the consultation undertaken for the Joint Core Strategy and then the Development Strategy, as detailed below. This Framework Plan reflects on the comments made through these Local Plan consultations.

#### **3.2 Joint Core Strategy for South Bedfordshire and Luton**

3.2.1 Land to the North of Luton and Sundon RFI were first identified as strategic allocations in the Joint Core Strategy for Central Bedfordshire and Luton. This document was prepared between 2007 and 2010 and was informed by four stages of extensive consultation. Development options, and subsequently preferred options, were consulted upon using community forums, exhibitions and workshops which were extensively advertised and well attended. Static displays were also available to view in key locations in South Bedfordshire and Luton. Formal periods of public consultation, whereby documents were published and written responses could be submitted, were also conducted and these opportunities were well advertised.

#### **3.3 Development Strategy for Central Bedfordshire**

3.3.1 Following the withdrawal of the Joint Core Strategy in 2011, Central Bedfordshire Council prepared a new Development Strategy to guide development in Central Bedfordshire. Land to the North of Luton and Sundon RFI were included as locations for growth within this Local Plan and consulted upon through three stages of consultation. Initial engagement commenced in December 2011 with workshops and a period formal consultation where over 6,000 people and stakeholders were notified. Subsequent consultations in 2012 and 2013 involved formal periods of consultation whereby documents were published and written responses could be submitted, this was supported by exhibitions and further workshops. All consultation activities were well publicised and documents were readily available in public locations and on the Council's website.

#### **3.4 Engagement in preparing the Framework Plan**

3.4.1 In developing the Framework Plan the Council, NLC and Prologis engaged with specialist organisations and CBC Officers. This enabled preliminary views to be taken into account in preparing the Framework Plan and ensured that the final draft was fit for purpose.

- 3.4.2 Meetings were held with organisations including the Chilterns Conservation Board and Network Rail early in the process; and a number of internal meetings were also held with CBC transport, education, highways, environment and leisure Officers for example. CBC also engaged with specialist Officers from Luton Borough Council, including highways, local plans and education.
- 3.4.3 An afternoon workshop was arranged with CBC Officers on the afternoon of 16th September 2014 to gain informal feedback on the Framework Plan prior to formal publication. This workshop followed an open discussion format allowing all officers to put forward their points of view and raise any queries or areas of concern with the Local Planning Team, NLC and Prologis. Following this workshop, officers were given the opportunity to submit any comments in writing to the Local Planning Team.
- 3.4.4 The views raised through this early engagement helped share the final draft Framework Plan.

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## **4 Formal consultation on Framework Plan**

### **4.1 Outline**

- 4.1.1 A formal period of consultation on the Framework Plan ran from 10<sup>th</sup> November to the 5th December 2014. This period of five weeks exceeded the minimum requirement set out in the CBC Statement of Community Involvement (SCI), which requires a four week consultation for masterplans.
- 4.1.2 CBC led the consultation with assistance from the NLC and Prologis, and Camargue PR were appointed to assist with the publicity material and exhibition events. The aim of the consultation was to engage residents, community groups, local businesses and statutory consultees to gain feedback on the draft Framework Plan. The consultation enabled comments to be made on:
- The vision for the area and the distribution of land uses; and
  - The preferred route of the M1-A6 Link Road.

### **4.2 Duty to Cooperate**

- 4.2.1 Appreciating the proximity of the site to Luton Borough and complying with the Duty to Cooperate were key aspects of the consultation. The Consultation Strategy was discussed with Luton Borough at a meeting between officers held in September 2014. At this meeting it was agreed that:
- Posters be displayed across a Luton at suggested locations;
  - CBC Officers would attend the Luton North Area Board meeting on 16 October 2014 to give a presentation on the Framework Plan proposals;
  - An exhibition be held in Luton;
  - Copies of documents be made available in public places in Luton;
  - The consultation was covered in local newspapers that circulate in the area; and
  - An advert be placed in November 2014 edition of *Lutonline*, the newsletter sent to Luton residents.
- 4.1.4 A further meeting was held with Luton Borough Council's local planning officers in October 2014 to provide an overview of the draft Framework Plan in advance of the public consultation.

### **4.3 Publicity**

#### Website

- 4.3.1 A dedicated page on the Council's website was set up with a memorable and short address:

[www.centralbedfordshire.gov.uk/north-luton](http://www.centralbedfordshire.gov.uk/north-luton)

This website address was published on:

- Consultation documents;
- Letters/ emails/ leaflets sent out;
- Posters; and
- At public exhibitions.

4.3.2 It should be noted that wherever the website address was published, a phone number was also provided to allow those without internet access to request paper copies of documents.

4.3.3 All consultation documents were made available on the website in addition to background information, guidance on the next steps following consultation and a section on frequently asked questions. The website also provided the opportunity for residents to complete the consultation questionnaire online.

4.3.4 The website was regularly updated, and has remained live to allow interested parties to keep up to date with progress of the Framework Plan.

#### Briefing of CBC members and Parish Councils

4.3.5 Neighbouring Parish Councils were notified in advance of the public consultation and provided with key information about the Framework Plan. All CBC Members were also notified via Members Information Bulletin and briefings were held with the Ward Members and Portfolio Holder prior to the commencement of public consultation. A private timeslot was allocated prior to the start of the first exhibition to allow Parish Councils, CBC and LBC Members the opportunity to discuss the proposals with officers before the exhibitions opened to the public.

#### Attendance at the North Luton Area Board

4.3.6 Officers from CBC attended the North Luton Area Board's meeting on the 16<sup>th</sup> October. At this meeting officers gave a presentation on proposals and then answered questions.

#### Letters and Emails

4.3.7 Prior to the start of the consultation, detailed letters and emails were sent to:

- Statutory Consultees;
- Parish Councils;
- CBC and LBC Councillors;
- Local MPs (Andrew Selous, Kelvin Hopkins and Nadine Dorries);
- Libraries in LBC and CBC which were in close proximity to the site (with copies of consultation documents to make available for public inspection)
- All those who had commented on the Development Strategy at Publication in 2014.

- 4.3.8 These letters and emails included information on the consultation and the exhibitions planned for Sundon and Luton. Letters also contained information on where consultation documents could be accessed.
- 4.3.9 Further batches of emails were sent out using *Govdelivery* to all those who had signed up through the CBC website to receive alerts on 'consultations' or 'latest news'. A further email was sent out after the Sundon exhibition to give an update and remind people of the exhibition planned for Futures House, Luton.

Leaflet drop to Streatley, Sundon, Chalton and the northern area of Luton

- 4.3.10 It was agreed with LBC that a leaflet drop to the northern part of Luton was necessary to inform residents of proposals.
- 4.3.11 Around 1,500 leaflets were delivered to all homes and businesses in the parishes of Streatley, Sundon and Chalton; and around 8,500 leaflets were delivered to the homes and businesses in Luton which lie directly south of the Land North of Luton Strategic Allocation. An external distribution company was appointed to do this and used GPS tracking to give an accurate record of where these leaflets had been dropped. These leaflets provided information on the consultation and encouraged people to attend the exhibition events planned for Sundon and Luton.
- 4.3.12 A small number of residents who visited the Luton exhibition event complained that they had not received a leaflet, though lived within the leafleted area. The GPS tracking record allowed officers to confirm that leaflets were indeed delivered to these addresses.

Posters

- 4.3.13 Posters were displayed in locations across southern Central Bedfordshire and north Luton, near to the site. Appropriate locations in Luton were provided by LBC. These posters were displayed in prominent public places and included information on the exhibitions and where to access consultation documents. Where practicable, in locations where posters were displayed, such as libraries and community centres, hard copies of the Framework Plan were also made available.

Social Media

- 4.3.14 Officers from CBC's Communications Team ensured that both the consultation and the exhibition events were well publicised on the Council's Facebook and Twitter pages, providing notifications at regular intervals. The Communications Team also monitored these pages and responded to any comments or messages this generated.

Press

- 4.3.15 Information on the consultation was placed in CBC's Winter edition of *News Central*. *News Central* is a free magazine delivered to residents of Central Bedfordshire four times year and also published online. Since *News Central* only captures Central Bedfordshire residents, an advert was also placed in the November 2014 edition of *Lutonline*, a monthly newsletter prepared by LBC and delivered to 72,000 homes across Luton as well as being made

available in libraries, community centers, leisure centers, council offices and online.

- 4.3.16 Detailed articles were also published in *Staff Central*, the weekly email newsletter sent to all employees at CBC, and the Members Information Bulletin. This increased awareness amongst staff and members, and articles included contact details for relevant officers to be used for any external or internal queries.
- 4.3.17 A press release was also issued to all the newspapers which covered the Luton, Streatley and Sundon areas at the start of the consultation period, and this gave good press coverage. A second press release was issued after the first exhibition to provide feedback on the high level of attendance and publicise the second exhibition date.

## 4.4 Exhibitions

- 4.4.1 Two public exhibitions were held during the consultation period:
- Sundon Village Hall, Saturday 22<sup>nd</sup> November 2014 10am-2pm
  - Futures House (Luton), Friday 28<sup>th</sup> November 2pm-8pm
- 4.4.2 Both exhibitions were scheduled to take place mid way through the consultation period to allow people the opportunity to read through the draft Framework Plan before they came to the exhibitions with any specific questions. The exhibitions were both well staffed by CBC and representatives of the NLC and Prologis in anticipation of people coming in with questions.
- 4.4.3 Sundon Village Hall was chosen as an exhibition venue due to its accessible large hall and proximity to the site. This exhibition was held on a Saturday to allow people who might work during the week to attend. A large number of Central Bedfordshire residents attended this exhibition, but also a number of residents from Luton.
- 4.4.4 It was agreed with Luton Borough Council that an exhibition be held in Futures House in Marsh Farm to ensure that Luton residents had the opportunity to attend. This event went on into the evening to ensure that people could attend after work if they wished.
- 4.4.5 Both exhibitions were set up with static boards displayed around the room and larger plans placed on central tables. The boards gave information on the proposals; suggested benefits of development; explained the concept of an RFI; and detailed the next steps. An interactive board was also provided to allow people to attach comments on sticky notes.
- 4.4.6 The boards from these exhibitions were displayed in the reception area of CBC's Chicksands offices following the Futures House exhibition and remained there until the consultation period closed. Electronic copies of these boards were also provided online. In addition to this a specialist poster was produced for Futures House which contained the content of the exhibition boards and this was displayed until the end of the consultation period.

4.4.7 At both exhibitions requests were taken for hard copies of consultation documents, these were then posted following the exhibition. Copies of consultation documents were also left at Futures House.

4.4.8 In total 222 people attended the Sundon exhibition with a further 128 attending the exhibition at Futures House.

## 4.5 Questionnaire

4.5.1 A questionnaire was provided to allow consultees to respond to the Framework Plan. This could be completed online via the dedicated webpage; a pdf of the questionnaire could be downloaded from the dedicated webpage; or paper copies were made available on request and at the exhibitions. Some questionnaires were collected at the exhibition events and a freepost address was also set up for paper copies. There was also an email address ([LDF@centralbedfordshire.gov.uk](mailto:LDF@centralbedfordshire.gov.uk)) to send any electronic copies of the questionnaire.

4.5.2 The questionnaire sought views on the following:

- The vision and aims guiding the Framework Plan;
- The Framework Plan's approach to the local context, including features, constraints and opportunities in and around the site;
- Strategic highway infrastructure;
- Green infrastructure;
- Transport;
- Community uses;
- Education;
- Homes;
- Employment;
- Infrastructure;

There was also a section for any further comments.

4.5.3 Some consultees chose to send letters in response to the consultation rather than using the questionnaire. These were received by email or by post via the freepost address.

## 5 Results of consultation

### 5.1 Responses received

5.1.1 In total 171 responses were received to the consultation, 140 of these were received through the questionnaire (received online, via email, through the freepost address or collected at exhibitions). The other 31 responses were letters, of which 25 were sent by email and three using the freepost address. Three further responses were received from CBC officers.

### 5.2 Issues identified

5.2.1 The issues identified have been discussed in detail in the report appended to the OSC report. The resulting changes to the brief are also appended to the OSC report. (to be included in this Consultation Statement on adoption)

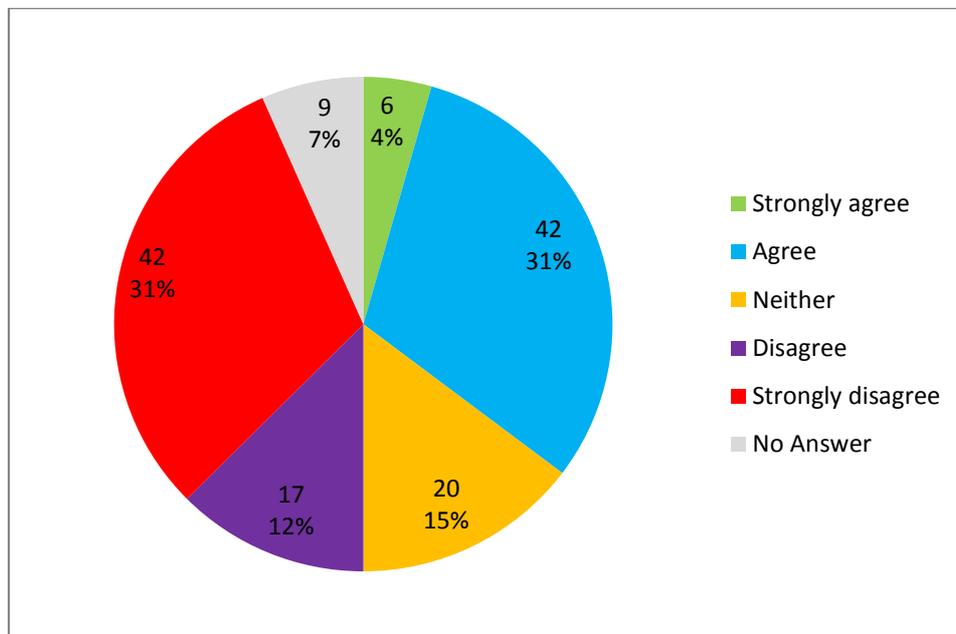
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**Part 1**

**Vision and Aims (section 2, pages 10-13)**

**3: To what extent do you agree or disagree with the vision as set out in the Framework Plan?**



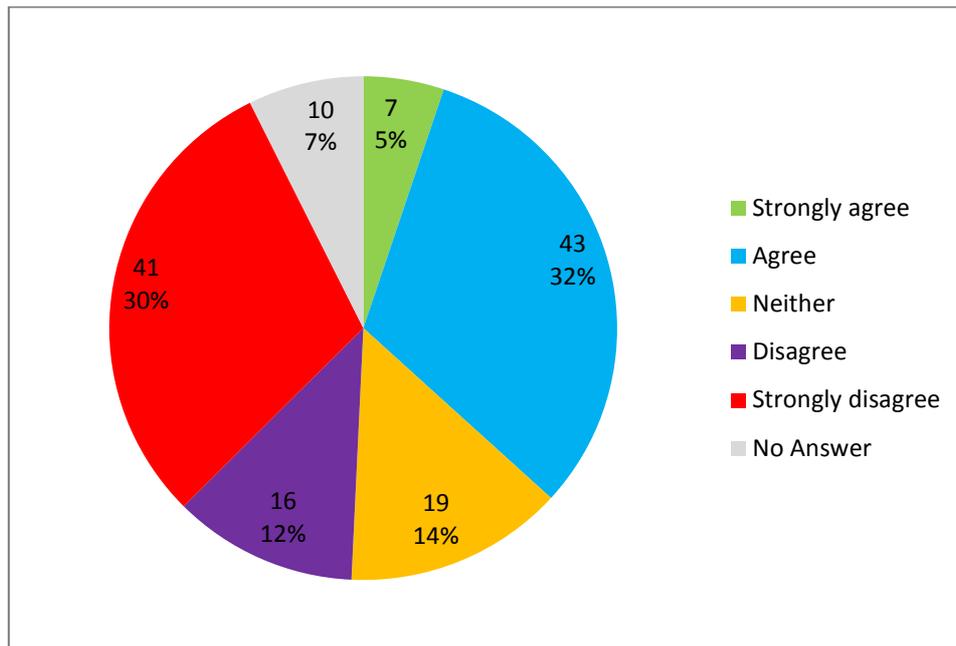
35% of respondents either strongly agreed or agreed to the vision as set out in the Framework Plan.

43% of respondents either disagreed or strongly disagreed to the vision as set out in the Framework Plan.

15% of respondents neither agreed nor disagreed with the vision as set out in the Framework Plan; and a further 7% of respondents did not answer the question.

Whilst there was slightly more disagreement to the vision as set out in the Framework Plan the responses were reasonably balanced.

**4: To what extent do you agree or disagree with the aims of the Framework Plan?**



37% of respondents either strongly agreed or agreed to the aims as set out in the Framework Plan.

42% of respondents either disagreed or strongly disagreed to the aims as set out in the Framework Plan.

14% of respondents neither agreed nor disagreed to the aims as set out in the Framework Plan; and a further 7% of respondents did not answer the question.

Whilst there was slightly more disagreement to the aims as set out in the Framework Plan the responses were reasonably balanced.

**5: Do you have any comments to make about the visions and aims of the Framework Plan?**

In-principle objection	16
Development should provide infrastructure early	6
Would like site to take football stadium for Luton Town Football Club	4
Welcomes road link	3
Welcomes homes	3
Needs to consider impact on Keech Hospice	3
Needs more green space	2
Against road link	2
Needs good local infrastructure / services	2
RFI in wrong location	2
Too many homes	2
Should include a new passenger rail station	2
Needs better public transport	1
Needs fire station	1
Welcomes prospect of jobs / investment	1
Maintain existing green areas	1
Aims need to be seen through, via design codes	1
Considers much thought has gone into location of uses	1
Reduces access to Chilterns AONB	1

The responses to question 5 illustrate that a number of respondents had an in principle objection to the proposals rather than commenting on the visions and aims as set out in the Framework Plan.

It is encouraging that a number of respondents welcome the new link road and the prospect of new jobs and homes. Some did however comment to say that they felt the scale of development was too much. Again this is a matter of principle which will be addressed via the Examination in Public of the Central Bedfordshire Development Strategy.

A number of respondents have requested that the development provides infrastructure early. The timing and the delivery of infrastructure will be informed by the technical evidence base and in discussion with members of the North Luton Consortium, Prologis, and the Council.

The Concept Plan has been revised to increase the buffer surrounding the Hospice to seek to reduce the impact upon this facility.

Four respondents requested a football stadium for Luton Town Football Club at this site. This option is not currently being considered and is not specified in the proposed policy wording within the Central Bedfordshire Development Strategy. The site will make provision of open space to include sports pitches as illustrated on the Concept Plan.

There were requests for a new passenger rail station, fire station and more green space. The requirement for a new passenger rail station is not part of the Development Strategy policy and is not being considered at this time. This is a high level document and consideration will be given to detailed elements at the Masterplanning and application stage.

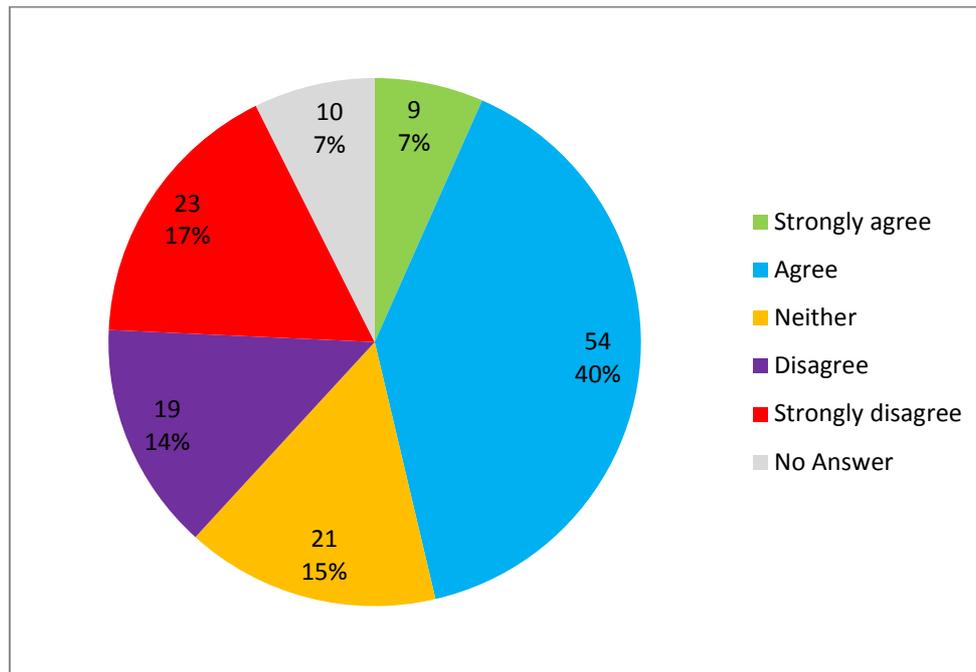
In response to comments about the scheme connecting to its surrounding, the Framework Plan has a specific aim 'to contribute to vehicular transport, particularly public transport, and

walking and cycling links both around the area generally and to the wider facilities in Luton' (number 8, page 12).

**Part 2**

**Local context and features (section 3, 15-19)**

**6: To what extent do you feel that the Framework Plan has described the context of the area including any features, constraints and opportunities around the site?**



47% of respondents either strongly agreed or agreed to the description of the context of the area including any features, constraints and opportunities around the site as set out in the Framework Plan.

31% of respondents either strongly disagree or disagreed to the description of the context of the area including any features, constraints and opportunities around the site as set out in the Framework Plan.

17% of respondents neither agreed nor disagreed to the description of the context of the area including any features, constraints and opportunities around the site as set out in the Framework Plan; and a further 7% of respondents did not answer the question.

It is clear that there were more respondents in agreement to the description of the context of the area and the site as set out in the Framework Plan.

**7: Do you have any comments to make about the local context and features of the Framework Plan?**

In-principle objection	16
Existing traffic problems	5
Environmental statement is sympathetic to AONB / wildlife	3
Needs traffic calming / mitigation	2
Needs more green space	2
Suitable location for Luton Town Football Club	2
All traffic should use M1/A6 and not local roads	1
Link road should form barrier to further development	1
Needs further consideration for wildlife	1
Do not want playground – already issues with Anti-Social Behaviour	1
Does not explain impact on existing facilities	1
Needs further detail on how Theedway will be dealt with	1
Needs to take into account and provide for variety of cultures and religions in area	1
Plan adequately protects wood, church, burial ground	1
Need to maintain separation between hamlets and villages	1
Needs effective design codes	1
Ancient woodland at Sundon Park Wood	1
Need to identify rail connection	1
Needs to mitigate impacts on Keech Hospice	1
Concerned about impact on Keech Hospice	1
Plan implies continuation of bypass to east of A6	1
Plan provides good links and access	1
Needs sound-deadening	1

The responses to question 7 illustrate that a number of respondents had an in principle objection to the proposals rather than commenting on the local context and features of the Framework Plan.

Numerous comments were made about the existing traffic problems, the need for mitigation, and a request that all traffic should use M1/A6 and not local roads. In response to these points transport modelling is being undertaken and this information will inform the detailed transport proposals for the site.

A few respondents raised concern about the impact upon Keech Hospice and the need to mitigate this. These comments have been noted and the Concept Plan has been revised to allow for this through the expansion of the buffer surrounding the hospice.

One respondent said that the Concept Plan implies the continuation of bypass to east of A6. A strategic link road from the A6 to the A505 is not required to support the North of Luton and Sundon RFI developments. The feasibility of providing this will be pursued separately with neighbouring local authorities as it is likely to require substantial funding and is beyond the remit of this Framework Plan.

One respondent highlighted the need for acoustic insulation; this is already mentioned at paragraph 3.5.3 of the Framework Plan and will be illustrated at the detailed masterplanning of this scheme.

Again respondents requested the provision of a football stadium. This option is not currently being considered by the North Luton Consortium and is not specified as a requirement in the proposed Development Strategy policy wording.

One respondent requested more open space is provided. This is a high level document illustrating how the required development can be accommodated on the site and it meets the overall open space requirements of the Council's adopted Leisure Strategy. Additional consideration will be given to the detail of open space at the Masterplanning and application stage.

Some respondents requested that the Framework Plan takes into account the heritage context, specifically raising comments about the Theedway, and the church and burial ground at Sundon Historic Park. It is considered that this is adequately addressed with the revised Framework Plan.

One respondent requested that separation is maintained between the site and the surrounding hamlets, villages and homes in north Luton. Additional wording is to be provided within the Framework Plan to respond to this and other similar comments.

Additional clarification has been provided regarding the Rail Freight Interchange within the Framework Plan. There will not be any additional public rail connections at this location.

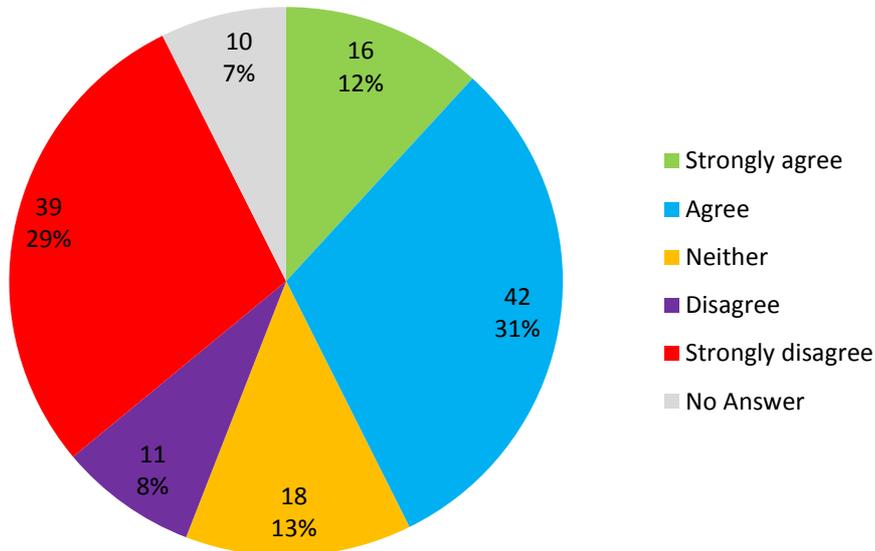
Within the Framework Plan there is a section about ecology it is considered that this covers the concerns raised about the woodland at Sundon Wood and wildlife.

The Framework Plan does not specifically mention existing community facilities within the context section, but explains the relationship of the site to Luton and the surrounding villages. Existing community facilities are also shown on the Concept Plan and Bramingham local centre has also been added.

**Part 3**

**Strategic highway infrastructure (section 4, pages 20-21)**

**8: To what extent do you agree or disagree with the proposed route for the M1-A6 strategic link road?**



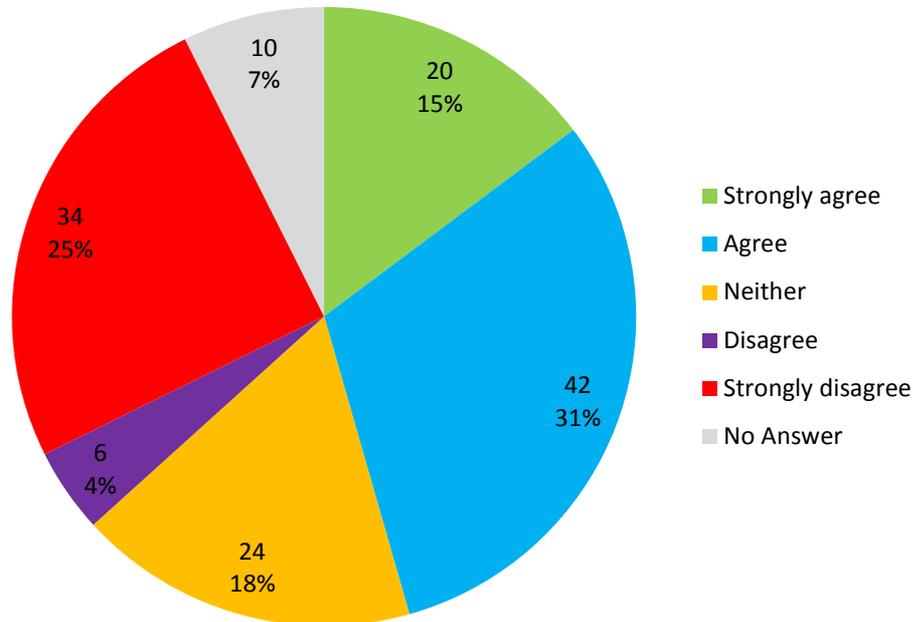
43% of respondents either strongly agreed or agreed with the proposed route for the M1-A6 strategic link road as set out in the Framework Plan.

37% of respondents either disagreed or strongly disagreed with the proposed route for the M1-A6 strategic link road as set out in the Framework Plan.

13% of respondents neither agreed nor disagreed with the proposed route for the M1-A6 strategic link road as set out in the Framework Plan; and a further 7% of respondents did not answer the question.

Overall there were more respondents in support of the proposed route for the M1-A6 strategic link road.

**9: To what extent do you agree or disagree with a direct link between the link road and Sundon Rail Freight Interchange?**



46% of respondents either strongly agreed or agreed with the direct link between the Link Road and Sundon Rail Freight Interchange as set out in the Framework Plan.

29% of respondents either disagreed or strongly disagreed with the direct link between the Link Road and Sundon Rail Freight Interchange.

18% of respondents neither agreed nor disagreed with the direct link between the Link Road and Sundon Rail Freight Interchange as set out in the Framework Plan; a further 7% of respondents did not answer the question.

Overall there were more respondents in support of the direct road link to Sundon Rail Freight Interchange as set out in the Framework Plan.

**10: Do you have any comments about the strategic highway infrastructure?**

In-principle objection	14
Link road should not be built on Green Belt / AONB	4
Road has been moved too far from Luton	1
New road will cause congestion on local roads	1
Lack of policing of existing roads	1
Existing local roads should be weight-restricted	1
School should not be adjacent to main routes	1
Welcomes provision of link road	14
Housing should not be built before road	3
Needs a slip road from Sundon Park Road to take heavy traffic	1
Road too close to existing housing	5
Road has been carefully designed	1
Risk of too much traffic entering Marsh Farm	1
Link road needs to be dual carriageway	1
Mitigation required on A6	10
Build the road quickly to minimise disruption	1
Consider flora/fauna	2
Requests additional flexibility in wording of policy	1
RFI should link directly to Junction 11a	1
Need access to RFI	3
Need to provide cycle route	1
Needs additional connection towards A505	4
Too close to Keech Hospice	1
Opportunity to improve access to Keech Hospice	1

The responses to question 10 illustrate that a number of respondents had an in principle objection to the proposals rather than commenting on the strategic highway infrastructure.

A large number of respondents welcomed the provision of the strategic Link Road.

Some respondents have raised concern about the positioning of the strategic Link Road saying it is either too far north and should not be situated within the AONB, and that the road is too close to existing housing. Additional wording will be included in the Framework Plan to explain the illustrated alignment.

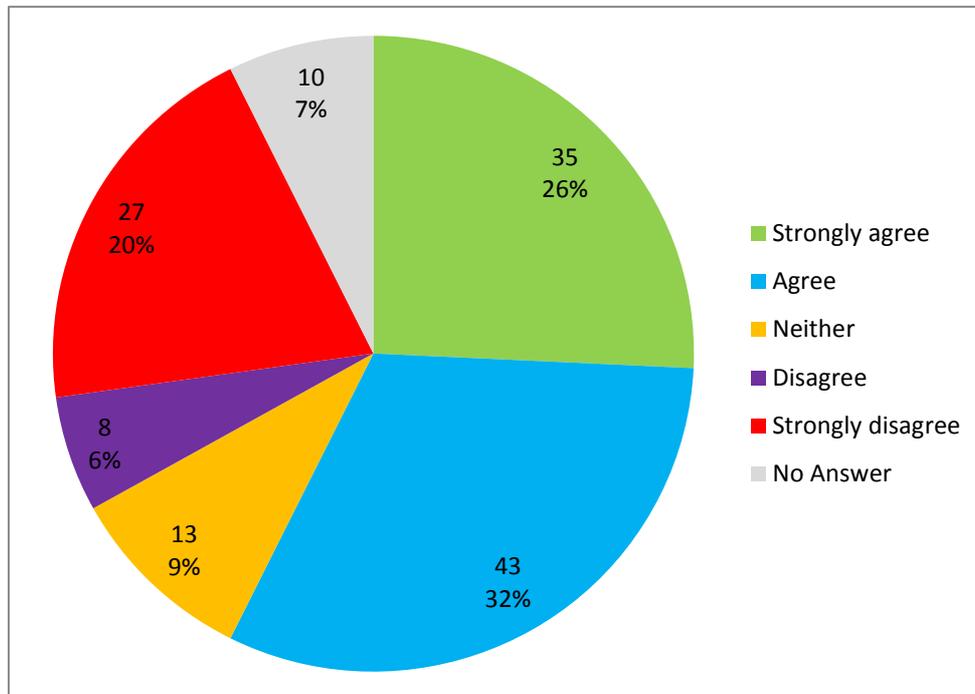
Some respondents raised concern about the position of the link road in the context of the proposed housing, education facilities, and Keech Hospice. This is a high level document; additional consideration will be given to the interrelationship between these elements of the scheme and the strategic Link Road at the Masterplanning and application stage.

The detailed plans and phasing for the strategic Link Road will be informed by the transport modelling currently being prepared. At this stage it is not thought that the entire length of the strategic Link Road will be dualled. This transport modelling work will also inform the mitigation requirements for the A6 and surrounding existing road network.

One respondent requested an additional link towards the A505. A strategic link road from the A6 to the A505 is not required to support the North of Luton and Sundon RFI developments. The feasibility of providing this will be pursued separately with neighbouring local authorities as it is likely to require substantial funding and is beyond the remit of this Framework Plan.

**Part 4**  
**Green infrastructure (section 4, pages 21-23)**

**11: To what extent do you agree or disagree with the approach to creating a network of green spaces? This would incorporate existing Rights of Way, landscape and wildlife features, and provide new recreational opportunities such as allotments, play areas**



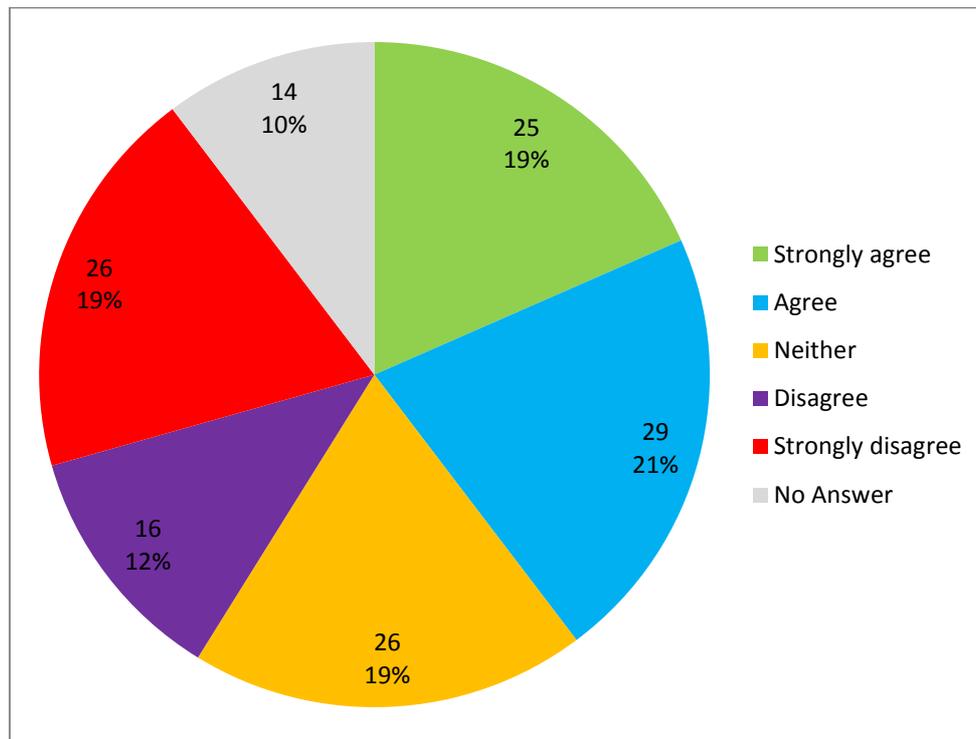
58% of respondents either strongly agreed or agreed with the approach to creating a network of green spaces as set out in the Framework Plan.

26% of respondents either disagreed or strongly disagreed with the approach to creating a network of green spaces

9% of respondents neither agreed nor disagreed with the approach to creating a network of green spaces. A further 7% of respondents didn't answer the question.

Overall the majority of respondents agreed to the approach to creating a network of green spaces as set out in the Framework Plan.

**12: To what extent do you agree or disagree with the approach to mitigating impacts on Chilterns Area of Outstanding Natural Beauty through sensitive landscaping, design and layout?**



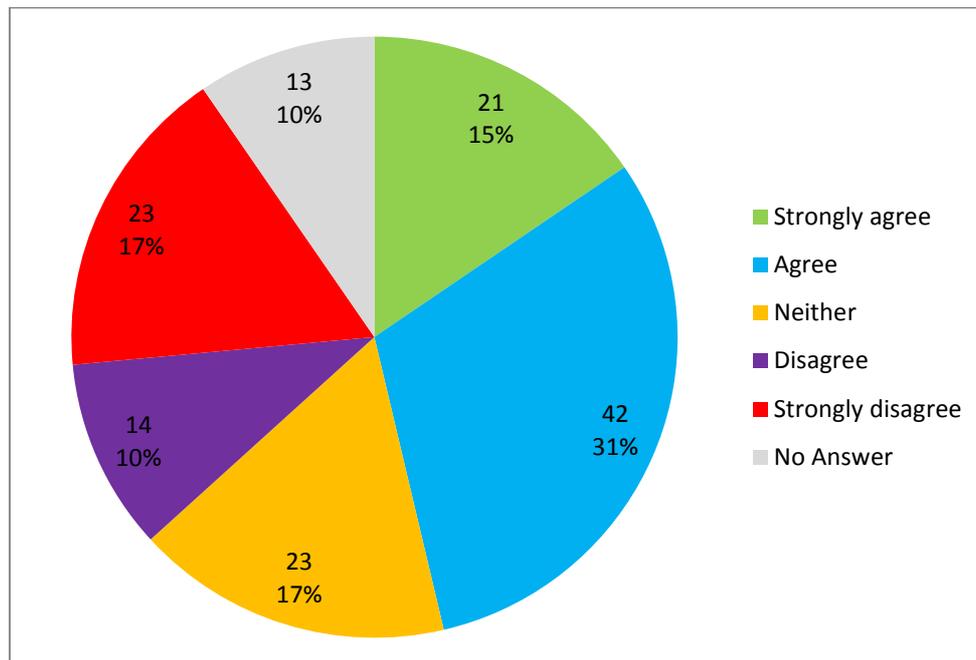
40% of respondents either strongly agreed or agree with the approach to mitigating impacts on the Chilterns Area of Outstanding Natural Beauty through sensitive landscaping, design and layout as set out in the Framework Plan.

31% of respondents either disagreed or strongly disagreed with the approach to mitigating impacts on the Chilterns Area of Outstanding Natural Beauty through sensitive landscaping, design and layout as set out in the Framework Plan.

19% of respondents neither agreed nor disagreed with the approach to mitigating impacts on the Chilterns Area of Outstanding Natural Beauty through sensitive landscaping, design and layout as set out in the Framework Plan. A further 10% of respondents did not answer the question.

Overall the majority of responses agreed with the approach to mitigating impacts on the Chilterns AONB.

**13: To what extent do you agree or disagree with the approach to mitigating impacts on ecological and heritage features, such as appropriate ecological buffers and landscaping?**



46% of respondents either strongly agreed or agreed with the approach to mitigating impacts on the ecological and heritage features, such as appropriate ecological buffers and landscaping as set out in the Framework Plan.

27% of respondents either disagreed or strongly disagreed with the approach to mitigating impacts on the ecological and heritage features, such as appropriate ecological buffers and landscaping as set out in the Framework Plan.

17% of respondents neither agreed nor disagreed with the approach to mitigating impacts on the ecological and heritage features, such as appropriate ecological buffers and landscaping as set out in the Framework Plan. A further 10% of respondents did not answer the question.

Overall the majority of respondents agreed with the approach to mitigating impacts of the ecological and heritage features as set out in the Framework Plan.

**14: Do you have any comments about green infrastructure?**

In-principle objection	19
Welcomes proposed green infrastructure	6
Needs more open space	3
Needs more green space around Keech Hospice	2
Needs lower density of development	2
Risk of Anti Social Behaviour	2
Needs wider gap with existing area of Luton	2
All visitors to the green area will be driving there	1
Should include football stadium for Luton Town Football Club	1
Loss of views	1
Need to save as much GI as possible	1
Needs an effective design code	1
Theedway needs to be improved	1
Needs to ensure connection with Sundon Quarry Open Access area	1
Concern that open space not given enough significance in masterplan	1
Inadequate mitigation	1

The responses to question 14 illustrate that a number of respondents had an in principle objection to the proposals rather than commenting about green infrastructure.

Some respondents welcomed the green infrastructure proposals, 3 respondents requested additional open space and a further 2 respondents requested additional open space around Keech Hospice. The Concept Plan has been revised to take into consideration the request for additional space and has extended the buffer around the hospice. The existing footpath routes are also now proposed to run along green corridors.

Some respondents have raised concern about the loss of views. The Framework Plan does make provision for a green corridor between the existing homes to the north of Luton and the proposed development. No minimum width can be provided at this stage although the Framework Plan has been revised to acknowledge that the width will vary along the length of the corridor in response to any features on the ground. At the Masterplanning and application stage detailed consideration will be given to this feature.

It is noted that special consideration needs to be given to the Theedway. A green corridor is shown along its length on the Concept Plan and the route will be enhanced.

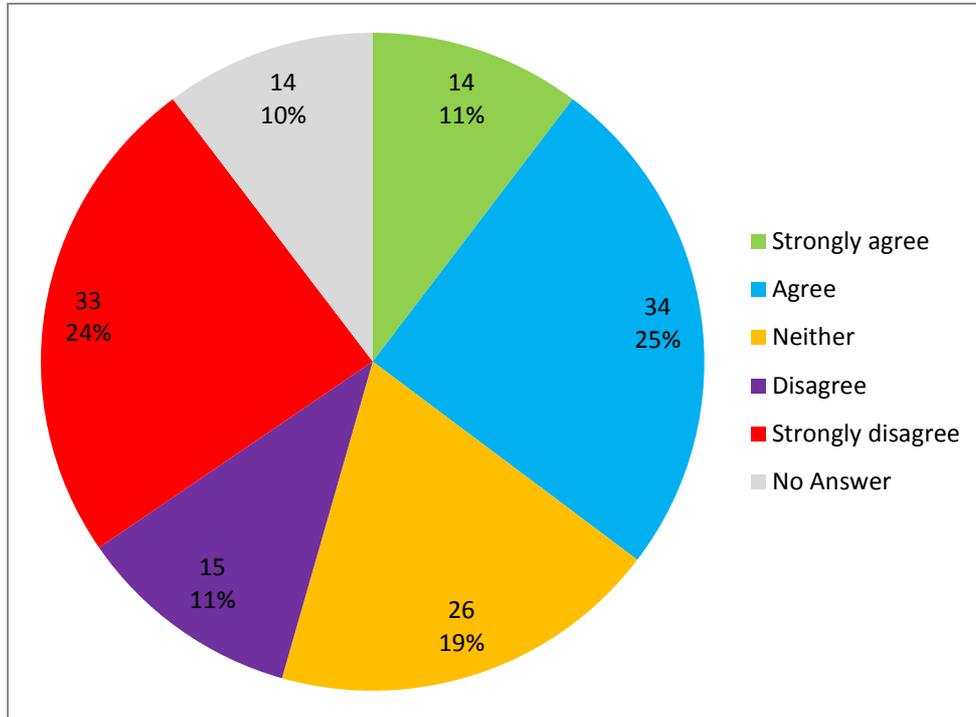
Some respondents have raised concern about the possibility of anti-social behaviour in relation to the proposed green infrastructure. It is understood that there are existing problems which will be sought to be addressed where possible through the detailed design and adequate observation of open spaces and design features.

A few respondents have raised concerns about inadequate mitigation and that open space will not be given enough significance within the Masterplan. The Framework Plan meets the overall open space requirements in the adopted Central Bedfordshire Leisure Strategy.

The need to recognise Sundon Quarry Open Access area was raised and references have been included in the Framework Plan.

**Part 5**  
**Transport (section 4, pages 24-25)**

**15: To what extent do you agree or disagree with the approach to assessing the impact on the existing highway network in the Framework Plan?**



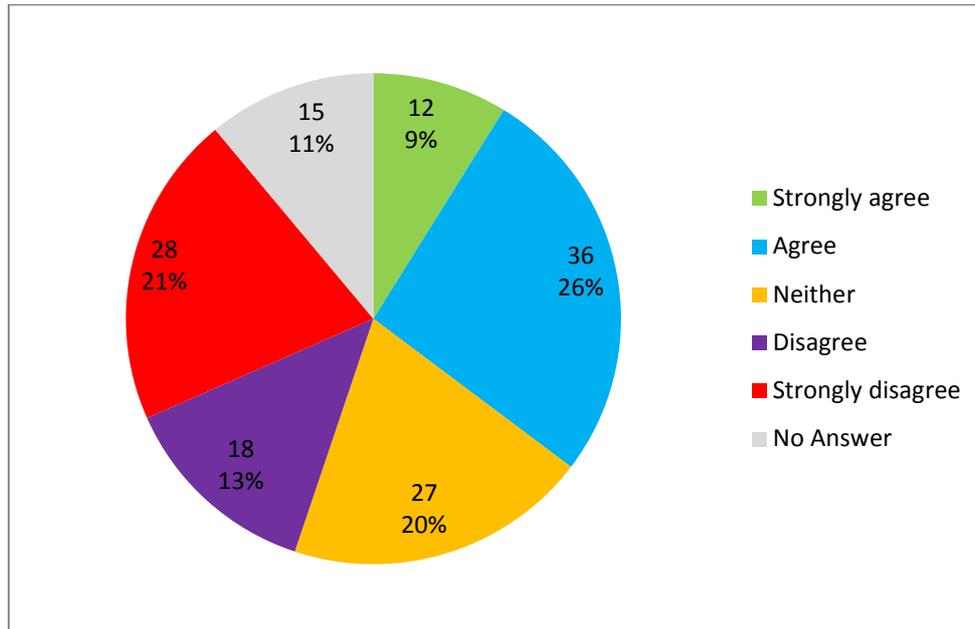
36% of respondents either strongly agreed or agreed with the approach to assessing the impact on the existing highway network in the Framework Plan.

35% of respondents either disagreed or strongly disagreed with the approach to assessing the impact on the existing highway network in the Framework Plan.

19% of respondents neither agreed nor disagreed with the approach to assessing the impact on the existing highway network in the Framework Plan. A further 10% of respondents did not answer the question.

Overall slightly more respondents agreed with the approach to assessing the impact on the existing highway network in the Framework Plan however the responses were reasonably balanced.

**16: To what extent do you agree or disagree with the approach to sustainable transport?**



35% of respondents either strongly agreed or agreed with the approach to sustainable transport as illustrated in the Framework Plan.

34% of respondents either disagreed or strongly disagreed with the approach to sustainable transport as illustrated in the Framework Plan.

20% of respondents neither agreed nor disagreed with the approach to sustainable transport as illustrated in the Framework Plan. A further 11% of respondents did not answer this question.

There was slightly more agreement with the approach to sustainable transport in the Framework Plan. Overall the responses were reasonably balanced.

**17: Do you have any comments about transport?**

In-principle objection	10
Road should be dual carriageway	1
Existing roads cannot currently cope	8
Risk of HGVs coming through Sundon Park – low bridge	1
Need more traffic calming / enforcement	3
Do not want more traffic calming	1
Needs walking/cycle routes	5
Needs mitigation for existing A6 road	4
New road will increase traffic levels	3
Public transport improvements are needed	14
Build road first before development	1
Links to future HS2 needed	1
A5-M1 link is needed, anything else before will not solve problems	1
Sundon Park Road needs a bridge over the link road	1
Residents are unlikely to use buses even if provided	1
Provides opportunity for better hospice access	1
Plan does not reflect revised Woodside Link / Junction 11A proposals	1

The responses to question 17 illustrate that a number of respondents had an in principle objection to the proposals rather than commenting about transport.

Many respondents highlighted concerns about the capacity of the existing road network and the need for wider mitigation on the A6 and to control HGVs going through Sundon Park .

Many respondents highlighted that public transport improvements are required in addition to the provision of walking and cycle routes.

Some respondents highlighted the potential for traffic calming and enforcement whilst another respondent did not want traffic calming measures.

One respondent requested that the strategic Link Road should be a dual carriageway for the full route. At present the Framework Plan only illustrates a section of the Strategic Link as dual carriageway from M1 to the RFI access.

The full details of the strategic Link Road, the phasing of the development, and the wider mitigation measures will be informed by the detailed transport modelling which is currently being prepared.

Neither the Central Bedfordshire Development Strategy nor the Framework Plan make any provisions for public rail connections nor links to HS2.

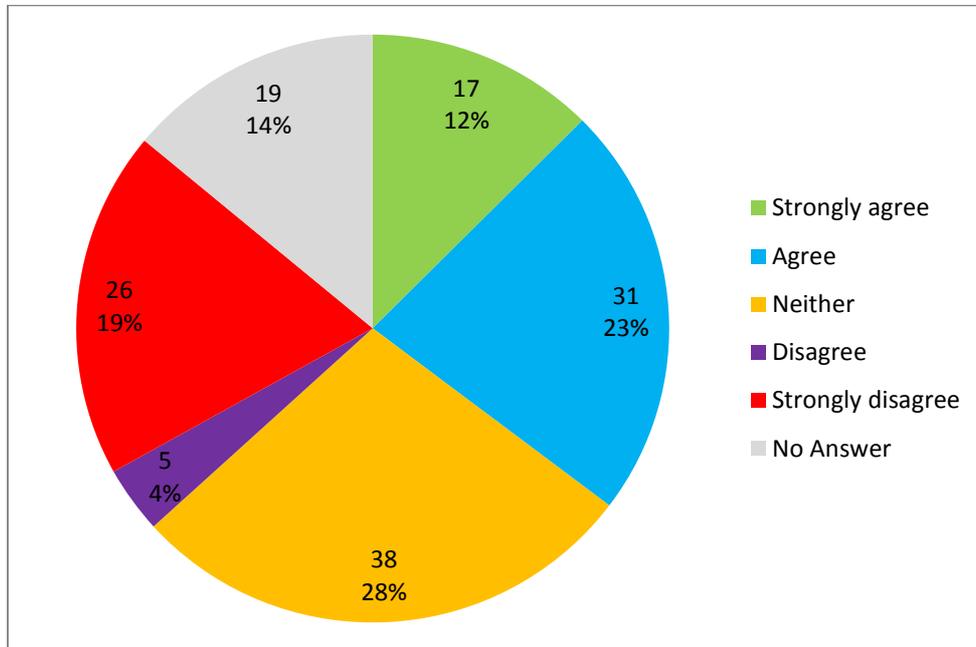
The Framework Plan has been amended to provide some clarity on Sundon Park Road, which will be stopped up to vehicle traffic and turned into a pedestrian and cycle route with at grade access across the Link Road. Vehicle traffic will be routed via a new road to the RFI junction on the Link Road.

The Framework Plan maintains a strong emphasis on providing a well connected development with sustainable transport measures.

**Part 6**

**Community uses (section 4, page 25)**

**18: To what extent do you agree or disagree with the location of the local centre / community hub? This could include a doctor's surgery, community hall and shops**



35% of respondents either strongly agreed or agreed with the location of the local centre/ community hub as illustrated in the Framework Plan.

23% of respondents either disagreed or strongly disagreed with the location of the local centre/ community hub as illustrated in the Framework Plan.

28% of respondents neither agreed nor disagreed with the location of the local centre/ community hub as illustrated in the Framework Plan. A further 14% of respondents did not answer the question.

Overall there was more agreement to the location of the local centre/ community hub as illustrated in the Framework Plan.

**19: Do you have any comments to make about community uses?**

<b>In-principle objection</b>	<b>8</b>
<b>Needs more health facilities</b>	<b>5</b>
<b>Community uses not necessary</b>	<b>1</b>
<b>Community uses may not be delivered</b>	<b>3</b>
<b>Welcomes proposed community facilities</b>	<b>6</b>
<b>Need shops</b>	<b>2</b>
<b>Need leisure/sport facilities</b>	<b>6</b>
<b>Too close to existing community centres</b>	<b>2</b>
<b>Need open space</b>	<b>2</b>
<b>Needs a library service</b>	<b>2</b>
<b>Need early years education</b>	<b>1</b>
<b>Facilities needed before houses</b>	<b>2</b>
<b>Existing facilities inadequate</b>	<b>4</b>
<b>Community hub should be close to hospice to allow integration of facilities</b>	<b>1</b>

The responses to question 19 illustrate that a number of respondents had an in principle objection to the proposals rather than commenting about community uses.

A number of respondents welcomed the proposed community facilities whilst some respondents said community uses were not necessary and are too close to existing community centres. The Development Strategy identifies the need for adequate infrastructure to support the proposed developments. This is also emphasised in the 'Infrastructure Requirements' section of Framework Plan.

Some respondents raised concerns that facilities may not be delivered and that they should be delivered before houses. The phasing for the scheme will be decided at a later stage.

There were requests for:

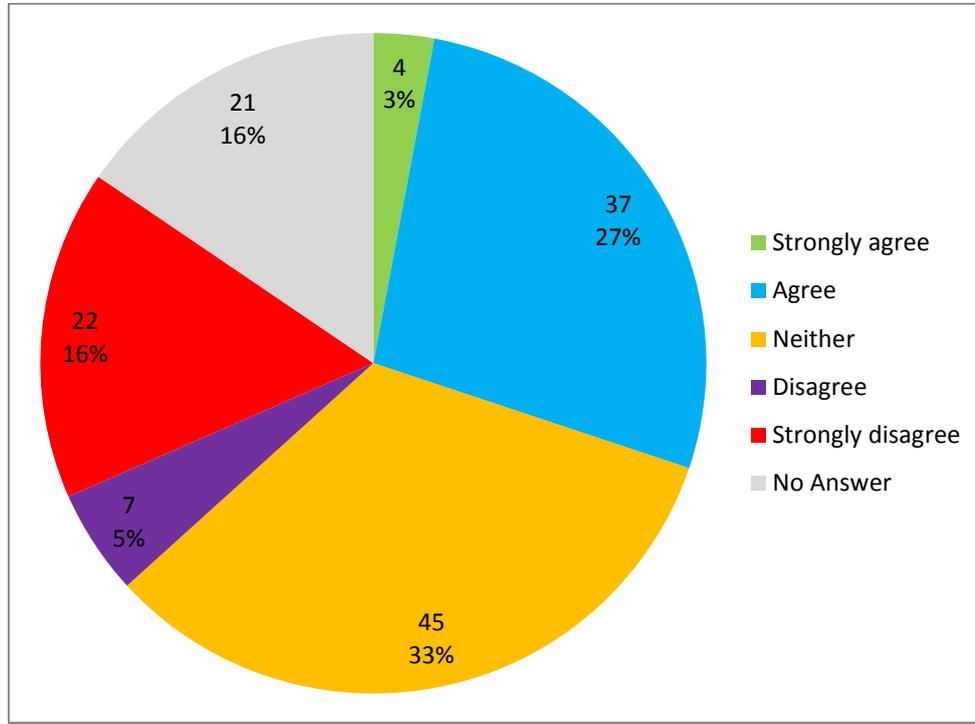
- Health facilities
- Shops
- Leisure/ sport facilities
- Open Space
- Library
- Early years education

The Framework Plan makes provision for the above listed facilities with the exception of health facilities which will be determined in partnership with the NHS/ Clinical Commissioning Bodies at the detailed Masterplanning for the North Luton scheme.

**Part 7**

**Education (section 4, page 25)**

**20: To what extent do you agree or disagree with the potential locations for the schools?**



30% of respondents either strongly agreed or agreed with the potential locations for the schools as illustrated in the Framework Plan.

21% of respondents either disagreed or strongly disagreed with the potential locations for the schools as illustrated in the Framework Plan.

33% of respondents have no view on the potential locations for the schools as illustrated in the Framework Plan. 16% of respondents did not answer the question.

Overall there was slightly more agreement with the potential locations for the schools as illustrated in the Framework Plan however the majority of respondents did not have a preference.

**21: Do you have any comments to make about the potential locations for the schools?**

In principle objection	6
Schools should be further from Sundon Park as parking is difficult	1
Schools not necessary	5
Disagree with school next to A6	3
As long as traffic flows / parking problems are minimised	3
Needs to be good access to schools throughout build period	1
School should be on north east site	1
Too close to existing school catchments	1
Secondary school needed as well as primary	4
Will schools run two-tier system?	3
Opportunity to provide footballing school	1
Need to provide faith schools	1
One of the school sites is at risk of flooding	1
Schools essential to support development	5

The responses to question 21 illustrate that a number of respondents had an in principle objection to the proposals rather than commenting about school locations.

A number of respondents have highlighted the provision of schools as essential to supporting the development. A number of respondents consider schools to be unnecessary; with one respondent mentioning that the schools are positioned too close to existing school catchments. The Council's Education Officers have been engaged in the preparation of the Framework Plan to assist with planning to meet the needs of the development. Consultation has also taken place with Luton Borough Council's Education Officers.

Some respondents have questioned whether the schools will adopt a two tier system. It is considered that a two tier system will be adopted for this development but this matter will be decided at the detailed application stage.

Some respondents disagree with the school next to the A6. One respondent requested that schools should be positioned away from Sundon Park on the basis that parking is difficult. Whilst another has suggested that a school should be positioned to the north east of the site.

A number of respondents have highlighted the importance of good access and the need to minimise traffic and parking at the school locations.

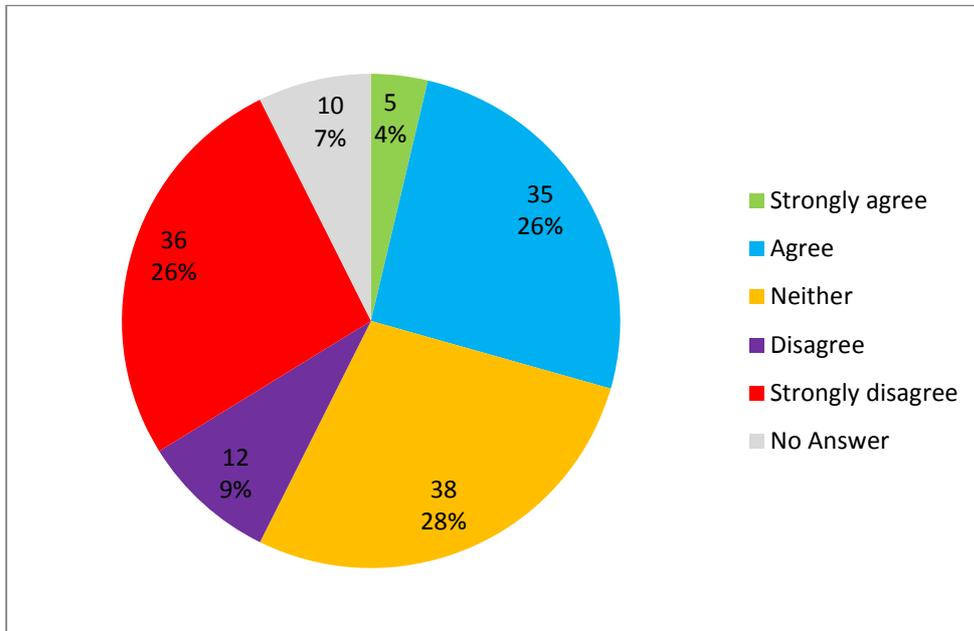
There also were requests for a football school and a faith school.

One respondent raised concern about flood risk at one of the school locations.

The Framework Plan will retain the two options for the secondary school location, both of which require further technical assessment. The exact location will be dependent on the outcomes of this technical work and determined through further detailed masterplanning.

**Part 8**  
**Homes (section 4, page 26)**

**22: To what extent do you agree or disagree with the proposed location for homes on the site?**



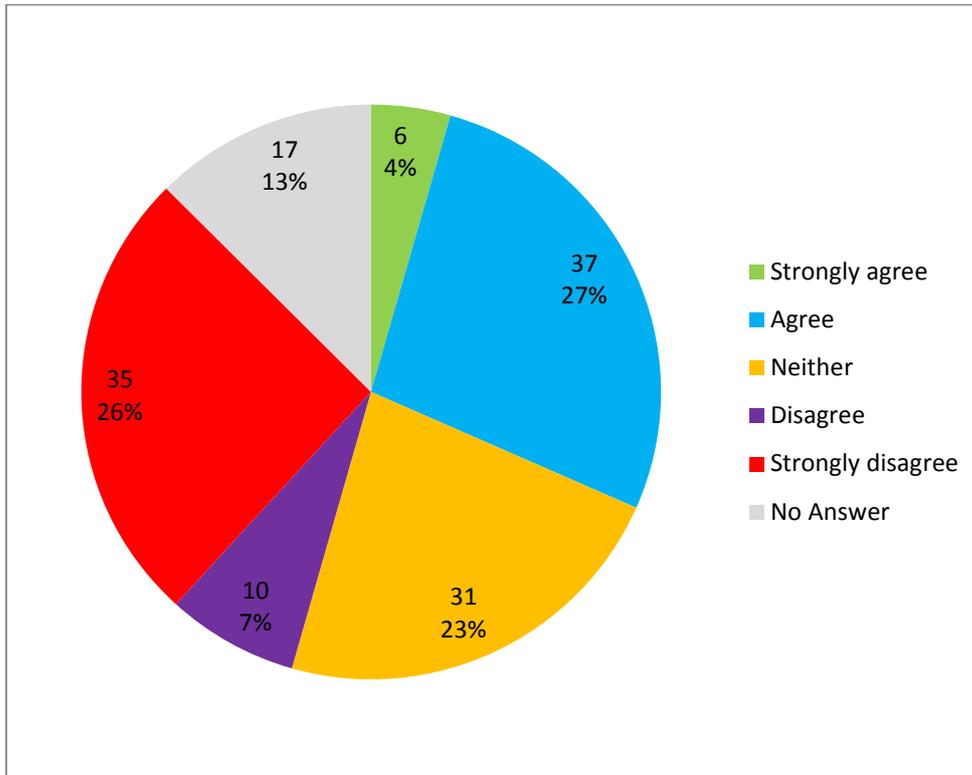
30% of respondents either strongly agreed or agreed with the proposed location for homes on the site as illustrated in the Framework Plan.

35% of respondents either strongly disagreed or disagreed with the proposed location for homes on the site as illustrated in the Framework Plan.

28% of respondents neither agreed nor disagreed with the proposed location for homes on the site as illustrated in the Framework Plan. A further 7% of respondents did not answer the question.

Overall there was slightly more disagreement with the proposed location for homes on the site as illustrated in the Framework Plan.

**23: To what extent do you agree with the approach to varying the density of the development across the site?**



31% of respondents either strongly agreed or agreed with the approach to varying the density of the development across the site as illustrated in the Framework Plan.

33% of respondents either strongly disagreed or disagreed with the approach to varying the density of the development across the site as illustrated in the Framework Plan.

23% of respondents neither agreed nor disagreed with the approach to varying the density of the development across the site as illustrated in the Framework Plan. A further 13% of respondents did not answer the question.

Overall there was slightly more disagreement with the approach to varying the density of the development across the site as illustrated in the Framework Plan.

**24. Do you have any comments to make about the provision of homes in the Framework Plan?**

In principle objection	18
Needs bigger buffer to existing homes	2
Homes will be too dense	3
Risks coalescence with other villages	3
Need to deal appropriately with Keech Hospice	3
Needs more social housing	6
Do not want large amounts of social housing	4
Need a full range of types/sizes of house	3
Layout must facilitate good bus services	1
Need sheltered accommodation and care facilities	1
Housing should include roosting spaces for birds	1

The responses to question 24 illustrate that a number of respondents had an in principle objection to the proposals rather than commenting about the provision of homes.

Some respondents have requested a full range of house types and sizes. It is intended that the North Luton scheme will provide a full range of housing in accordance with policy.

A number of respondents have highlighted the importance of affordable housing. In contrast to this a number of respondents have said they do not want large amounts of social housing. The Development Strategy and Framework Plan seeks to deliver up to 30% affordable housing, to be delivered in accordance with CBC's policies.

Some respondents have raised concern about coalescence with other villages. Additional wording has been inserted into the Framework Plan to address these concerns.

A number of respondents have raised concern that the scheme is too dense whilst others have requested a larger buffer between the development and existing homes to the north of Luton. The precise details will not be provided within the Framework Plan but will be considered at the application stage.

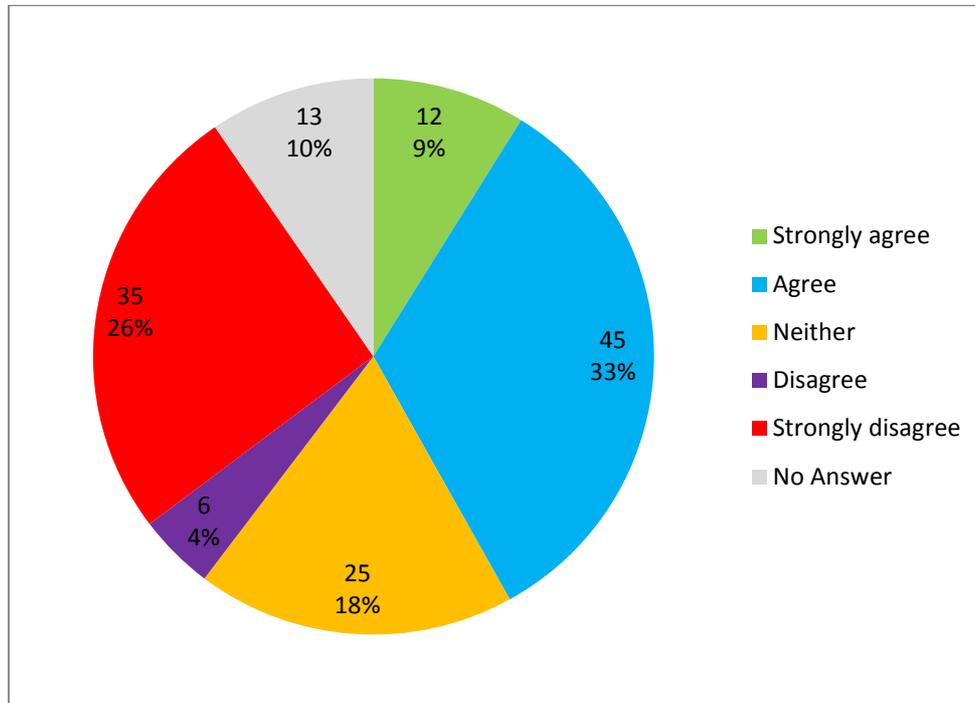
Some respondents have requested that additional consideration be given to Keech Hospice and the proximity of new housing. The Concept Plan has been updated and to reflect these concerns.

One respondent requested the provision for sheltered accommodation and care facilities. This is a requirement of the Development Strategy. The detailed provision of these facilities will be considered at the application stage.

With regard to ecology one respondent requested that housing should accommodate roosting spaces for birds. This will be informed by detailed ecological assessments which will support the applications for residential development.

**Part 9**  
**Employment (section 4, page 26)**

**25: To what extent do you agree or disagree with locating the commercial/employment uses to the west of the site?**



42% of respondents either strongly agreed or agreed with the approach to locating the commercial/employment uses to the west of the site as illustrated in the Framework Plan.

30% of respondents either strongly disagreed or disagreed with the approach to locating the commercial/employment uses to the west of the site as illustrated in the Framework Plan.

18% of respondents neither agree nor disagree with the approach to locating the commercial/employment uses to the west of the site as illustrated in the Framework Plan. A further 10% of respondents did not answer the question.

Overall the majority of respondents agreed with the approach to locating commercial/employment uses to the west of the site.

**26: What other land uses do you think could be appropriate in this location?**

In-principle objection	15
No need for RFI	3
Already enough warehousing	1
Need more land for schools	1
Site opposite Vauxhall should not be developed – too close to motorway	1
RFI makes sense	1
Football stadium	7
Area does need employment opportunities	1
West of the site closest to motorway will be most suitable for industry	1
Shopping mall / retail	2
Restaurant	2
Passenger railway station	2
Sports / leisure facilities	2
Premises for start-ups	2
Green space	3
Hotel	2

The responses to question 26 illustrate that a number of respondents had an in principle objection to the proposals rather than commenting about alternative uses at the site.

Some respondents have questioned the need for the RFI whilst other respondents have agreed to the provision of the RFI. Additional wording has been inserted into the Framework Plan about the RFI proposals.

One respondent has questioned the need for warehousing whilst another has highlighted the need for employment opportunities. One respondent considers that the land adjacent to Vauxhall building should not be developed because it's too close to motorway whilst another has highlighted that land to the west of the scheme is most suitable for industry. This view was supported by the majority in response to question 25.

Some respondents have requested the following uses which are intended to be provided by the Sundon RFI and North Luton schemes:

- Schools
- Local retail
- Sports and leisure facilities
- Premises for start up businesses
- Green space

Other requested uses include:

- Shopping Mall
- Football stadium
- Restaurant
- Passenger railway station
- Hotel

**27: Do you have any comments about the employment section of the Framework Plan?**

In principle objection	2
Need higher value jobs	1
Welcomes employment provision	2
Will there be enough employment	7
Noise will impact on surrounding properties	1
Depends on the kinds of business	1
Need more manufacturing	1
Football stadium could generate jobs	1
Will RFI generate the number of jobs promised?	1
Has rail capacity been considered	1
Too many warehouses as is	2
Green roofs should be specified for industrial buildings	1
Need to strike a balance with airport	1
Need starter units / apprentice type jobs	3

The responses to question 26 illustrate that a few respondents had an in principle objection to the proposals rather than commenting about the employment section of the Framework Plan.

A few respondents welcomed the employment provision. Some respondents requested the need for starter units and apprentice type jobs, another respondent said that there is a need for higher value jobs; another identified a need for more manufacturing. The detailed nature of employment provision will be secured at the application stage.

A number of respondents question whether there will be enough employment at the site. Whilst one respondent highlighted that there needs to be a balance between the employment provisions provided at the airport. A few respondents consider there to be too many warehouses at present. The amount of employment development required is set out in proposed policy 61 of the Development Strategy.

Another respondent requested noise mitigation for the existing residential properties. The Framework Plan already mentions the use of such mitigation.

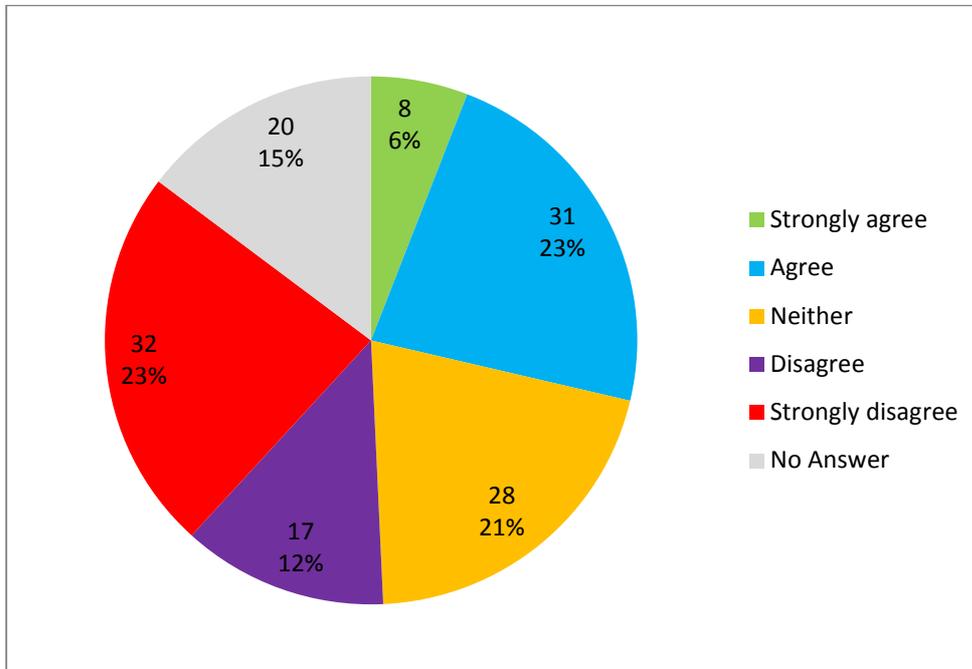
One respondent queries the amount of jobs the RFI will generate whilst another questions whether the rail capacity has been considered at this stage. Additional wording has been provided within the Framework Plan to support the RFI.

There was a continued request for a football stadium which is not required by the emerging policy nor included in the Framework Plan.

**Part 10**

**Infrastructure (section 6, page 31)**

**28: To what extent do you agree or disagree that the required infrastructure has been identified and included?**



29% of respondents either strongly agreed or agreed to the required infrastructure which has been identified and included in the Framework Plan.

35% of respondents either disagree or strongly disagree to the required infrastructure which has been identified and included in the Framework Plan.

21% of respondents neither agree nor disagree to the required infrastructure which has been identified and included within the Framework Plan. A further 15% of respondents did not answer the question.

Overall more respondents disagree to the required infrastructure which has been identified and included in the Framework Plan.

**29: Do you have any comments about the infrastructure requirements for the sites?**

In principle objection	3
Inadequate infrastructure / utilities	7
Needs eastern bypass to A505	2
Need to minimise ecological impact	1
RFI should be away from domestic houses	1
No need for RFI / not clear	2
Noise needs to be controlled	1
Additional passenger rail station needed	1
Maintain open areas	1
Would like to see expanded approach to sustainability	1
Run link road further north	1
Need to enforce traffic regulations	2
Need to provide broadband internet	1
Need to provide community meeting spaces	1
RFI is welcomed	1
Insufficient capacity on Thameslink rail	1

The responses to question 29 illustrate that a few respondents had an in principle objection to the proposals rather than commenting about the infrastructure requirements to support the Framework Plan.

The comments provided request infrastructure which is already being addressed by the Framework Plan.

A number of other responses have been addressed in response to other questions.

**And finally... 30: Do you have any further comments to make about the Framework Plan?**

In-principle objection	27
Would like more detail on the proposals	3
Ensure public footpath remains in place	1
Lower Sundon / Chalton Cross should be connected to mains sewers	1
Need to ensure green spaces are useful to all ages	1
Need to ensure good infrastructure	5
Proposed link road will not alleviate traffic	1
Well-constructed exhibition and knowledgeable staff	2
Risk of anti-social behaviour	1
Need sound reducing measures	1
Need manufacturing, not warehouses	1
Need facilities for older people	1
Plan needs to refer to A505 bypass	1
New football stadium for Luton Town Football Club	2
Welcomes proposal	1
Need more affordable housing	1
Need assurances over delivery of infrastructure	2
Maintain separation/ gap with existing Luton houses	1
Need for design codes to encompass the vision and to seek to innovate	1
Too much flexibility in plan as it stands	1
Maintain integrity of local environment	4
A very difficult exercise – well done	1
Hospice keen to engage with developers	1
RFI unsuitable as proposed	1
Area should transfer from CBC to Luton	1

The responses to question 30 illustrate that 27 of respondents had an in principle objection to the proposals rather than providing detailed comments about the Framework Plan.

Some respondents would like to see further detail on the proposals and some respondents said that the Framework Plan was too flexible. The level of detail provided is sufficient for a high level Masterplan which demonstrates how the policy requirements can be accommodated and delivered on site. Future masterplanning will be in greater detail. The Concept Plan has been updated to provide additional certainty as far as possible.

One respondent has requested the use of design codes. The Council's Development Strategy Policy requires design codes to be implemented on large schemes such as this.

A number of respondents congratulated the Council on a well-constructed exhibition with knowledgeable staff.

All other responses have been addressed in response to other questions.

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## Proposed changes to the North Luton and Sundon RFI Framework Plan – non-questionnaire responses

Reference	Name	Summary of Key issues	Response	Changes to the Framework Plan
EM1	David Logan	<p>a. Objects to the principle of development not only north of Luton but elsewhere in the area on greenfield land.</p> <p>b. The development will cause additional congestion particularly along the A6 which will impair bus movements.</p> <p>c. Need to reference nearby John Bunyan Trail.</p>	<p>a. The principle of development is being tested through the Development Strategy examination.</p> <p>b. Future detailed transport modelling/assessments will identify mitigation measures that address the issue of congestion on the A6. Potential solutions may include bus priority measures on the A6. Section 4.11 sets out the need for increasing the attractiveness of sustainable transport to reduce car dependency. These demand management measures are also in line with Luton Borough Council's approach to tackling congestion as set out in a number of their strategy documents.</p> <p>c. Agree.</p>	<p>a. No change required.</p> <p>b. No change required.</p> <p>c. Reference to John Bunyan Trail and Icknield way Path included in paragraph 3.2.5.</p>
EM2	Anglian Water	<p>a. Set out the infrastructure requirements for the site.</p>	<p>a. This will be considered through future detailed masterplanning and planning applications.</p>	<p>a. No change required.</p>
EM3	Aylesbury Vale DC	<p>a. Support the proposal</p>	<p>a. Support welcomed.</p>	<p>a. No change required.</p>
EM4	Thames Water	<p>a. This will be considered through future detailed masterplanning and planning applications.</p>	<p>a. This will be considered through future detailed masterplanning and planning applications.</p>	<p>a. No change required.</p>
EM5	The Chiltern Society	<p>a. The route of the link road should be further south.</p> <p>b. The location of the AONB needs to be shown on the Plans CBC should make provision elsewhere for the loss of AONB</p>	<p>a. A number of potential routes for the Link Road have been assessed and consulted upon. The preferred route has been selected based on technical evidence. The detailed route will be determined through</p>	<p>a. Additional wording included in section 4.2 to justify the route of the Link Road.</p> <p>b. No change required.</p>

Reference	Name	Summary of Key issues	Response	Changes to the Framework Plan
			<p>the masterplanning and planning application process.</p> <p>b. The Chilterns AONB is shown as a hatched area on both the Constraints Plan (page 19) and Concept Plan (Appendix 1).</p>	
EM6	Harlington Parish Council	<p>a. The Framework Plan isn't sufficiently detailed.</p> <p>b. There is an absence of detail on residential densities.</p> <p>c. The road alignment isn't sufficiently justified.</p> <p>d. The development proposes too much green space. This should be reduced to reduce the loss of Green Belt.</p> <p>e. The primary school will have an adverse impact on the AONB.</p> <p>f. The Framework Plan doesn't include sufficient additional detail on the RFI. The RFI will have a significant impact on the setting of the AONB and references to the RFI should be included in the design principles section, particularly in relation to building heights.</p>	<p>a. The level of detail is sufficient for a high level Masterplan which demonstrates how the policy requirements can be accommodated and delivered on site. Future masterplanning will be in greater detail.</p> <p>b. Paragraphs 4.16.2 and 5.1.4 refer to varying densities across the site which is considered appropriate at this stage. Exact densities will be determined through detailed masterplanning and future planning applications.</p> <p>c. The justification for the Link Road alignment will be made clearer in section 4.2.</p> <p>d. The overall open space provision is in accordance with the adopted standards specified by the CBC Leisure Strategy. Include references to the Leisure Strategy in the text.</p> <p>e. The open space associated with the central primary school will fall within the extent of the AONB whilst the school buildings will remain outside. Both the buildings and external spaces including playing fields will be sensitively designed to respect the AONB and in accordance with the Chilterns Buildings Design Guide,</p>	<p>a. No change required.</p> <p>b. No change required.</p> <p>c. Additional wording included in section 4.2 to justify the route of the Link Road.</p> <p>d. References to CBC's open space standards as set out in the adopted Leisure Strategy included in the Aims (6) and paragraph 4.5.1.</p> <p>e. Additional text included in paragraphs 3.4.1 and 4.6.1 clarifying that the open space provision associated with the primary school is located within the AONB; referencing the requirement for sensitive design and landscaping; and referencing design in accordance with Chilterns Conservation Board guidance.</p> <p>f. Additional detail included on the RFI in relation to presence of Open Access Land in paragraphs 3.5.3 and 4.5.1; and additional paragraph included in section 5.1 setting out the design considerations for the RFI.</p>

Reference	Name	Summary of Key issues	Response	Changes to the Framework Plan
			<p>Management Plan and Environmental Guidelines for the Management of Highways. Measures to integrate development within the landscape setting will be required.</p> <p>f. There is less emphasis on the RFI although the level of detail is proportionate to this stage in the process and the North Luton site proposals. Reference is made to sensitive design in Aim 11 (paragraph 2.3.1) but additional wording will be included under section 5.1 Design Principles.</p>	
EM7	Luton Borough Council	<p>a. Requesting more clarity on the width of the green buffer along the southern edge of the site. Requested 250m through the representation to the Development Strategy.</p> <p>b. The Plan should confirm the exact percentage of affordable housing and the mechanisms to ensure Luton's residents have access.</p> <p>c. The secondary school should be located on the southern edge of the site.</p> <p>d. Walking and cycling routes should connect to the extensive network in north Luton.</p> <p>e. Bus routes should serve the whole development including the eastern parcels.</p> <p>f. Need to consider the draft Water Cycle Strategy and the Surface Water Management Plan which identifies two critical drainage</p>	<p>a. The width of green buffer will be determined through more detailed masterplans as there will be varying widths depending on location, topography and ecological and heritage features on the ground. There is a significant amount of open space being provided overall and this reflects the need to provide north south connections from Luton and through to the AONB.</p> <p>b. This is a high level strategic masterplan which refers to the target percentage as 30% (para 4.16.1). The exact figure is not yet known and will become clear through future detailed masterplanning and planning applications. The NPPF states that policies should be sufficiently flexible to take account of changing market conditions over time (paragraph 50). The Development</p>	<p>a. Additional references to the purpose, varying width and future masterplanning of the green corridor along the northern edge included in paragraphs 3.6.6, 4.8.1 and 6.2.2.</p> <p>b. Reference to 30% as the CBC policy target in the emerging Development Strategy in paragraph 4.16.1.</p> <p>c. The location of the secondary school will remain flexible as identified on current plan.</p> <p>d. Reference included in section 4.11 to working with LBC to ensure sustainable transport options can be provided and to Sustainable Transport Strategies to identify opportunities for non-car based travel.</p> <p>e. Added a further bus symbol to the eastern parcel. Included text to section 4.11 referring to the preparation of Sustainable</p>

Reference	Name	Summary of Key issues	Response	Changes to the Framework Plan
		<p>areas on the site.</p> <p>g. The Framework Plan should account for the role of Bramingham Local Centre to serve the SA, which isn't noted on the Concept Plan.</p> <p>h. Confusion over the train station symbol at Sundon RFI on the Option 2 Concept Plan.</p> <p>i. Central Bedfordshire Council are urged to explore with Luton Borough Council and try to resolve the absence of a strategic connection from the proposed M1-A6 strategic link road further east to the A505.</p>	<p>Strategy policy requires the use of a review mechanism to increase the provision should viability improve over the life of the development.</p> <p>c. The two sites shown are considered to be the most appropriate options. The central location is CBC's preferred site.</p> <p>d. Agree. Section 4.11 sets out the approach to sustainable transport. It is considered that connections could easily be provided into Luton's extensive walking, cycling and public transport network and destination signage to tie into the infrastructure already in place will also be provided. Consultants are in the process of preparing a Sustainable Transport Strategy for the North of Luton site with more detailed options on this. CBC will work with LBC to identify the necessary sustainable transport measures.</p> <p>e. Agree. It is envisaged that the current frequent bus services will be extended into the site through new or improved bus services.</p> <p>f. Agree. Further technical work on drainage will consider this and inform detailed masterplans and planning applications.</p> <p>g. Agree.</p> <p>h. Agree.</p> <p>i. This issue cannot be addressed through changes to the Framework Plan as the North of Luton and Sundon RFI allocations cannot deliver the connection. CBC will</p>	<p>Transport Strategies.</p> <p>f. No change required.</p> <p>g. Added Bramingham local centre on the Concept Plan.</p> <p>h. Revised the Concept Plan and key. Removed the train station symbol and replaced with railway line graphic.</p> <p>i. No change required.</p>

Reference	Name	Summary of Key issues	Response	Changes to the Framework Plan
			however actively pursue separately with LBC, to look at the options and funding opportunities to take this forward in terms of wider sub-regional infrastructure requirements. In the meantime further ongoing dialogue with transport officers in Luton will look to identify measures to help combat traffic congestion resulting from any increase in traffic as a result of the urban extension.	
EM8	Tom Chevalier Chairman of Icknield Way Path National Trail	a. The Framework Plan fails to identify designated Open Access Land. There should be formal access, ideally as a green corridor, to enable access into the Sundon Quarry Open Access area.	a. Agree and include references in the Plan. Need to maintain and manage site for its ecological value as well as allowing access.	a. Added wording in paragraph 3.5.3 and 4.5.1 referring to Open Access Land; and included Open Access Land as GI on the Concept Plan (as shown on Natural England's open access maps).
EM9	Bedford Borough Council	a. No comments.		a. No change required.
EM10	The Ramblers Association (Bedfordshire Area)	a. Welcome the enhancement of the Theedway but this needs to be actioned early to ensure the protection of the area. b. Existing Rights of Way including the John Bunyan Trail are shown smothered by residential development or positioned directly adjacent to highways which contradicts the text in the document. All footpaths should be routed along the greenways and not absorbed into the development. c. Seeking new Rights of Way linking bridleways from Bramingham Wood and Leagrave	a. Detailed masterplanning will identify the width and phasing of the green buffer along the route of the Theedway, and it may need to vary due to topography, land uses and features on the ground such as ecology and heritage. b. Agree. Locally valued routes such as the Icknield Way Path and the John Bunyan Trail should be acknowledged in the Framework Plan text. The Concept Plan can be amended so that Footpaths 4 and 5, which run directly north from Keech Hospice, form a green corridor between the two parcels of residential to the north of the	a. No Change required. b. Reference to John Bunyan Trail and Icknield way Path included in paragraph 3.2.5; and Concept Plan revised to ensure footpaths 4 and 5 are routed along green corridors. The current corridor shown in the eastern parcels, has been moved further west to encompass and enhance the footpaths. c. No change required.

Reference	Name	Summary of Key issues	Response	Changes to the Framework Plan
		Park in the south to Sundon Footpath no.12 in the north.	Hospice. The layout of the development parcels in this location should also be amended. This new green corridor is in addition to the one shown directly to the west of the Hospice. c. Opportunities will be sought to create new footpath links where possible, as set out in paragraph 3.2.5.	
EM11	David Chamberlain Resident	a. Traffic issues on Sundon Park Road and surrounding area will be exacerbated. b. New infrastructure should be in place first.	a. Future detailed transport modelling/assessments will identify mitigation measures that address any congestion issues on the existing highway network. Section 4.11 sets out the approach to sustainable transport. Consultants are in the process of preparing a Sustainable Transport Strategy for the North of Luton site with more detailed options on this. CBC will work with LBC to identify the necessary sustainable transport measures. b. Section 6.2 of the plan identifies the infrastructure requirements for the sites. CBC will seek early delivery of infrastructure but some development will be needed to fund this.	a. No change required. b. No change required.
EM12	Colin Collier Resident	a. No objection to the housing scheme providing the infrastructure is in place first. b. Link road from A6 to A505 is needed.	a. As above (EM11b). b. As above (EM7i).	a. No change required. b. No change required.
EM13	Linda Bain Resident	a. Traffic congestion and an increase in lorries.	a. The Link Road and direct route to the RFI provide a more direct	a. No change required. b. No change required.

Reference	Name	Summary of Key issues	Response	Changes to the Framework Plan
		<p>b. Need for separate routes for walkers and cyclists between A6 and Streatley roundabout.</p>	<p>link to the M1 and HGV movements will be expected to use this route. CBC will restrict HGV movements where possible (refer to paragraph 4.2.3); and as above in relation to traffic congestion (EM11a).</p> <p>b. Opportunities will be sought to create new footpath links where possible, as set out in paragraph 3.2.5.</p>	
EM14	Robert Gray Resident	<p>a. Concern about impact of traffic on A6.</p> <p>b. Need for alternative routes around the town.</p>	<p>a. As above (EM11a).</p> <p>b. As above (EM11a).</p>	<p>a. No change required.</p> <p>b. No change required.</p>
EM15	Rodney Giles Resident	<p>a. Convert the road between Luton and Streatley roundabout to dual carriage way.</p> <p>b. Should provide all school places.</p>	<p>a. As above (EM11a).</p> <p>b. Section 4.14 of the plan states that the development will provide 3 primary schools, including early year's provision, and a secondary school providing enough school places to cater for the new development.</p>	<p>a. No change required.</p> <p>b. No change required.</p>
EM16	Gordon Atkins Resident	<p>a. Concern over the size and noise levels of the RFI.</p> <p>b. The new junction on M1 should have access to Luton Road.</p>	<p>a. The size of the RFI responds to the characteristics of the site and its surroundings. Noise will be assessed at planning application stage with any necessary mitigation measures; ensuring noise is limited to acceptable levels.</p> <p>b. The Concept Plan shows a simplified layout for the new Junction 11A and demonstrates how the Link Road connects to the Junction. The approved detailed Junction design shows the</p>	<p>a. No change required.</p> <p>b. Concept Plan amended to show how Luton Road connects to the new M1 Junction 11A (in the same diagrammatic/simplified format).</p>

Reference	Name	Summary of Key issues	Response	Changes to the Framework Plan
			connection with Luton Road and the Concept Plan should be amended to reflect this.	
EM17	Mrs A Williams Resident	<p>a. Concern about traffic on Quantock Rise.</p> <p>b. Need for convenience shopping facilities closer to development.</p>	<p>a. As above (EM11a).</p> <p>b. New community facilities, including retail, will be provided within the development to cater for new residents.</p>	<p>a. No change required.</p> <p>b. No change required.</p>
EM18	Cllr Sheila Roden (Luton Borough Council)	a. Concerns about congestion in the Toddington Road area.	a. As above (EM11a).	a. No change required.
EM19	Luton Friends of the Earth	<p>a. Consultation was inadequate.</p> <p>b. Conflict with the Development Strategy. Too many homes and insufficient time to plan the development properly.</p> <p>c. Exceptional need has not been demonstrated to justify green belt release. Homes should be located elsewhere in Central Bedfordshire.</p> <p>d. Lack of connectivity between biodiversity features. Bramingham wood will be segregated from the countryside to the north.</p> <p>e. Adverse impact on the views of and from the Chilterns AONB.</p> <p>f. Quality of life for existing residents will be reduced and has not been considered. Luton is already overcrowded and health facilities are insufficient. The congestion and pollution caused by this development and the loss of green space would lead to poor health.</p> <p>g. Luton's car use is already 12% above the national average and the scale of development will</p>	<p>a. Public consultation on the Framework Plan was conducted in accordance with the Statement of Community Involvement.</p> <p>b. The principle of development is being tested through the Development Strategy Examination.</p> <p>c. The principle of development is being tested through the Development Strategy Examination.</p> <p>d. The layout has been structured around a network of Green Infrastructure, taking into consideration the existing features on the ground such as woodland and hedgerows. The Concept Plan will be amended to provide additional green links along the length of Footpaths 4 and 5 which provide an additional connection between Bramingham Wood and the AONB to the north.</p> <p>e. The AONB has been one of the principle considerations in preparing the Framework Plan and</p>	<p>a. No change required.</p> <p>b. No change required.</p> <p>c. No change required.</p> <p>d. Concept Plan revised to ensure footpaths 4 and 5 are routed along green corridors.</p> <p>e. Additional references included relating to mitigation of impacts on the AONB, including measures relating to the Link Road and primary school located within the AONB (paragraphs 3.4.1, 4.2.2, 4.6.1, 4.6.2, 5.1.3, 5.1.6)</p> <p>f. No change required.</p> <p>g. No change required.</p> <p>h. No change required.</p> <p>i. Included additional paragraph (5.1.6) requiring the sensitive design of the RFI; included reference to the need for further ecological assessments as part of any detailed masterplanning and planning application (new paragraph 3.5.4); and revised the Concept Plan to show an increased green buffer between the RFI site and the SSSI/CWS.</p>

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		<p>increase emissions. Congestion is already at an unacceptable level. The Link Road will increase congestion.</p> <p>h. Impact on water supply.</p> <p>i. The RFI would have a major adverse effect on the SSSI.</p> <p>j. Clarity should be provided on the amount of traffic/freight that will be generated by the development.</p>	<p>is referred to throughout the document. The requirement for appropriate mitigation, such as landscaping and building design is specified and references are made to Chilterns Conservation Board guidance. The two built uses within the AONB (school playing fields and section of the Link Road) will be carefully planned and designed mitigate against any impact on the AONB.</p> <p>f. The Framework Plan meets the overall open space requirements in CBC's adopted Leisure Strategy. Reference is made to the provision of new community facilities, such as health facilities, to meet the needs of the population. The delivery of health facilities will be determined through a health impact assessment provided in conjunction with the NHS/ clinical commissioning bodies.</p> <p>g. Future detailed transport modelling/assessments will identify mitigation measures that address any congestion issues on the existing highway network. Section 4.11 sets out the approach to sustainable transport. Consultants are in the process of preparing a Sustainable Transport Strategy for the North of Luton site with more detailed options on this</p> <p>h. See comments from Anglian Water (EM2) and Thames Water (EM4) above. Water efficiency measures will be required to minimise water consumption. This</p>	<p>j. No change required.</p>

Reference	Name	Summary of Key issues	Response	Changes to the Framework Plan
			<p>will be considered through future detailed masterplanning and planning applications.</p> <p>i. Policy 64 requires the enhancement and management of the SSSI, and this is reflected in the Framework Plan. A landscaped buffer will separate the RFI from the SSSI, such that major adverse effects on the SSSI would not arise. Furthermore, the SSSI will be managed such that its ecological value is enhanced. The Concept Plan should be revised to show the extent of the RFI development and a green buffer along the eastern edge.</p> <p>j. Traffic/freight generation will be assessed in detail at planning application stage.</p>	
EM20	Michael Brooks	<p>a. The central section of the Link Road should follow the AONB boundary to minimise incursion. Road lighting should be limited to road junctions and immediate approaches, and should be fully shrouded.</p> <p>b. Para 3.4.1 is inconsistent. School grounds are an incursion into the AONB and its location should be adjusted so it falls outside.</p> <p>c. Bus services should be in place at an early stage of occupation.</p> <p>d. The development should support a park and ride service and contribute to bus priority measures on key routes.</p> <p>e. Important that an unimpeded</p>	<p>a. A number of potential routes for the Link Road have been explored in developing the proposals, all of which have been subject to public consultation. The preferred road position (as shown on the Concept Plan) has been informed by technical and engineering studies. The short section of the Link Road which passes through the AONB will be carefully planned and designed to minimise the impact. The detailed route of the road will be determined through the planning application process and will be informed by future technical work.</p> <p>b. The open space associated with the central primary school will fall</p>	<p>a. Additional wording included in section 4.2 to justify the preferred route of the Link Road and possible mitigation measures.</p> <p>b. Additional text included in paragraphs 3.4.1 and 4.6.1 clarifying that the open space provision associated with the primary school is located within the AONB and reference has been made to the requirement for sensitive design and landscaping. Also included reference to design in accordance with Chilterns Conservation Board guidance.</p> <p>c. No change required.</p> <p>d. No change required.</p> <p>e. Strengthened section 4.9 by including reference to walking and</p>

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		<p>segregated east-west cycle route is created, separate from the Theedway.</p> <p>f. Segregated cycle tracks should be provided where possible along the key routes into Luton.</p> <p>g. The buffering on both Sundon and George Woods is minimal.</p> <p>h. The need for green areas for informal recreation and access is not really addressed in the Framework Plan. Reliance can't be placed on the countryside to the north. The development needs to include a medium-sized informal public open space.</p> <p>i. Special attention should be paid to building height and traditional design is preferred.</p> <p>j. Landscaping needs to be generous throughout. Hard edges need to be avoided and screening should be maximised from all directions. Landscaping on the two parcels to the north of the link road needs to be increased.</p> <p>k. Lack of detail on the RFI.</p> <p>l. Complimentary spelt incorrectly in para 1.1.2.</p> <p>m. A direct link to the RFI from the Link Road is preferred.</p> <p>n. A bridge or underpass should enable the Link Road to cross Sundon Park Road.</p> <p>o. Lighting at the RFI should be low level and fully shrouded, and not visible beyond the site boundaries.</p> <p>p. Buildings should be in a darker colour to reduce the visual impact.</p>	<p>within the extent of the AONB whilst the school buildings will remain outside. Both the buildings and external spaces including playing fields will be sensitively designed to respect the AONB and in accordance with the Chilterns Buildings Design Guide. Measures to integrate development within the landscape setting will be required.</p> <p>c. Section 4.11 sets out the approach to sustainable transport. Consultants are in the process of preparing a Sustainable Transport Strategy for the North of Luton site with more detailed options on this. CBC will work with LBC to identify the necessary sustainable transport measures.</p> <p>d. A park and ride facility was previously considered in this location. A successful Park and Ride requires a Luton wide response which falls beyond the scope of this Framework Plan.</p> <p>e. The development will create a network of streets which will facilitate cycling across the development, into Luton and to the villages in the north.</p> <p>f. CBC will work with LBC to identify opportunities for segregated cycle tracks.</p> <p>g. The Concept Plan shows a green buffer around both Sundon Wood and George Wood. The width of these buffers will be identified through the detailed masterplanning and planning application process.</p>	<p>cycling routes.</p> <p>f. No change required.</p> <p>g. No change required.</p> <p>h. Included references to CBC's open space standards as set out in the adopted Leisure Strategy in the Aims (6) and paragraph 4.5.1.</p> <p>i. Included additional paragraph on design considerations and requirements for the RFI.</p> <p>j. Revised Concept Plan to show a more significant green corridor along the northern edge of the north east parcel.</p> <p>k. Included additional detail on the RFI in relation to presence of Open Access Land in paragraphs 3.5.3 and 4.5.1. Included additional paragraph in section 5.1 setting out the design considerations for the RFI.</p> <p>l. Corrected spelling error at paragraph 1.1.2.</p> <p>m. Revised the Concept Plan to include the direct link to Sundon RFI from the Link Road.</p> <p>n. Revised paragraph 4.4.2 to explain the approach to Sundon Park Road.</p> <p>o. Included additional paragraph in section 5.1 setting out the design considerations for the RFI.</p> <p>p. Included additional paragraph in section 5.1 setting out the design considerations for the RFI.</p> <p>q. No change required.</p> <p>r. No change required.</p> <p>s. No change required.</p>

Reference	Name	Summary of Key issues	Response	Changes to the Framework Plan
		<p>q. Good pedestrian and cycle access to the RFI is essential.</p> <p>r. The route of RoW Sundon FP1 should be addressed in the Framework Plan. Any diversion should not be lengthy.</p> <p>s. The development should seek the opportunity to connect Chalton FP12 by extension NE-wards along the development boundary to Lodge Farm and back to Sundon Road.</p>	<p>h. The proposed development meets CBCs overall adopted open space standards as set out in the Leisure Strategy.</p> <p>i. The design principles are set out in section 5.1 and the design of the development will be expected to meet the requirements of the adopted Design Guide and Chilterns Design Guidance.</p> <p>j. Agree. This is emphasised in the Framework Plan particularly in relation to the northern parcels and boundary. More emphasis could be placed on the landscaping of northern edge of the north-east parcel on the Concept Plan.</p> <p>k. There is less emphasis on the RFI although the level of detail is proportionate to this stage in the process and the North of Luton site proposals. Reference is made to sensitive design in Aim 11 (paragraph 2.3.1) but additional wording could be including under section 5.1 Design Principles.</p> <p>l. Noted. Will be corrected.</p> <p>m. Through the questionnaire there was majority support for a direct link to the RFI. The Link Road and direct route to the RFI provide a more direct link to the M1 and HGV movements will be expected to use this route. CBC will restrict HGV movements where possible (refer to paragraph 4.2.3).</p> <p>n. The Link Road will cut through Sundon Park Road and vehicular traffic will be re-routed via a new local road to the RFI junction on</p>	

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			<p>the Link Road. Sundon Park Road will become a route for pedestrians and cyclists and an appropriate at-grade pedestrian and cycle crossing point will be provided.</p> <ul style="list-style-type: none"> <li>o. A landscape impact study accompanying any future masterplan or planning application will identify the mitigation measures required to minimise the impact of the RFI. Reference is made to sensitive design in Aim 11 (paragraph 2.3.1) but additional wording could be including under section 5.1 Design Principles.</li> <li>p. A landscape impact study will identify the mitigation measures required to minimise the impact of the RFI. Reference is made to sensitive design in Aim 11 (paragraph 2.3.1) but additional wording could be including under section 5.1 Design Principles.</li> <li>q. Agree.</li> <li>r. This is covered by the Development Strategy (paragraph 13.96) and will be determined through detailed design and layout of the RFI site.</li> <li>s. Opportunities will be sought to create new footpath links where possible, as set out in paragraph 3.2.5. This will be considered further through the detailed masterplanning and planning application process.</li> </ul>	
EM21	Clifford Basset (land at Junction 12)	a. Promoting alternative site for an RFI. Suggest land adjacent to Sundon Quarry is utilised for	a. The principle of development and the merit of alternative sites are being tested through the	<ul style="list-style-type: none"> <li>a. No change required.</li> <li>b. Inserted new paragraph (3.5.4) referencing the need for further</li> </ul>

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		<p>employment or mixed use, not an RFI.</p> <p><b>b.</b> The impact on the SSSI hasn't been sufficiently assessed and potential mitigation hasn't been demonstrated.</p> <p><b>c.</b> Comments refer back to their Development Strategy representations.</p>	<p>Development Strategy Examination.</p> <p><b>b.</b> A landscaped buffer will separate the RFI from the SSSI, such that major adverse effects on the SSSI would not arise. Furthermore, Policy 64 requires that the SSSI will be managed such that its ecological value is enhanced. The details of any necessary specific mitigation measures will be identified at planning application stage. Paragraph 3.5.4 requires further ecological assessments as part of any future planning application.</p> <p><b>c.</b> See response to a. above.</p>	<p>ecological assessments as part of any future planning application. Concept Plan revised to show additional buffering of the SSSI at Sundon Quarry.</p> <p><b>c.</b> No change required.</p>
EM22	DLA on behalf of AXA and GM	<p><b>a.</b> Seeking purely employment use on the additional land (between M1 junction and on land north and west of GM plant).</p> <p><b>b.</b> Have commissioned air quality consultants.</p>	<p><b>a.</b> Employment uses would be best suited on the additional land between the M1 and the Midland Mainline to compliment existing industrial uses and proposals at North Houghton Regis. A suitable buffer will be required between the new employment uses and the residential areas to the south.</p> <p><b>b.</b> Noted.</p>	<p><b>a.</b> Concept Plan amended to show employment uses on the additional land between the M1 and the Midland Mainline.</p> <p><b>b.</b> No change required.</p>
EM23	Bedfordshire Local Nature Partnership	<p><b>a.</b> Not enough detail is provided.</p> <p><b>b.</b> Lack of detail on the RFI.</p> <p><b>c.</b> GI provision is based just on topography but should be developed in accordance with the GI Plan.</p> <p><b>d.</b> Otherwise general support.</p>	<p><b>a.</b> The level of detail is sufficient for a high level Masterplan which demonstrates how the policy requirements can be accommodated and delivered on site.</p> <p><b>b.</b> Agree that there is less emphasis on the RFI although the level of detail is proportionate to this stage in the process and the North Luton site proposals.</p>	<p><b>a.</b> No change required.</p> <p><b>b.</b> Additional detail on the RFI included in relation to the need for further ecological assessments as part of any future planning application (paragraph 3.5.4); Concept Plan revised to show additional buffering of the SSSI at Sundon Quarry; reference to the presence of Open Access Land included in paragraphs 3.5.3 and</p>

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			<p>c. The layout has been structured around a network of Green Infrastructure, taking into consideration the existing features on the ground such as woodland and hedgerows.</p> <p>d. Support welcomed.</p>	<p>4.5.1; and additional paragraph included in section 5.1 setting out the design considerations for the RFI.</p> <p>c. No change required.</p> <p>d. No change required.</p>
EM24	Chilterns Conservation Board	<p>a. Production of the Framework Plan is generally welcomed but considered premature pending outcome of the Development Strategy.</p> <p>b. Doesn't provide enough detail.</p> <p>c. Need for a stronger commitment to undergrounding power lines.</p> <p>d. Primary aim should be the provision of additional rights of way.</p> <p>e. Object to central primary school on basis of impact of formal playing fields in the AONB.</p> <p>f. Reference to future masterplanning is welcomed.</p> <p>g. Concerned that between the road and built up area there will be pressure for development. Question why the road can't take a more southerly and sinuous alignment.</p>	<p>a. The Framework Plan had been prepared to provide further clarity and detail on how the development specified in the Development Strategy policies could be brought forward. It forms part of the evidence base for the Development Strategy examination and provides a framework to guide future planning applications.</p> <p>b. The level of detail is sufficient for a high level Masterplan which demonstrates how the policy requirements can be accommodated and delivered on site. Future masterplanning will be in greater detail.</p> <p>c. The Framework Plan refers to the opportunity for undergrounding power lines. The wording in 3.2.2 could be strengthened.</p> <p>d. Opportunities will be sought to create new footpath links where possible, as set out in paragraph 3.2.5.</p> <p>e. The open space associated with the central primary school will fall within the extent of the AONB whilst the school buildings will remain outside. Both the buildings and external spaces including playing fields will be sensitively</p>	<p>a. No change required.</p> <p>b. No change required.</p> <p>c. Paragraph 3.2.2 revised to strengthen the commitment to undergrounding the power lines.</p> <p>d. No change required.</p> <p>e. Additional text included in paragraphs 3.4.1 and 4.6.1 clarifying that the open space provision associated with the primary school is located within the AONB; referencing the requirement for sensitive design and landscaping; and referencing design in accordance with Chilterns Conservation Board guidance.</p> <p>f. No change required.</p> <p>g. Additional wording included in section 4.2 to justify the preferred route of the Link Road and possible mitigation measures.</p>

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			<p>designed to respect the AONB and in accordance with the Chilterns Buildings Design Guide, Management Plan and Environmental Guidelines for the Management of Highways. Measures to integrate development within the landscape setting will be required.</p> <p>f. Support welcomed.</p> <p>g. A number of potential routes for the Link Road have been explored in developing the proposals, all of which have been subject to public consultation. The preferred road position (as shown on the Concept Plan) has been informed by technical and engineering studies. The short section of the Link Road which passes through the AONB will be carefully planned and designed to minimise the impact. The detailed route of the road will be determined through the planning application process and will be informed by future technical work.</p>	
EM25	Natural England	<p>a. Details of the buffer between the RFI and SSSI need to be determined.</p> <p>b. Absence of a Landscape Assessment to inform the proposed layout in the Framework Plan. The impact on the AONB has not been determined.</p>	<p>a. Policy 64 requires the enhancement and management of the SSSI, and this is reflected in the Framework Plan. Such details are a matter for the planning application stage although the Concept Plan should be revised to show a green buffer between the RFI and SSSI.</p> <p>b. The content of the Framework Plan has been based on technical studies. This is referred to in the</p>	<p>a. Included additional paragraph (5.1.6) requiring the sensitive design of the RFI; and reference to the need for further ecological assessments as part of any detailed masterplanning and planning application (new paragraph 3.5.4). Concept Plan revised to show an increased green buffer between the RFI site and the SSSI/CWS.</p> <p>b. Reference included referring to</p>

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			Framework Plan (paragraph 1.4.5). Additional technical evidence will be required to inform future detailed masterplanning and planning applications. References should be made to specific technical work in relevant sections. The Chilterns Conservation Board has been consulted throughout the preparation of the Framework Plan.	the need for further detailed landscape strategies to inform future masterplans and planning applications (para 3.3.2). Concept Plan revised to show a more significant green corridor along the northern edge of the north east parcel.
L1	Keech Hospice Care (additional comments to questionnaire)	<p>a. Need for an increased buffer between the new residential development and Keech Hospice.</p> <p>b. Queries whether there will be a new access to the Hospice from the A6, via the Link Road.</p>	<p>a. The written document and Concept Plan can be revised to address this.</p> <p>b. The development presents the opportunity to improve the access to Keech Hospice Care and a reference should be included in the Plan.</p>	<p>a. Concept Plan revised to increase the green buffer around the hospice and remove a small parcel of residential to the south; and additional paragraph (4.5.4) included in the written document</p> <p>b. Included reference to opportunities for improved access to be explored through the planning application process in new paragraph 4.5.4.</p>
L2	John and Shirley Walsh Residents	<p>a. The Link Road will create additional traffic on the A6 which cannot cope at present. Highway infrastructure cannot cope with additional traffic.</p> <p>b. Loss of countryside, farmland and the AONB. All should be protected not just specific features.</p> <p>c. The plan gives little or no regard to existing residents. Very little separation between existing homes and the proposed development. A decent spinney would soften the impact of the development.</p> <p>d. The employment will consist of warehousing, with very few jobs</p>	<p>a. Future detailed transport modelling/assessments will identify mitigation measures that address any congestion issues on the existing highway network. Section 4.11 sets out the approach to sustainable transport. Consultants are in the process of preparing a Sustainable Transport Strategy for the North of Luton site with more detailed options on this.</p> <p>b. The principle of development is being tested through the Development Strategy examination.</p> <p>c. The Concept Plan shows a green corridor along the existing</p>	<p>a. No change required.</p> <p>b. No change required.</p> <p>c. Additional references to the purpose, varying width and future masterplanning of the green corridor along the northern edge of Luton have been included in paragraphs 3.6.6, 4.8.1 and 6.2.2.</p> <p>d. No change required.</p>

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		and high traffic.	<p>northern edge of Luton which will provide separation between the new development and existing residents. The width of green buffer will be determined through more detailed masterplans.</p> <p>d. The Development Strategy identifies a need for 27,000 new jobs across Central Bedfordshire to 2031. Land North of Luton and Sundon RFI are expected to create around 3,000 new jobs. Further new jobs will also be created at Houghton Regis North.</p>	
L3	David Roberts Resident	<p>a. Development won't provide community benefits.</p> <p>b. The SSSI is not sufficiently protected. Development will have a significant impact.</p> <p>c. Not clear who will fund and deliver the Link Road and other essential infrastructure.</p> <p>d. The Link Road should be in place before the commencement of development.</p> <p>e. The existing highway network is already congested and the commitment to improving existing roads is questionable.</p> <p>f. There aren't enough jobs to provide for the number of new homes.</p> <p>g. Luton will simply become another commuter town.</p> <p>h. The new rail infrastructure for the RFI is outside of the red line boundary.</p> <p>i. No emphasis on the impact on Sundon.</p>	<p>a. The provision of community facilities and other beneficial infrastructure is specified in the Development Strategy policies and Framework Plan.</p> <p>b. Policy 64 requires the enhancement and management of the SSSI, and this is reflected in the Framework Plan. A landscaped buffer will separate the RFI from the SSSI, such that major adverse effects on the SSSI would not arise. The Concept Plan should be revised to show the extent of the RFI development and a green buffer along the eastern edge.</p> <p>c. Paragraph 13.44 of Policy 61 specifies that the Link Road is to be funded through a S106 agreement with the developers and opportunities will be sought to secure external funding.</p> <p>d. Paragraph 13.44 of Policy 61 specifies that the timing and delivery of the road will be informed</p>	<p>a. No change required.</p> <p>b. Included additional paragraph (5.1.6) requiring the sensitive design of the RFI; included reference to the need for further ecological assessments as part of any detailed masterplanning and planning application (new paragraph 3.5.4); and revised the Concept Plan to show an increased green buffer between the RFI site and the SSSI/CWS.</p> <p>c. No change required.</p> <p>d. No change required.</p> <p>e. No change required.</p> <p>f. No change required.</p> <p>g. No change required.</p> <p>h. No change required.</p> <p>i. Additional wording included in paragraph 4.6.2 referring to landscaping the northern edge of the site to minimise the impact on Lower and Upper Sundon. Additional paragraph (5.1.6) included in the Plan referring to the</p>

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			<p>by detailed transport modelling and viability considerations, and will be delivered as soon as is viably possible.</p> <p>e. Future detailed transport modelling/assessments will identify mitigation measures that address any congestion issues on the existing highway network. Section 4.11 sets out the approach to sustainable transport. Consultants are in the process of preparing a Sustainable Transport Strategy for the North of Luton site with more detailed options on this.</p> <p>f. Land North of Luton and Sundon RFI are expected to create around 3,000 new jobs. Further new jobs will also be created at Houghton Regis North.</p> <p>g. The Development Strategy makes provision for 5,400 homes that will help meet the identified housing needs of Luton which cannot be met within the borough boundary. The North of Luton site will provide homes to help meet this need.</p> <p>h. The new rail infrastructure will fall within the red line boundary. Four sidings will be created off the Midland Mainline to provide pick up/drop off access to the distribution facilities.</p> <p>i. Reference is made in the Framework Plan to the use of landscaping and design to mitigate against any impact on nearby villages.</p>	<p>sensitive design of the RFI.</p>

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L4	Susanna Glenister Banana Moon Day Nursery (Lower Sundon)	<p>a. New nursery/early years provision will be required to accommodate the population.</p> <p>b. Concerns over the reduced use of Streatley/Lower Sundon Road for business traffic.</p> <p>c. Queries whether there will be more frequent buses to surrounding areas, e.g. Lower Sundon.</p> <p>d. Need for teen-appealing spaces and facilities.</p>	<p>a. Section 4.14 of the plan states that the development will provide 3 primary schools, including early year's provision, and a secondary school providing enough school places to cater for the new development.</p> <p>b. The Link Road will alleviate pressure on the existing road network, forming part of a wider east-west orbital route around the Luton, Dunstable, Houghton Regis conurbation and freeing up capacity on the existing highway network. The existing Streatley/Lower Sundon Road will remain accessible.</p> <p>c. Section 4.11 sets out the approach to sustainable transport. It is considered that connections can be provided into Luton's extensive walking, cycling and public transport network. Consultants are in the process of preparing a Sustainable Transport Strategy for the North of Luton site with more detailed options on this. CBC will work with LBC to identify the necessary sustainable transport measures.</p> <p>d. Section 4.15.3 refers to the provision of areas for play and recreation for young people across the development.</p>	<p>a. No change required.</p> <p>b. No change required.</p> <p>c. No change required.</p> <p>d. No change required.</p>
L5	J Carter Resident	<p>a. RFI is too large and too close to existing housing in Sundon Road.</p> <p>b. Direct link to the RFI is needed (as per option 2) and should include a bus link.</p>	<p>a. The Framework Plan and Concept Plan should be amended to clarify the adjacent land uses and refer to a buffer between the RFI and existing homes. The size</p>	<p>a. New paragraph included (5.1.6) referring to the design of Sundon RFI in relation to existing residential properties; and Concept Plan revised to identify adjacent</p>

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		<p>c. The Link Road is needed to alleviate heavy traffic on existing roads.</p> <p>d. Need to retain green area around Sundon Road to mitigate impact on residents.</p> <p>e. Public footpaths and bridleways should be extended to create an accessible network.</p> <p>f. Sundon Road should remain a low density rural hamlet with minimal infill housing.</p> <p>g. Land next to the grave yard in Upper Sundon could have a low density frontage.</p> <p>h. A major supermarket is needed north of Sundon Park, which is too far for Sundon residents to access.</p>	<p>of any buffers and specific mitigation measures will be determined through the detailed masterplanning and planning application process.</p> <p>b. Through the questionnaire there was majority support for a direct link to the RFI. Access to the RFI will therefore be via the new direct link to the Link Road and HGV movements will be expected to use this route. CBC will restrict HGV movements where possible (refer to paragraph 4.2.3). Section 4.11 sets out the approach to sustainable transport. It is considered that connections can be provided into Luton's extensive walking, cycling and public transport network. A sustainable transport strategy for the RFI site will provide more detailed options on this.</p> <p>c. Agree. The Link Road will alleviate pressure on the existing road network, forming part of a wider east-west orbital route around the Luton, Dunstable, Houghton Regis conurbation, and freeing up capacity on the existing highway network.</p> <p>d. The Concept Plan shows significant green buffers around the Sundon Road hamlet, but could be amended to show an additional buffer to the north. The Concept Plan should be amended to clarify the adjacent land uses. The size of any buffers and specific mitigation measures will</p>	<p>land uses (green buffer between the properties and RFI, and residential along Sundon Road).</p> <p>b. Revised section 4.4 to specify that access to the RFI will be via a direct highway link to the RFI; and revised the Concept Plan to include the direct link to Sundon RFI from the Link Road.</p> <p>c. No change required.</p> <p>d. See above (a.)</p> <p>e. No change required.</p> <p>f. Revised the Concept Plan to include a green buffer around Sundon Road hamlet and residential uses on land directly adjacent.</p> <p>g. No change required.</p> <p>h. No change required.</p>

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			<p>be determined through the detailed masterplanning and planning application process.</p> <p>e. Opportunities will be sought to create new footpath links where possible, as set out in paragraph 3.2.5.</p> <p>f. See above (a.)</p> <p>g. This land falls outside of the strategic allocation boundaries and the scope of the Framework Plan.</p> <p>h. The North of Luton development will provide new retail facilities for new residents and the existing community.</p>	
L6	Mrs V Cuthbert Resident	<p>a. Congestion on the existing highway network at peak times, which can't be improved as a result of this development.</p> <p>b. The Framework Plan doesn't provide enough detail.</p>	<p>a. As above (EM11a).</p> <p>b. The level of detail is sufficient for a high level Masterplan which demonstrates how the policy requirements can be accommodated and delivered on site. Future masterplanning will be in greater detail.</p>	<p>a. No change required.</p> <p>b. No change required.</p>
P1	CPRE Bedfordshire	<p>a. The Framework Plan is premature as technical evidence has not yet been completed to demonstrate the sustainability of the scheme.</p> <p>b. Concerns over access to the potential minerals depot at the RFI, which appears to be via an existing track from Upper Sundon.</p> <p>c. The footbridges across the Link Road will be highly visible and have a significant impact on the AONB.</p>	<p>a. The content of the Framework Plan has been based on technical studies and engagement with specialist organisations. This is referred to in the Framework Plan (paragraph 1.4.5). Additional technical evidence will be required to inform future detailed masterplanning and planning applications. References should be made to specific technical work in relevant sections.</p> <p>b. The potential minerals depot isn't referred to in the Framework Plan. This was shown on the</p>	<p>a. No change required.</p> <p>b. Revised section 4.4 to specify that access to the RFI will be via a direct highway link to the RFI.</p> <p>c. No change required.</p>

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			<p>exhibition boards as it is being suggested as a potential change to the Strategic Allocation boundary by Prologis. This will be considered by the Inspector in the Examination of the Development Strategy. Through the questionnaire there was majority support for a direct link to the RFI. Access to the RFI will therefore be via the new direct link to the Link Road.</p> <p>c. Green bridges crossing the Link Road are referenced in paragraph 4.5.2 of the Framework Plan.</p>	
P2	English Heritage	<p>a. Absence of reference to the historic environment in the Vision.</p> <p>b. Paragraph 3.2.4 should also refer to Dray's Ditches.</p> <p>c. No indication is given of the width of the green corridor along the northern edge of Luton, and it may need to vary in proximity to the scheduled area of Dray's Ditches. However a minimum width would be helpful for the purposes of masterplanning.</p> <p>d. Concerns about the close proximity to the housing directly to the north of Dray's Ditches. Buffering is more generous adjacent to Sundon park. The document needs to give more consideration to the significance of Dray's Ditches as a boundary. Built development to the north of Dray's Ditches would have a detrimental impact on the significance of the monument resulting in harm. The Plan needs to consider options for</p>	<p>a. Reference can be made to the historic environment in the Vision.</p> <p>b. Include a reference to Dray's Ditches in paragraph 3.2.4.</p> <p>c. The green corridor along the northern edge of Luton will vary along its length in response to adjacent uses, topographical features and the presence of other ecological or heritage features, such as Dray's Ditches. The minimum width of this corridor will be identified through the detailed masterplanning process and will take account of detailed technical assessments, including a programme of evaluation for archaeological features and deposits.</p> <p>d. References to Dray's Ditches can be strengthened throughout the Framework Plan. The Concept Plan indicates the presence of a green corridor in this location, the width of which will be identified</p>	<p>a. Included reference to preserving heritage assets in the final bullet point of the Vision.</p> <p>b. Included additional sentence at the end of paragraph 3.2.4.</p> <p>c. Included additional sentence at the end of paragraph 3.6.6 clarifying that the width will vary and will be determined through detailed masterplanning.</p> <p>d. Included reference in paragraph 3.2.4 to Drays Ditches influence on design in this area; and included additional sentence at the end of paragraph 4.8.1 stating the need for the corridor to be of a sufficient width to incorporate the scheduled area and its immediate setting.</p> <p>e. Included reference to the consideration of scale, massing and form of the development at the end of paragraph 5.1.3.</p> <p>f. Revised Concept Plan to show a more significant green corridor along the northern edge of the</p>

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		<p>mitigating that harm, particularly increasing the width of the green buffer.</p> <p>e. Section 5.1 advises on the implications that heritage might have on scale, massing and form of the development. Reference should be made to the heritage supplement in the Design Guide.</p> <p>f. The green edge to the development alongside BW10 in the north-east appears too narrow.</p>	<p>through detailed masterplanning (see above).</p> <p>e. Section 5.1 sets out the design principles for the development. Reference is made to the Central Bedfordshire Design Guide, which includes a supplement on heritage. Reference is also made in paragraph 5.1.3 to the value that should be placed on heritage assets. The Council will expect developers to take this into account in designing the site through the detailed masterplanning /planning application process.</p> <p>f. The need for landscaping along the northern edge of the site is emphasised in the Framework Plan. More emphasis could be placed on the landscaping of the northern edge of the north-east parcel on the Concept Plan.</p>	north east parcel.
P3	Sundon Parish Council	Same letter as CPRE submitted. See comments above (P1).		
INT1	CBC Environmental Policy Team (Responses received following on consultation Framework Plan)	<p>a. SRFI needs to be within the red line boundary</p> <p>b. Chiltern Way promoted route north-south should be shown through the RFI</p> <p>c. Not enough information about the RFI</p> <p>d. Green corridor linking Bramingham Park to George Wood needs to be a direct corridor not the staggered route that is shown. Also needs to provide a green context for Hospice.</p> <p>e. This corridor should also provide</p>	<p>a. Separation of the RFI site from North of Luton is appropriate given its coverage by a separate Development Strategy policy (64) and a separate allocation boundary. Both sites are covered by the Framework Plan.</p> <p>b. The route of the Chiltern Way is indicated on the Framework Plan. The Development Strategy policy acknowledges that the route of this Right of Way may need to be altered as a result of the development, but that any</p>	<p>a. No change required.</p> <p>b. No change required. This matter is addressed at paragraph 13.96 and Policy 64 of the submitted Development Strategy.</p> <p>c. Included additional detail on the RFI in relation to presence of Open Access Land in paragraphs 3.5.3 and 4.5.1. Included additional paragraph in section 5.1 setting out the design considerations for the RFI.</p> <p>d. Revised the Concept Plan to ensure Footpaths 4 and 5 are</p>

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		<p>a green bridge across to George Wood</p> <p>f. Prefer option 2 of the framework plan as it provides opportunity to landscape edge.</p>	<p>diversion will be kept to a minimum where feasible.</p> <p>c. There is less emphasis on the RFI although the level of detail is proportionate to this stage in the process and the North of Luton site proposals. Reference is made to sensitive design in Aim 11 (paragraph 2.3.1) but additional wording should be including under section 5.1 Design Principles.</p> <p>d. The Concept Plan can be amended so that Footpaths 4 and 5 form the green corridor between the two parcels of residential to the north of the Hospice. This new green corridor is in addition to the one shown directly to the west of the Hospice.</p> <p>e. Green bridges crossing the Link Road are referenced in paragraph 4.5.2 of the Plan.</p> <p>f. Noted. The need for a landscaped edge to the development will be strengthened, particularly in relation to the north-east parcel.</p>	<p>routed along a green corridor. Moved the current corridor shown in the eastern parcels further west to encompass and enhance these footpaths. The large green corridor to the west of the Hospice remains.</p> <p>e. No change required. Reference already within the Framework Plan and crossing points are indicated on the Concept Plan, but their location has been corrected to reflect the route of the current footpaths.</p> <p>f. Concept Plan revised to show a more significant green corridor along the northern edge of the north east parcel.</p>
INT2	CBC Transport Strategy Team Leader (email)	<p>a. Sundon Park Road will be stopped-up to through traffic as part of the north of Luton development. There are no issues with this in terms of the movement of general traffic. It does raise an issue relating to pedestrian and cycle movements and in particular access to the sport, leisure and residential provision immediately to the north of the M1-A6 Link for those to the south of the</p>	<p>a. Through the questionnaire there was majority support for a direct link to the RFI. This means the Link Road will cut through Sundon Park Road and vehicular traffic will be re-routed via a new local road to the RFI junction on the Link Road. Sundon Park Road will become a route for pedestrians and cyclists and an appropriate at-grade pedestrian and cycle crossing point will be provided.</p>	<p>a. Concept Plan revised to include the direct link to Sundon RFI from the Link Road; Sundon Park Road removed and indicated as a pedestrian/cycle route; and a crossing point included over the Link Road. Revised paragraph 4.4.2 to explain the approach to Sundon Park Road and specify the need for an at-grade crossing.</p>

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		<p>development site. The lack of a direct pedestrian and cycle link along the alignment of the existing Sundon Park Road would have adverse implications in terms of encouraging sustainable travel movements in the locality. As such we should ensure that a suitable at-grade pedestrian and cycle crossing of the M1-A6 is provided as part of the development proposals.</p>		