

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



**TO ALL MEMBERS OF THE
WIXAMS JOINT DEVELOPMENT CONTROL COMMITTEE**

14 September 2017

Dear Councillor

**WIXAMS JOINT DEVELOPMENT CONTROL COMMITTEE – THURSDAY,
21 SEPTEMBER 2017**

Further to the agenda and papers for the above meeting, previously circulated, please find attached the following report:

5. Planning Application No. CB/16/04143/RM

Address: Land off Ampthill Road, Houghton Conquest

Reserved Matters following outline approval on planning application MB/99/01694/OUT (CBC) and 99/01695/OUT (BBC). The reserved matters is for approval of access, appearance, layout, landscaping and scale for 187 dwellings, associated highways and ancillary works.

Applicant: Morris Homes

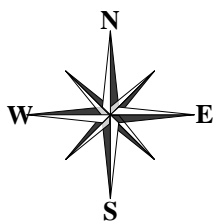
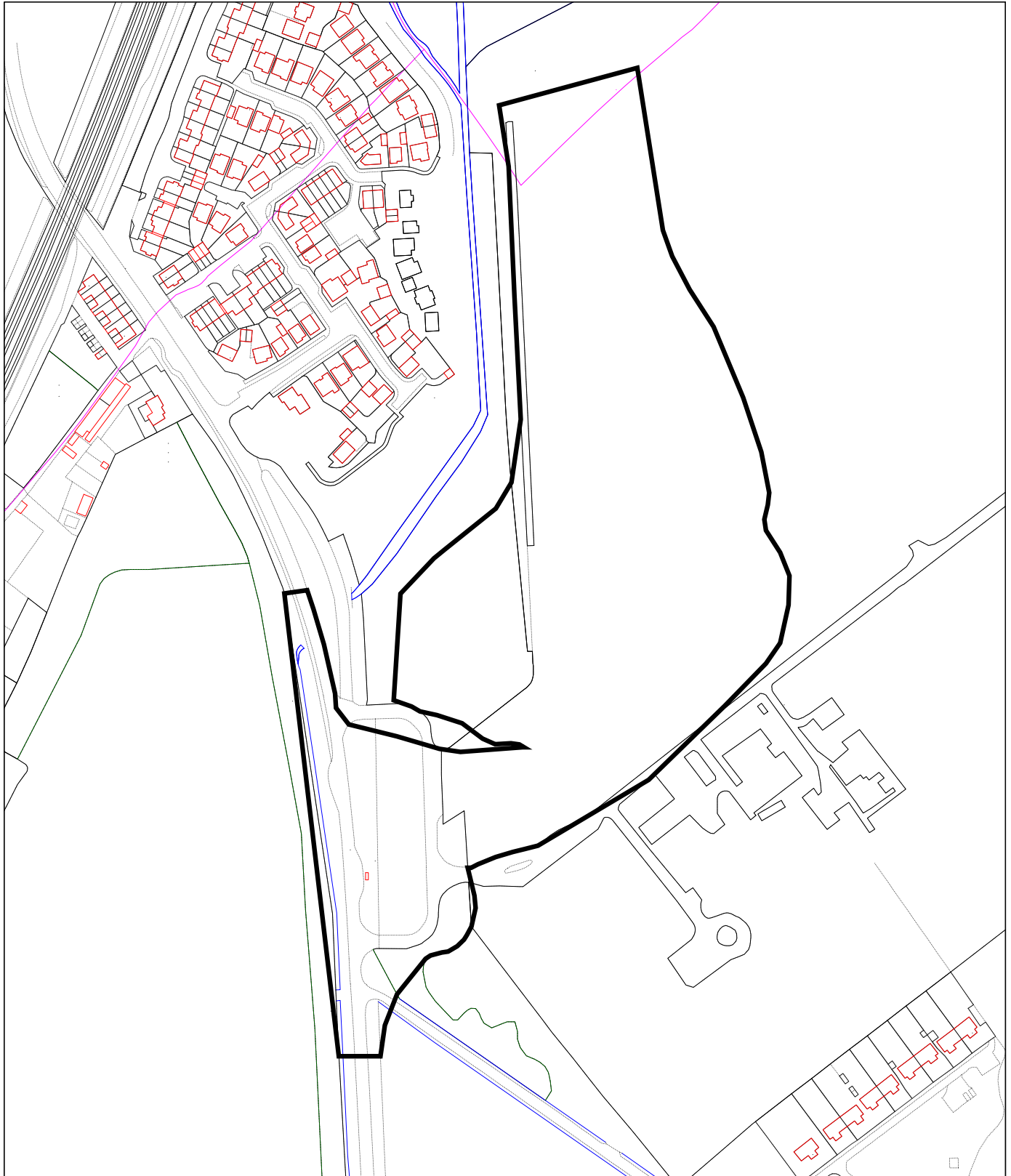
Should you have any queries regarding the above please contact me.

Yours sincerely

Leslie Manning
Committee Services Officer

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tel: 0300 300 5132

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Date: 14:September:2017

Map Sheet No

Application No.
CB/16/04143/RM

Scale: 1:3000

Land off Ampthill Road, Houghton Conquest

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Item No.	5
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CBC APPLICATION NUMBER	CB/16/04143/RM
BBC APPLICATION NUMBER	16/02595/MAR
LOCATION	Land off Ampthill Road, Houghton Conquest, Bedfordshire
PROPOSAL	Reserved Matters following outline approval on planning application MB/99/01694/OUT the reserved matters is for approval on access, appearance, layout, landscaping & scale on 187 dwellings, associated highways and ancillary works
PARISHES	Houghton Conquest / Wixams
WARDS	Houghton Conquest & Haynes / Wilshamstead
WARD COUNCILLORS	Cllr Mrs Barker (CBC) / Cllr Graeme Coombes (BBC)
CASE OFFICER	Dee Walker (CBC) / Jonathan Warner (BBC)
DATE REGISTERED	04 November 2016 (CBC) / 07 November 2016 (BBC)
EXPIRY DATE	03 February 2017 (CBC) / 31 March 2017 (BBC)
APPLICANT AGENT	Morris Homes
REASON FOR COMMITTEE TO DETERMINE	Reserved Matters application for a site that straddles the boundary between CBC and BBC
RECOMMENDED DECISION	Reserved Matters - Granted

Summary of recommendation:

Wixams new settlement has been granted outline planning permission and a number of developers are bringing parcels of development forward. The proposed development is the first parcel within Village 4 and forms the western edge gateway. Both Councils have worked with the developer to try to secure a high quality standard of development.

When balancing the benefits and harm of the development it is recommended that the application for reserved matters is granted for the proposed 187 dwellings. The access, appearance, layout, landscaping and scale of the development is acceptable and in accordance with the NPPF, policy DM3 of CBC Core Strategy, BBC Local Plan policy H14, Development Management policies for both authorities and the Wixams Bedfordshire Village 4 Detailed Design Brief and Code (October 2015).

Site Location:

The application site forms part of the new settlement of Wixams. The Development Brief Area consists of approximately 384 hectares of land with planning permission for 4,500 dwellings, education, retail, employment, leisure and community uses, open spaces and main infrastructure. It is located approximately two miles south of Bedford. The eastern boundary of the settlement is marked by the re-aligned A6

Bedford Road while to the west the boundary is marked by the main rail line and B530 Ampthill Road. The northern section of the settlement is bounded by open land with some existing employment uses while to the south the boundaries are marked by open countryside.

The overall masterplan for the settlement consists of 4no villages. Village 4 is located on the western edge of Wixams adjacent to the B530 (Ampthill to Bedford road). The site straddles the boundary between Bedford Borough and Central Bedfordshire Council's.

The Application:

This application seeks reserved matters approval for access, appearance, layout, landscaping and scale for 187 dwellings for parcel 4.2 of Village 4 that is located adjacent to the new gateway being formed off the B530 (Bedford Road).

RELEVANT NATIONAL POLICIES:

National Planning Policy Framework (2012)

- 6 Delivering a wide choice of high quality homes
- 7 Requiring good design
- 11 Conserving and enhancing the natural environment

RELEVANT POLICIES (CBC):

Central Bedfordshire Council's Core Strategy and Development Management Policies 2009

- CS5 Providing Homes
- CS7 Affordable Housing
- DM3 High quality development
- DM10 Housing Mix

Local Plan

The Council is currently consulting on its Draft Local Plan (Regulation 18). The Plan outlines the overarching strategy for growth and also sets out more detailed policies which will be used to determine planning applications. A substantial volume of evidence gathered over a number of years supports this document. These technical papers are consistent with the aspirations of the National Planning Policy Framework and therefore will remain on the Council's website as material considerations, which will, along with the direction of travel of the Local Plan, inform development management decisions.

RELEVANT POLICIES (BBC):

Allocations and Designations Local Plan (2013)

- AD1 Sustainable development policy
- AD2 Sustainable design and construction
- AD28 Provision of open space and built facilities
- AD36 Pedestrian routes
- AD39 Cycling

Bedford Core Strategy & Rural Issues Plan (2008)

- CP7 Meeting housing needs
- CP8 Affordable housing in the borough
- CP21 Designing in quality
- CP22 Green infrastructure
- CP26 Climate change and pollution
- CP29 Accessibility

Bedford Borough Local Plan (2002)

- NE04 Retention trees, hedges, woodland
- NE11 Countryside Access, Interpretation
- BE08 Energy Efficient Layouts
- BE29 Promotion of Good Design
- BE30 Control of New Development
- BE35 Achieving Quality in Residential Layouts
- BE36 Space About Buildings
- BE37 Overdevelopment
- BE38 On and Off Site Landscaping
- BE39 Landscaping Schemes
- BE40 Trees
- BE42 Lighting
- BE45 Community Safety
- BE48 Accessible Environments
- BE49 Change of Use – Access Provision
- H14 Elstow Storage Depot
- H34 Mobility Housing
- T15 Car Parking Standards
- T20 Traffic Calming and Safety
- T21 Access and Mobility
- LR10 Access to the Countryside
- U02 Surface Water Drainage
- U03 Sewage Disposal

Supplementary Planning Guidance/Other Documents

- Elstow New Settlement Planning and Development Brief (September 1999)
- Central Bedfordshire Design Guide (March 2014)
- Bedfordshire Community Safety Design Guide (November 2005)
- Wixams Bedfordshire Village 4 Detailed Design Brief and Code (October 2015)

Relevant Planning History (CBC):

Application Number	MB/99/01694/OUT
Description	Outline: built development consisting of building and engineering works for a mixed use development of residential, employment, retail (a1, a2, a3), leisure and community uses, open space and associated uses together with supporting infrastructure (roads, paths, cycleways, pumping stations, electricity substations), public transport interchange and car parking (all matters reserved except access)
Decision	Outline Application – Granted
Decision Date	02.06.2006

Relevant Planning History (BBC):

Application Number 99/01645/OUT
Description Built development consisting of building and engineering works for a mixed use development of residential, employment, retail (A1, A2, A3) leisure and community uses, open space and associated uses together with supporting infrastructure (roads, paths, cycleways, pumping stations, electricity substations), public transport, interchange and car parking.
Decision Outline Application - Granted
Decision Date 02.06.2006

Application Number 11/01380/M73
Description 99/01645/OUT Built development consisting of building and engineering works for a mixed use development of residential, employment, retail (A1, A2, A3) leisure and community uses, open space and associated uses together with supporting infrastructure (roads, paths, cycleways, pumping stations, electricity substations), public transport, interchange and car parking (all matters reserved except access). Application for variation of condition 20 (i) restriction on floorspace of foodstore.
Decision Outline Application - Granted
Decision Date 06.07.2012

Application Number 14/02726/MAR
Description Reserved matters application for access infrastructure associated with Village 4 of the Wixams Settlement pursuant to outline permission 11/01380/M73
Decision Reserved Matters Application – Granted
Decision Date 30.10.2015

Application Number 15/02682/MAR
Description Reserved Matters Application for site-wide Strategic Infrastructure Works (Earthworks) pursuant to outline permission 11/01380/M73 (partially retrospective)
Decision Reserved Matters Application – Granted
Decision Date 18.03.2016

Application Number 15/03039/S106
Description Discharge and modifications to the S106 Obligations pursuant to Planning Permission 99/01645/OUT (as amended by 11/01380/M73) affecting the following: (i) Community Facilities, (ii) Public Art, (iii) Library Facility, (iv) Employment (Business Incubator Units), and (v) Education.
Decision Modify Planning Obligation – Agreed
Decision Date 18.03.2016

Central Bedfordshire Council Consultees:

Houghton Conquest No comment
Parish Council
CBC Ecology A comment made in relation to the 'Toolbox Talk' which is part of the Project Environment Plan – with regards to reptiles or amphibians and what contractors do if they come across any on site.

CBC Green Infrastructure CBC Highways	Concerns with regards to the SuDS proposals Concerns raised on the following: Presence of tandem parking; Bus stop positions need addressing; Tracking details required for turning heads, junctions and bends; Ensure bin storage and collection points are provided for; Supports the application
CBC Housing Development Officer	
CBC Landscape Officer	Comments raised regarding the use of oaks as an avenue tree, use of certain trees within garden areas
CBC Leisure & Open Space Officer	No comments
CBC MANOP – Adult Social Care	No objection however older persons accommodation should be considered as part of the proposal
CBC Private Sector Housing	No objection
CBC Pollution Team	<u>Noise</u> Comments made regarding the omission of a final noise report <u>Project Environmental Plan</u> Broadly satisfied however the hours of work do not comply with the agreed hours of work set out within condition 29 of the implemented outline permission <u>Lighting</u> No objections to the submitted details
CBC Public Art Officer	Happy with the intention statement, this needs to be expanded
CBC Strategic Transport	Further details required on cycle parking and access to bus stops
CBC SuDS Team	No comment, consult IDB
CBC Sustainable Growth/Climate Change	Objects on grounds that further details are needed on how policy requirements will be met and how the Sustainability and Energy Strategy is to be implemented
CBC Trees & Landscape Officer	Comments received regarding the use of certain species
CBC Waste Services	No objections
Environment Agency I.D.B	No comments received Board consent required if draining surface water into Harrowden Brook
Marston Vale Community Forest	Development sites should contribute towards the achievement of the 30% woodland cover
Shuttleworth Airfield	No comments received

Other Representations:

Neighbours	One Houghton Conquest resident made following comments: <ul style="list-style-type: none"> • Improvement from village 1; • Social cohesion, access to facilities is imperative; • Access via a cycle pedestrian bridge over the Harrowden Brook is imperative so that it connects both Morris Homes developments
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Bedford Borough Council Consultees:

Wixams Parish Council	No objection subject to conditions to require the landscaping plan to be implemented and adhered to and for construction to only be carried out between the hours of 08:00-18:00 (Monday to Friday) and 08:00-14:00 (Saturdays).
Stewartby Parish Council	No comments received
HECS (Landscape Architect)	No comments received
HECS (Env Health & Trading Standards)	The submitted noise report shows that the maximum noise levels set out in condition 41 will be reached but the report does not specify the form of ventilation to be used to avoid the need to open windows. Further information is requested.
Arboricultural Officer - HER Team	The principle of incorporating large scale landmark trees is welcomed but their placing needs to be carefully considered. The landscaping scheme shows some inappropriate siting of trees and use of species and amendments are required to ensure conflict and nuisance is kept to a minimum once the scheme matures.
Access Officer	In accordance with the outline consent confirmation is required that 10% of the total number of residential units to be constructed will be in accordance with the Council's approved Mobility Standards.
Highways (Development Control) Officer	Objection. The following concerns are still outstanding: the tracking diagram uses an 8 metre long vehicle whereas the Council uses vehicles up to 12 metres long. The turning head with BBC does not appear to be able to accommodate the vehicles used by BBC. The turning head does not include a service margin. Garage sizes are too small to be counted as parking spaces resulting in insufficient parking for plots 13-15. No details of cycle parking have been provided.
Waste Services Manager	Objection. As only a few houses are within Bedford Borough it is recommended that one authority is responsible for all waste collections associated with the development. The RCV tracking plan does not adhere to the specification size of vehicles used by Bedford Borough Council. Waste collection crews will not enter private land to empty bins but the proposed layout includes several private driveways of a length that will require residents to pull bins some distance to the entrance of the adoptable highway. Collection points should be close to the kerbside and large enough for at least two bins.
Environment Agency Beds/River Ivel Internal Drainage Board	No comments received Any crossing of or discharge of water to Harrowden Brook will require discharge consent from the Board which to date has not been applied for. A suitably worded condition is recommended.
Police Architectural Liaison Officer	Objection due to the potential for high levels of crime resulting from the permeable layout which is contrary to the adopted Bedfordshire Community Safety Design Guide SPD.
Surface Water Drainage Officer	No objection. The Bedford IDB should be consulted as IDB drainage consents are likely to be required for the surface water discharge points.
Drainage Engineer	No comments received
Housing Dev And Policy Officer	No comments received

Other Representations:

Neighbours No representations received

Determining Issues:

The main considerations of the application are;

1. Principle of Development
2. Affect on the Character and Appearance of the Area
3. Neighbouring Amenity
4. Highway and Parking Considerations
5. Landscape Considerations
6. Other Considerations

Considerations

1. Principle of Development

- 1.1 The application site comprises the Wixams settlement which has outline planning permission for a mixed use development including 4,500 homes, employment, retail, leisure and community uses along with open space and supporting infrastructure within both Bedford Borough Council and Central Bedfordshire Council authority areas.
- 1.2 The application for reserved matters seeks approval for the layout, design and appearance of the development. The approved Village 4 Design Code designates the parcel for residential development and the principle of the development is considered acceptable.

2. Affect on the Character and Appearance of the Area

- 2.1 In terms of character, the surrounding area of the site is relatively limited in terms of existing residential development. There are a terrace of older cottages on the western side of the B530 and a recent new development 'Greenlakes' is located to the north of the site, which was built by the applicant for this development. The site is the first parcel of Village 4 to be considered in detail and the site is physically separated from the existing Village 1 located on the east side of the settlement.
- 2.2 The development has a mix of high quality traditional style dwellings on the site with a layout that broadly complies with the character areas as set out in the Design Code for the Village. The layout was set to a degree by the regulatory plan, but the development has ensured that the remaining street hierarchy reduces the number of unnecessary routes through the site.
- 2.3 The site is bounded to the western boundary by the green infrastructure route 'Harrowden Brook' and as such the character of the dwellings adjoining this boundary are appropriate and in accordance with the Design Code. A new roundabout has commenced construction on the B530 and is located to the south western corner of the site. The Design Code clearly set out the aspirations on how this area should look and, through the evolution of the scheme, a visually attractive gateway of detached dwellings is proposed which will set the tone for the quality of development expected in Village 4.
- 2.4 With regards to appearance and design, the proposal has a traditional style of building taking architectural inspirations from the older terraced cottages nearby as well as from nearby existing settlements such as Millbrook, Amphill

and Woburn with the majority of dwellings being gable fronted and constructed from red brick. The majority of dwellings include traditional detailing such as chimneys, window and door surrounds, brick plinths, stringcourses and corbelling. Most dwellings include side hung casements but a small number of dwellings include top hung openings which are a poor design feature and it is recommended revised details are secured via condition. The development provides for a good mix of dwelling types and sizes with 1, 2, 3, 4 and 5 bedroom 2 and 2½ storey dwellings across the development.

- 2.5 In terms of density, the average density over the gross development area is 28 dwellings per hectare. The Design Code Character Area's and Density Plan sets out the where the higher, medium and lower density areas are to be located and this is in accordance with the regulatory plan. Overall, the development as proposed is not a high density scheme and will allow adequate space between buildings to the benefit of the residents' amenities.
- 2.6 Overall, the development has been designed in accordance with the Village 4 Design Code and with Central Bedfordshire's Design Guidance; the proposal will be legible through the use of varying materials on roads and footpaths, clear delineation of public and private spaces and pedestrian paths throughout the development. The building layout also assists in legibility by ensuring that within the development, views are terminated by dwellings sited on key corners. A sense of place is encouraged through the tree lined access street although grass verges have been kept to a minimum and not completely in accordance with the design code. The junctions on the access street add interest and lead into the lower street hierarchy and different character areas. The density adjacent to the Village Spine Road is higher to create a sense of centre to the development with lower density and larger dwellings on the edges to compliment the adjoining green infrastructure. The density increases slightly along the spine road as it approaches the proposed station quarter further north.
- 2.7 Based on the above points the character, appearance and design of the development are considered acceptable.

3. Neighbouring Amenity

- 3.1 In terms of standards the development has ensured that the amenity of the proposed dwellings in terms of garden sizes meets the Council's minimum criteria to ensure future resident's amenity is not compromised.

4. Highway and Parking Considerations

- 4.1 Access to the development has been agreed as part of the overall outline permission and will be accessed from a new roundabout junction off Bedford Road. Once within the development, the location of the access street is governed by the Regulatory Plan. However, location of the junctions and further tertiary streets has evolved during the design of the scheme.
- 4.2 The private drives along the edge of the Harrowden Brook are long and join the public highway at each end; however following discussions with the developer they wish to retain them to reduce unacceptable parking at the turning heads that would be required and allow any emergency vehicles to access from either end of the private drive. However, the private drive adjacent to the gateway roundabout has been split to create a distinctive character to this key and prominent location.

- 4.3 Surfacing
The road network has distinctive surfacing to differentiate between the character areas and these are:
- 4.4 *Access Street* – tarmac surface with integrated shared surface spaces and key intersections having raised tables surfaced in block pavements;
Shared Surface Street – block pavements for all areas to minimise vehicle speeds and prioritise pedestrian movements
Edge Lane – shared surface with block pavements of a colour appropriate to the character of this area
Mews Street – shared surface with block pavements of a colour appropriate to the character of this area
- 4.5 Overall, it is considered that the proposed surfaces are acceptable in both visual and highway terms.
- 4.6 Traffic Calming Measures
The adopted Village 4 Design Code set the criteria for traffic calming measures on all the road types. These have been proposed within the development.
- 4.7 Turning Heads & Tracking
The turning heads have been provided at the appropriate places and appear to be acceptable but further tracking details have been requested and an update on this issue will be given at the meeting.
- 4.8 Parking & Garages
In terms of parking, the development allocates a mix of parking across the site including garages on plot, garages in small courtyards, surface parking both on plot and off in the form of small courtyards. Further visitor parking has been allocated within the highway in the form of parking bays to allow for ad-hoc parking.
- 4.9 A small number of plots have tandem parking, which are not considered acceptable within the Central Bedfordshire Council Design Guide and Bedford Borough Council's adopted Parking Standards. However, in order to try and achieve the required parking standards the applicant has decided to include tandem parking, and, on balance, the parking provision is considered acceptable.
- 4.10 The majority of plots are served by either garages or car ports, however the garages are smaller than the required size set out in the Central Bedfordshire Council Design Guide and Bedford Borough Council's adopted Parking Standards to accommodate a car, as such they cannot be counted towards the overall parking provision.
- 4.11 Bus Stops
Concerns have been expressed regarding the provision of bus stops. The location of bus stops is included within the Regulating Plan forming part of the approved Village 4 Design Code. A bus stop will be provided on the Village Spine Road which has been consented separately and falls outside of the boundary of the current application.
- 5. Community Safety**
- 5.1 The applicant has been made aware of the principles contained in the Bedfordshire Community Safety Design Guide 2005. An objection has been

received from Bedfordshire Police's Architectural Liaison Officer due to the number of through routes within the development resulting in a permeable layout which could result in an increase in crime and prove difficult to effectively police.

- 5.2 Vehicular access points into the parcel have been kept to a minimum and accord with the Regulating Plan included within the Village 4 Design Code. Two pedestrian only paths link the Station Access Road to cul-de-sacs within the parcel. However these routes are wide, overlooked, and short with the exit point visible at the entry point. The pedestrian routes have been included to allow more direct access to the proposed Village Green and Greenway and will promote residents to walk and cycle to these areas. Two pedestrian access points into the adjacent linear park have been indicated on the plans but further details of how access will be prevented at other points needs to be provided via condition. The health benefits of providing the direct pedestrian routes are considered to outweigh the perceived harm outlined by Bedfordshire Police and the proposed development is considered acceptable in terms of community safety.

6. Public Realm/Landscape Considerations

- 6.1 The site is bounded to the north/north west by the 'Harrowden Brook' Green Infrastructure route and although it does not have any designated areas of play within it, the regulatory plan provides for a village green open space on the parcel to the eastern side of the site.
- 6.2 Boundary treatment proposed around the majority of the perimeter of the development site is to be 1.1m estate style railings, with some brick walls and timber fencing where appropriate to protect residential amenity. The boundary treatment adjoining the Harrowden Brook is a low level post rail to lessen any potential parking on this green space. Boundary treatment proposed to individual plots is acceptable to the fact they will protect residential amenity of future occupiers.
- 6.3 A detailed landscaping scheme has been provided but concerns have been received regarding the location of some trees and species type and revised details will be required via condition. Landscaping of the adjacent Harrowden Brook Greenway does not form part of the application and will need to form a separate Strategic Landscaping application.
- 6.4 An interested party has requested the installation of a pedestrian bridge over the Harrowden Brook to the adjacent Morris Homes site (Greenlakes). The land adjacent to the Harrowden Brook is owned by a third party and such a link cannot be secured via this proposal.

7. Other Considerations

7.1 Affordable Housing

The application is to provide 47no affordable homes, which reflects the 25% affordable housing requirement stipulated within the original S106 agreement dated 02.06.2006. The application complies with the S106 in terms of tenure requirements with the scheme providing 15% social rent (31 units) and 10% intermediate tenure (16 units) with the intermediate tenure broken down into 5% shared ownership and 5% Low Cost Housing.

7.2 Ecology

CBC Ecology Officer welcomes the reference to nesting birds and tree removal but given the site's previous interest for reptiles, a further statement

is required that sets out what contractors do should they come across reptiles or amphibians. As such, a condition can be attached to any permission granted to secure this statement.

7.3 Forest of Marston Vale

Policy CS16 of Central Bedfordshire Council's Core Strategy and Development Management Policies 2009 sets out that the Council will continue to support the creation of the Forest of Marston Vale recognising the need to regenerate the environmentally damaged landscape through woodland creation to achieve the target of 30% woodland cover in the Forest by 2030.

7.4 The site is part of the wider development that is contributing to the 30% tree canopy cover.

7.5 Public Art

Public Art should be integrated within a development and the Public Art Statement acknowledges that. However, the overall design and siting of any piece of public art work will need to be in accordance with a public art strategy scheme to be provided by Gallagher Estates for approval by both authorities as required by the s106 for the settlement.

7.6 Drainage

The Bedfordshire and River Ivel Internal Drainage Board were consulted on the proposal. They advise that any surface water drainage directed into Harrowden Brook required the Board's consent which the developer has not yet applied for. The Board's consent must be obtained before any surface water is drained to Harrowden Brook.

7.7 Energy

A condition imposed on the outline consent requires all residential buildings to be designed to meet the "very good" standard in the Ecohomes assessment. The Ecohomes rating scheme was replaced by the Code for Sustainable Homes scheme in 2008. The Code for Sustainable Homes scheme was then withdrawn in 2015 with some of the standards incorporated into revised Building Regulations. The increases in energy efficiency required by the Building Regulations since the grant of the outline consent exceed those required by the condition and no further details are required.

7.8 Mobility Housing

The outline consent requires 10% of the total number of residential units to be constructed to agreed Mobility Standards and confirmation the development will meet with standard will be required via condition.

7.9 Public Protection

Concerns were raised with regards to the omission of the final noise report and hours of noisy work being non-compliant with the outline permission. Therefore, suitably worded conditions shall be attached to any consent granted.

7.10 Human Rights issues

It is the officers understanding that the proposal would raise no Human Rights issues.

7.11 Equality Act 2010

It is the officers understanding that the proposal would raise no issues under

the Equality Act 2010.

CENTRAL BEDFORDSHIRE COUNCIL RECOMMENDATION:

That Planning Permission be GRANTED subject to the following conditions:

RECOMMENDED CONDITIONS / REASONS

- 1 **Notwithstanding the submitted details, no development shall take place until a scheme for the attenuation of noise for road traffic and railway noise has been submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be fully implemented before the development is first occupied or brought into use and retained thereafter.**

Reason: This is a pre-commencement condition to ensure the appropriate mitigation measures are achievable to prevent nuisance from noise and vibration and to safeguard the residential amenity of neighbouring occupiers. (Section 7, NPPF)

- 2 **Notwithstanding the submitted details, no development shall take place until revised vehicle tracking plans to demonstrate adequate access by Refuse Collection Vehicles have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.**

Reason: This is a pre-commencement condition to ensure that the development achieves the objectives set out in the Development Brief and Strategies. (Section 7 & 11, NPPF)

- 3 **Notwithstanding the submitted details, no development shall take place until details of the hard landscaping, including vehicular access surfaces have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and retained thereafter.**

Reason: This is a pre-commencement condition to ensure an appropriate hard landscaping scheme is approved prior to works commencing on the vehicular areas. This is to ensure the safety within the highway and in the visual appearance of the overall development. (Sections 7 & 11, NPPF)

- 4 **Notwithstanding the submitted details, no development shall take place until a revised landscaping scheme including the relocation of tree's and revised species type and a scheme for landscape maintenance for a period of five years following the implementation of the landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and retained thereafter.**

Reason: This is a pre-commencement condition to ensure an acceptable standard of landscaping is agreed prior to the implementation of the development. (Sections 7 & 11, NPPF)

- 5 **Notwithstanding the submitted details, no development shall take**

place until a statement setting out the procedure contractors must comply to should they come across any reptiles or amphibians during construction is submitted to and approved in writing by the Local Planning Authority. The applicant shall ensure that any on site contractors are aware of the statement and the agreed procedures.

Reason: This is a pre-commencement condition to ensure the appropriate procedures are agreed prior to any construction work commencing on site to protect any protected species. (Section 11, NPPF)

- 6 Prior to the first occupation of the development hereby permitted a scheme for the parking of cycles on the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupation and thereafter retained for this purpose.

Reason: To ensure the provision of cycle parking to meet the needs of occupiers of the proposed development in the interests of encouraging the use of sustainable modes of transport. (Section 4, NPPF)

- 7 Notwithstanding the submitted details, no development above ground level shall take place until revised window details have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development achieves the objectives set out in the Development Brief and Strategies. (Section 7, NPPF)

- 8 Notwithstanding the submitted details, no dwelling hereby permitted shall be occupied until revised details of boundary treatments to control access to the adjacent Harrowden Brook Greenway have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out prior to the occupation of any dwelling permitted.

Reason: To ensure that the development achieves the objectives set out in the Development Brief and Strategies. (Section 7, NPPF)

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

BBC Planning layout - Dwg No. B026/P/PL01 Rev J, Materials Dispersion Plan - Dwg No. B026/P/MP/01, Landscape Structure Plan - Dwg No. M2756.01 C, Village Street Proposals - Dwg No. M2756.02 Rev B, Location Plan V4 Parcel 4 2 - Dwg No. 3007-641 Contract Plan

Parkland House Type - WEST/MAL/PA/P/01, WEST/MAL/PA/E/01, WEST/BOLL/PA/P/01, WEST/BOLL/PA/E/01, WEST/STAU/PA/P/01, WEST/STAU/PA/E/01, WEST/WILL/PA/P/01, WEST/WILL/PA/E/01 Rev A, WEST/WILLSA/PA/P/01, WEST/WILLSA/PA/E/01, WEST/DUN/PA/P/01, WEST/DUN/PA/E/01, WEST/WINDG/PA/P/01, WEST/WINDG/PA/E/01, WEST/MORE/PA/P/01, WEST/MORE/PA/E/01, WEST/PICK/PA/P/01, WEST/PICK/PA/E/01, WEST/APP/PLUS/PA/P/01, WEST/APP/PLUS/PA/E/01, WEST/BRAM/PLUS/PA/P/01, WEST/BRAM/PLUS/PA/E/01, WEST/WHAR/PLUS/PA/P/01, WEST/WHAR/PLUS/PA/E/01, WEST/BRER/PA/P/01, WEST/BRER/PA/E/01, WEST/STRATA/PA/P/01, WEST/STRATA/PA/E/01, WEST/STRATA/DG/PA/P/01,

WEST/STRATA/DG/PA/E/01

Suburban Link - WEST/MAL/SL/P/01, WEST/MAL/SL/E/01,
WEST/BOLLSA/SL/P/01, WEST/BOLLSA/SL/E/01, WEST/STA/SL/P/01,
WEST/STA/SL/E/01, WEST/DUN/SL/P/01, WEST/DUN/SL/E/01,
WEST/DALT/DET/SL/P/01,
WEST/DALT/DET/SL/E/01, WEST/HOU/SL/P/01, WEST/HOU/SL/E/01,
WEST/MORE/SL/P/01, WEST/MORE/SL/E/01, WEST/BOLLSA/SL/P/01,
WEST/BOLLSA/SL/E/01, WEST/APP/PLUS/SL/P/01,
WEST/APP/PLUS/SL/E/01, WEST/BRAM/PLUS/SL/P/01,
WEST/BRAM/PLUS/SL/E/01, WEST/WHAR/PLUS/SL/P/01,
WEST/WHAR/PLUS/SL/E/01, WEST/BRER/SL/P/01,
WEST/BRER/SL/E/01, WEST/R2MID/SL/P/01, WEST/R2MID/SL/E/01,
WEST/R3GE/SL/P/01, WEST/R3GE/SL/E/01, WEST/R3SA/SL/EP01,
WEST/R3SA/SL/E/01

Village Street - WEST/MAL/VS/E/01, WEST/MAL/VS/P/01,
WEST/BOLL/VS/P/01, WEST/BOLL/VS/E/01, WEST/DUN/VS/P/01,
WEST/DUN/VS/E/01, WEST/DIDS/DET/VS/P/01,
WEST/DIDS/DET/VS/E/01, WEST/MEL/VS/P/01, WEST/MEL/VS/E/01,
WEST/CAP/DIDSP/VS/P/01, WEST/CAP/DIDSP/VS/E/01,
WEST/CAP/DIDSP/VS/P/01, WEST/CAP/DIDSP/VS/E/01,
WEST/DALT/DETR/VS/P/01, WEST/DALT/DETR/VS/E/01,
WEST/DALT/DET/VS/P/01, WEST/DALT/DET/VS/E/01,
WEST/CAPE2/R/VS/P/01, WEST/CAPE2/R/VS/E/01,
WEST/BOLLSA/VS/P/01, WEST/BOLLSA/VS/E/01, WEST/EDGE/VS/P/01,
WEST/EDGE/VS/E/01, WEST/R2END/VS/P/01, WEST/R2END/VS/E/01,
WEST/R2MID/VS/P/01, WEST/R2MID/VS/E/01, WEST/R2GE/VS/P/01,
WEST/R2GE/VS/E/01, WEST/R3/VS/P/01, WEST/R3/VS/E/01,
WEST/R3SA/VS/E/01, WEST/R3SA/VS/E/01

Gateway - WEST/STAU/GA/P/01, WEST/STAU/GA/E/01,
WEST/DUN/GA/P/01, WEST/DUN/GA/E/01, WEST/DIDSP/GA/P/01,
WEST/DIDSP/GA/E/01, WEST/LYMM/GA/P/01, WEST/LYMM/GA/E/01,
WEST/LYMMSP/GA/P/01, WEST/LYMMSP/GA/E/01, WEST/MEL/GA/P/01,
WEST/MEL/GA/E/01, WEST/CAP/DIDSP/GA/P/01,
WEST/CAP/DIDSP/GA/P/01, WEST/CAP/DIDSP/GA/E/01,
WEST/CAPR/DIDSP/GA/P/01, WEST/CAPR/DIDSP/GA/E/01,
WEST/CAPR/DIDSP/GA/P/01, WEST/CAPR/DIDSP/GA/E/01,
WEST/CAPE/DET/GA/P/01, WEST/CAPE/DET/GA/E/01,
WEST/DALT/S/GA/P/01, WEST/DALT/S/GA/E/01,
WEST/WINSDG/GA/P/01, WEST/WINSDG/GA/E/01,
WEST/BOLL2SA/GA/P/01, WEST/BOLL2SA/GA/E/01,
WEST/BRER/R/GA/P/01, WEST/BRER/R/GA/E/01, WEST/BRER/GA/P/01,
WEST/BRER/GA/E/01

Station Road - WEST/MAL/SR/P/01, WEST/MAL/SR/E/01,
WEST/DUN/SR/P/01, WEST/DUN/SR/E/01, WEST/DIDS/DET/SR/P/01,
WEST/DIDS/DET/SR/E/01, WEST/MEL/SR/P/01, WEST/MEL/SR/E/01,
WEST/DALT/DET/SR/P/01, WEST/DALT/DET/SR/E/01,
WEST/MORE/R/SR/P/01, WEST/MORE/R/SR/E/01,
WEST/MORESA/R/SR/P/01, WEST/MORESA/R/SR/E/01,
WEST/MORE/SR/P/01, WEST/MORE/SR/E/01, WEST/CAPE2/R/SR/P/01,
WEST/CAPE2/R/SR/E/01, WEST/EDGE/SR/P/01, WEST/EDGE/SR/E/01,
WEST/R1/SR/P/01, WEST/R1/SR/E/01, R3/END/SR/P/01,
WEST/R3/END/SR/E/01

Garages and Car Ports - WEST/CARBARN/01, WEST/GARAGE/01

Street Scenes - WEST/P/ST01, WEST/P/ST02, WEST/GATE/E/01,
WEST/PARK/E/01, WEST/STAT/E/01, WEST/SUB/E/01, WEST/VILL/E/01

Details - WEST/BAYS/01, WEST/DOOR/01, WEST/DORM/CHIM/01,

WEST/CILL/HEADS/02, WEST/CILL/HEADS/01, WEST/MASONRY/01,
WEST/PORCH/01, WEST/STONE/01, WEST/ENCLOSURE/01

Street Lighting - 950A Sheet 1, 951A Sheet 2

Drainage - E3598-500A, E3598-501A

Resound Acoustic Noise Report RA00317 – Rep 1 for Village 4, Wixams
June 2014, Village 4 Design, Access and Code Compliance Statement
August 2016, Morris Homes Affordable Housing Statement 050816, Project
Construction Environmental Plan Ph2 Wixams July 2016, The Institution of
Lighting Engineers Guidance Notes For the Reduction Of Light Pollution,
Public Art Statement

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

BEDFORD BOROUGH COUNCIL RECOMMENDATION:

Grant Permission subject to the following conditions:

RECOMMENDED CONDITIONS / REASONS

- 10 The development shall be carried out in accordance with the plans and documents listed on this notice.

Reason: For the avoidance of doubt.

- 11 **Notwithstanding the submitted details, no development shall take place until a scheme for the attenuation of noise for road traffic and railway noise has been submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be fully implemented before the development is first occupied or brought into use and retained thereafter.**

Reason: This is a pre-commencement condition to ensure the appropriate mitigation measures are achievable to prevent nuisance from noise and vibration and to safeguard the residential amenity of neighbouring occupiers. (Section 7, NPPF)

- 12 **Notwithstanding the submitted details, no development shall take place until revised vehicle tracking plans to demonstrate adequate access by Refuse Collection Vehicles have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.**

Reason: This is a pre-commencement condition to ensure that the development achieves the objectives set out in the Development Brief and Strategies. (Section 7 & 11, NPPF)

- 13 **Notwithstanding the submitted details, no development shall take place until details of the hard landscaping, including vehicular access surfaces have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and retained thereafter.**

Reason: This is a pre-commencement condition to ensure an appropriate hard landscaping scheme is approved prior to works commencing on the vehicular areas. This is to ensure the safety within the highway and in the visual appearance of the overall development.

(Sections 7 & 11, NPPF)

- 14 **Notwithstanding the submitted details, no development shall take place until a revised landscaping scheme including the relocation of tree's and revised species type and a scheme for landscape maintenance for a period of five years following the implementation of the landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and retained thereafter.**

Reason: This is a pre-commencement condition to ensure an acceptable standard of landscaping is agreed prior to the implementation of the development. (Sections 7 & 11, NPPF)

- 15 **Notwithstanding the submitted details, no development shall take place until a statement setting out the procedure contractors must comply to should they come across any reptiles or amphibians during construction is submitted to and approved in writing by the Local Planning Authority. The applicant shall ensure that any on site contractors are aware of the statement and the agreed procedures.**

Reason: This is a pre-commencement condition to ensure the appropriate procedures are agreed prior to any construction work commencing on site to protect any protected species. (Section 11, NPPF)

- 16 Prior to the first occupation of the development hereby permitted a scheme for the parking of cycles on the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development is first occupation and thereafter retained for this purpose.

Reason: To ensure the provision of cycle parking to meet the needs of occupiers of the proposed development in the interests of encouraging the use of sustainable modes of transport. (Section 4, NPPF)

- 17 Notwithstanding the submitted details, no development above ground level shall take place until revised window details have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development achieves the objectives set out in the Development Brief and Strategies.

- 18 Notwithstanding the submitted details, no dwelling hereby permitted shall be occupied until revised details of boundary treatments to control access to the adjacent Harrowden Brook Greenway have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out prior to the occupation of any dwelling permitted.

Reason: To ensure that the development achieves the objectives set out in the Development Brief and Strategies.

- 19 Notwithstanding the submitted details, no development above ground level shall take until a scheme demonstrating 10% of the total number of dwellings hereby permitted will be constructed in accordance with the Mobility Standards set out in Bedford Borough's approved document

“Mobility Housing” has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

Reason: To ensure that the development achieves the objectives set out in the Development Brief and Strategies.

INFORMATIVE NOTES TO APPLICANT

1. The applicant is drawn attention to any pre-commencement conditions that are required to be approved prior to development starting on site attached to the implemented outline permission CB/11/02182/VOC dated 04.07.2012.
2. This permission relates only to that required under the Town & Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.
3. Comments from the Bedfordshire & River Ivel Internal Drainage Board
Any surface water drainage directed into Harrowden Brook requires the Board's consent which the developer has not yet applied for. The Board's consent must be obtained before any surface water is drained to Harrowden Brook.
4. The applicant is advised that all cycle parking to be provided within the site shall be designed in accordance with the Central Bedfordshire Council's "Cycle Parking Annexes – July 2010".
5. The applicant is advised that no works associated with the construction of the vehicular access should be carried out within the confines of the public highway without prior consent, in writing, of the Central Bedfordshire Council. Upon receipt of this Notice of Planning Approval, the applicant is advised to write to Central Bedfordshire Council's Highway Help Desk, Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire, SG17 5TQ quoting the Planning Application number and supplying a copy of the Decision Notice and a copy of the approved plan. This will enable the necessary consent and procedures under Section 184 of the Highways Act to be implemented. The applicant is also advised that if any of the works associated with the construction of the vehicular access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) then the applicant will be required to bear the cost of such removal or alteration.

Statement required by the Town and Country Planning (Development Management Procedure) (England) Order 2015 - Part 6, Article 35

The Council's acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process which led to improvements to the scheme. Central Bedfordshire Council and Bedford Borough Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

In dealing with this application, the local planning authority, where possible, has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the application. The issues that were the focus of that process are set out below. Where it has not been possible, within the set time for dealing with the application, to achieve a positive outcome, the reasons for refusal or conditions imposed on any permission have been fully explained in this Notice.

Issues raised:

1. Layout
2. House Types
3. Landscaping

DECISION

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