

Item No. 7

APPLICATION NUMBER	CB/12/01496/OUT
LOCATION	Land at Warren Farm, Flitwick Road, Ampthill
PROPOSAL	Outline: Development of up to 410 dwellings, together with open space, accesses and surface water retention basin.
PARISH	Ampthill
WARD	Ampthill
WARD COUNCILLORS	Cllrs Duckett, Blair & Smith
CASE OFFICER	Jennie Selley
DATE REGISTERED	24 April 2012
EXPIRY DATE	24 July 2012
APPLICANT	Denison Investments Ltd & Connolly Homes Plc
AGENT	Hives Planning Limited
REASON FOR COMMITTEE TO DETERMINE	Request for referral to Committee by Councillor Duckett for reason that he considers views of over 2000 members of the community are not being considered and the proposals do not take into consideration points previously raised.
RECOMMENDED DECISION	Outline Application - Granted

Site Location:

The application site comprises 19.2 hectares of land located on the southern edge of Ampthill. The site, which is roughly divided into two parcels to the east and west, sits between Flitwick Road on its western boundary and Abbey Lane to the east. Residential gardens back onto the northern site boundary. These properties, which are mainly two storey in height, are accessed off Fallowfield and Lammas Way. The Stables, a small mews type development is located to the north-east.

Redborne Upper School adjoins the site to the south-east with a commercial plantation directly to the south and the A507 road beyond this. The application site includes pedestrian routes through the plantation and a strip of land between the plantation and the A507. The Ampthill 'Tidy Tip', Household Waste Recycling Centre is to the south-east, separated from the site by an 18m wide tree belt and accessed off Abbey Lane. Ampthill's football ground adjoins the far south-east site boundary. Land to the south falls within the Green Belt.

The site consists of both arable land and grassland. The western portion slopes gently downwards from Flitwick Road while the eastern portion slopes gently downwards from north to south. There are no public rights of way across the site, only permissive footpaths. Two ditches run through the site, one along the north-west boundary before flowing south and one which is further to the east and also flows southwards towards the A507. A number of trees are located alongside the two ditches and there are a number of other mature and semi-mature trees located within the western portion of the site.

The Application:

The application seeks outline permission for the development of up to 410 dwellings with associated open space and surface water retention basin. All matters are reserved except means of access for which detailed drawings have been submitted.

The application is accompanied by a Design and Access Statement which provides a strategic framework for the site including a design concept, illustrative masterplan, land use and density plan, access and movement plan, open space and landscape plan and character areas plan. The application is also accompanied by a Planning Statement, Statement of Community Involvement, Transport Assessment, Green Travel Plan, Waste Management Strategy, Flood Risk Assessment, Noise Report, Archaeology Report, Tree Survey and Ecology Report.

The net developable area is 13.6 hectares which provides an average net density of 30 dwellings per hectare. A range of house sizes and types are proposed with 35% as affordable tenure types dispersed throughout the scheme. The dwellings will mainly be two storeys in height with two and a half storeys (rooms in roof) at entrance gateways and other key locations. All dwellings will be built to a minimum Code for Sustainable Homes Level 3.

Vehicular access to the site is proposed from Flitwick Road and Abbey Lane, connected by a 6m wide carriageway. This will provide the primary route through the site and include bus stops to accommodate a bus service through the site. A hierarchy of roads, including a number of shared surfaces and squares, would branch off this primary route. The Flitwick Road junction will comprise a priority junction arrangement and widened footpath along Flitwick Road within the application site to cater for school children walking to Redborne Upper School. The Abbey Lane junction will be reconfigured to provide a change in priority so traffic would turn off Abbey Lane at a raised table junction and thereby discourage through traffic continuing northwards onto Oliver Street.

A pedestrian/cycle access only would connect the development into Lammas Way to the north and thereby provide a more direct route into the town. A pedestrian connection is also proposed directly from the site into Redborne School grounds.

The application proposes a network of public open space. This includes 3 play areas comprising a centrally located Neighbourhood Equipped Play Area (NEAP) and 2 combined Local Equipped and Local Areas of play (LEAP's and LAP's) at each end of the site. A series of smaller 'greenways' and squares would be dispersed amongst the housing along with open spaces on the Flitwick Road and Abbey Lane frontages to provide key gateways into the site. The application includes pedestrian routes through the commercial plantation to the south to connect the site with the wider countryside. A SUDs system is proposed incorporating the existing ditches and a new attenuation pond in the southern part of the site adjacent to the A507.

The following changes have been made to the original application as a result of consultation:

- A pedestrian/cycle connection through The Stables has been removed.

- The primary route through the site has increased in width from 5.5m to 6m to accommodate buses.
- The footpath along Flitwick Road has changed in width from 3.5m to 3m width with a 1m wide verge to provide greater visibility for drivers exiting the site without obstruction of view from pedestrians.
- The curvature of the Abbey Lane junction has been increased and greater visibility provided for the Tidy Tip access. A more direct footpath alignment to reflect desire lines has been provided at the Osier Link junction.

RELEVANT POLICIES:

National Planning Policy Framework (March 2012)

4. Promoting sustainable transport
6. Delivering a wide choice of high quality homes
7. Requiring good design
8. Promoting healthy communities
9. Protecting Green Belt land
10. Meeting the challenge of climate change, flooding and coastal change
11. Conserving and enhancing the natural environment
12. Conserving and enhancing the historic environment

Regional Spatial Strategy

East of England Plan (May 2008)

- SS1 – Achieving Sustainable Development
- SS8 – The Urban Fringe
- H1 - Regional Housing Provision 2001-2021
- H2 - Affordable Housing
- T1 – Regional Transport Strategy Objectives and Outcomes
- T4 – Urban Transport
- T9 – Walking, Cycling and Other Non-motorised Transport
- T14 – Parking
- ENV3 – Biodiversity and Earth Heritage
- ENV7 – Quality in the Built Environment
- ENG1 – Carbon Dioxide Emissions and Energy Performance
- WAT1 – Flood Risk Management
- WM6 – Waste Management in Development

Central Bedfordshire (North Area) Core Strategy and Development Management

Policies 2009

- CS1 – Development Strategy
- CS2 – Developer Contributions
- CS3 – Healthy and Sustainable Communities
- CS4 – Linking Communities – Accessibility and Transport
- CS5 – Providing Homes
- CS7 – Affordable Housing
- CS13 – Climate Change
- CS14 – High Quality Development
- CS15 – Heritage
- CS17 – Green Infrastructure
- CS18 – Biodiversity and Geological Conservation

DM2 – Sustainable Construction of New Buildings
DM3 – High Quality Development
DM9 – Providing a Range of Transport
DM10 – Housing Mix
DM14 – Landscape and Woodland
DM15 – Biodiversity
DM16 – Green Infrastructure
DM17 – Accessible Greenspaces

Central Bedfordshire (North Area) Site Allocations DPD (April 2011)

HA4 – Land west of Abbey Lane, Ampthill

Supplementary Planning Guidance

Affordable Housing (July 2004)
Planning Obligations (north) (November 2009)
Mid Bedfordshire Recreation Open Space Strategy (2004)
Design in Central Bedfordshire: A Guide to Development (2010)

Other Guidance

Warren Farm, Ampthill Development Brief (November 2011)

Planning History

CB/10/02471/SCN A Screening Opinion was issued to confirm that an Environmental Impact Assessment would not be required for the development the subject of this application.

Representations: (Town Council & Neighbours)

- Ampthill TCI: Supports the application but have the following serious concerns about access to the site and feel that further investigation and consultation needs to take place:
- i) Strongly disagree with highways that Flitwick Road can take additional traffic without implementing new measures. There needs to be a roundabout to include the Tavistock Avenue junction. Should be noted that Flitwick Road is a heavily used pedestrian route and safer route to school.
 - ii) Abbey Lane is not capable of taking this amount of traffic as it is a narrow road with poor visibility at the Household Waste Recycling Centre junction. Increased traffic flow along Abbey Lane could lead to further congestion in Oliver Street which is already a heavily trafficked area due to 3 doctors surgeries and access for the ambulance and fire stations.
 - iii) New access off the A507 should be explored as a viable means of access to the site whilst providing good footpath and cycleway links via Abbey Lane.

- Flitwick TCI: Object on the following grounds:
- i) Concerns with access/egress to the site, particularly the Flitwick Road entrance. The installation of a roundabout should be considered in this location.
 - ii) Concerns about how the present infrastructure will cope with additional facilities i.e. commuter parking (particularly in Flitwick), schools, doctors surgeries, leisure facilities etc.

Neighbours 127 representations have been received from the following properties:

Abbey Close: No's 8, 14,16

Adams Close: No. 22

Alameda Road: No. 45

Aragon Road: No's 5, 25

Ashburnham Road: No.21

Barkers Close: No. 9

Cedar Close: No. 20

Cherry Tree Way: No's 2, 5

Fallowfield: No's 4, 5, 18, 23, 30, 32, 36, 47, 48, 52, 60, 62, 70, 71, 73, 75, 102, 104

Flitwick Road: No's 3, 27, 29, 51, 51A, 80, 107

Glebe Road: No's 10, 15, 17, 31, 39

Grange Road: No's 4, 15, 25, 27, 34, 44, 50

Hawthorn Close: No's 2, 14

Holland Road: No's 1, 11, 12, 20, 78,

Katherines Court: No.15

Kings Road (Flitwick): No.60

Lammas Way: No's 8, 11, 18, 27, 29, 31, 33

Manton Close: No. 3,

Neotsbury Court: No. 10

Oaktree Road: No's 5, 26

Oat Piece (Marston Moretaine): No.18

Old Orchard: No's 1, 2,

Oliver Street: Willowgarth and No's 54A, 66, 169, 169A, 169B, 187, 195, 197

Osier Link: No's 1, 2

Paddocks Close: No. 3

Park Hill: No. 2

Preston Close: No.23

Rushbrook Close: No's 11, 12

Russell Drive: No's 34, 52, 55, 72

Russett Close: No's 2, 11

Saunders Piece: No. 25

Tavistock Avenue: No. 28

The Avenue (Flitwick): Southview, Bracadale, The Bungalow

The Hawthorns (Flitwick): No. 38

The Stables: Abbey Lodge & No's 2, 3, 5,

Wagstaff Way: No's 2, 32

Wingate Drive: No. 42

Woburn Street: No. 6

Viridor Waste Management Limited (operators of the Household Waste Recycling Centre in Abbey Lane)
Amphill Development Action Group (ADAG)

The following petitions have also been received:

- 25 signatures submitted by residents of The Stables, Amphill.
- 1821 signatures submitted by ADAG. This on-line petition is dated 14th October 2010 which is prior to submission of the current application. It was originally submitted with 1670 signatures in response to consultation on the Core Strategy Site Allocations DPD. The petition has more recently been added to and the electronic signatories are therefore dated between 14th October 2010 and 3rd May 2012. The petition is accompanied by comments from signatories.

Objections and concerns raised by all of the above can be summarised as follows:

Principle and scale of development

- Overdevelopment of the site and the town.
- No need for additional housing and not in the interests of Amphill.
- Must be more suitable locations elsewhere.
- Should build on brownfield sites in Luton and Bedford first or invest in existing housing.
- Amphill's history, character, village feel, community ties and appeal to visitors will be eroded further. This impact is irreversible.
- Possibility of Amphill and Flitwick merging leading to infamous ribbon development of the pre-war years.
- Loss of countryside and green belt.
- Lack of local employment so Amphill will become a dormitory commuter town.
- Development should be spread across communities, not focussed on a single area as this leads to imbalanced growth.
- Maximum number of dwellings should be set.
- Affordable housing should meet current Amphill needs including for the elderly and young families. Elderly accommodation should be located in the northern part of the development, closer to the towns services. Priority should be given to people with Amphill connections.
- A recreation ground would be more use to the community.

Impact on Infrastructure & Services

- Further pressure on existing local infrastructure and services including schools, health services, emergency services, post office, roads, internet, community and leisure facilities.
- Further pressure on utilities, drainage and water resources.
- Improvements must be made to infrastructure, services and utilities before the development starts.

- All development funding should be clearly identified, made public and used in Ampthill.
- No additional community facilities are provided including playing fields and open space.
- No allotment provision.

Traffic, Access & Parking

- Increased volume of vehicular traffic leading to further congestion, dangerous road conditions and problems for emergency vehicle access in Ampthill and Flitwick.
- Not realistic to assume that people will walk or cycle rather than drive. Roads in the centre of Ampthill are not suitable for cycling.
- Vehicle access should be taken off A507.
- Vehicle access should be from a dedicated link road between the site and Flitwick Road (Maulden) running parallel to Abbey Lane with improved access to the Tidy Tip.
- A footpath/cycleway link through the Stables is dangerous as it has no footpaths or front gardens and vehicles may not be aware of pedestrians or cyclists, particularly small children. Refer to a recent incident in Biggleswade. A path should be provided off Abbey Lane alongside Warren Farm Bungalow instead.
- There is inadequate access to public transport. Should re-open Ampthill railway station to serve new developments in the town.
- Will make existing parking problems in town centre, particularly around Waitrose store, worse leading to fewer shoppers.
- Will make parking problems around the town worse and more dangerous including around doctors surgeries in Oliver Street, shops in Russell Drive, Bedford Street, Station Road and Woburn Road.
- Will add to parking problems at Flitwick station.
- Adequate parking should be provided for the new housing.
- People will use local roads as cut through's including Aragon Road and Oliver Street. This will impede clear access for ambulance and fire vehicles based in Oliver Street.
- Proposed access on Flitwick Road is dangerous particularly as this is a route to school. The nearby bus stop will be a hazard to pedestrians and traffic pulling out.
- Proposed new junction layout on Abbey Lane is dangerous because of rural nature of the road, speed of approaching traffic, use by emergency vehicles, need for right hand turns and blocking visibility for Tidy Tip access. A roundabout could be a better option.
- Safety concerns for children crossing Abbey Lane to go to the football pitch and walking to school.
- Safety concerns with substandard Tidy Tip access. Suggest moving this to coincide with the application site access.
- Suggest a right turn lane and directional signage for vehicles travelling from the west waiting to turn into the Tidy Tip.
- Development will impact on business activities at the Tidy Tip. Request a condition requiring a detailed programme of highway works for approval by the Tidy Tip operators.

- A non-lit footpath and bridleway, set within a landscaped strip, should be provided along the northern boundary of the development to provide access between Abbey Lane and Flitwick Road and the green spaces.

Impact on Amenity

- Loss of privacy, security and overlooking, particularly from 2.5 and 3 storey houses. Single storey buildings should be located adjacent to existing housing.
- Reduction in sunlight and daylight.
- Will harm quality of life for existing residents and future generations.
- Pedestrian/cycle access through Lammas Way and The Stables will reduce privacy, increase vandalism and provide a cut through for school children dropped off by parents.
- Existing tree belt at rear of properties provides screening so should be retained or replaced.
- Noise and security concerns about play areas and footpaths close to existing properties.
- New fencing should be provided for housing backing onto the development.
- Odours from the Tidy Tip and the sewage treatment works for new residents.
- Increased crime problems. Will be unable to walk streets at night.
- New through road close to existing properties will add to undesirable impacts.
- Increase in social housing will impact on those living nearby.
- Disruption from construction work and traffic.

Design

- Not in keeping with surrounding properties which are stable conversions and two storey houses. Three storey townhouses at both entrances will detract from the open space theme and block views of the woodland behind.
- No aesthetic merit to design and not in keeping with Ampthill.
- Recreational areas should be larger to allow use by existing residents.

Environmental Impacts

- Development is unsustainable.
- Increased noise, dust, pollution and waste.
- Increased light pollution.
- Loss of the Tidy Tip will result in fly tipping around the local lanes.
- Impact on wildlife, including skylarks and bats.
- Need to protect green space for growing demands of food production.
- Drainage problems from existing ditches which need to be maintained.
- Impact on existing trees.

- Question whether water will still drain off garden into stream at rear of property which backs onto site.

Timing of Development

- Development is premature before others in the town are complete and sold. Have yet to see effects of other new developments in and around Ampthill.
- Development should not start until 2020, the date identified in the housing trajectory presented to the Core Strategy Examination.

Submitted Documents

- Tree report does not accurately describe status of trees in and adjacent to adjoining properties.
- Proposals are not clear, not detailed enough and are not written in plain English.
- Illustrative masterplan fails to take account of land drainage ditches referred to in the Flood Risk Assessment.
- Unclear on type and height of buildings.
- Poorly presented material.
- Bat survey under-estimates true numbers.
- Transport Assessment does not take account of other peak travel times and does not account for traffic from existing and planned surrounding developments.

Planning Process & Consultation

- Not a democratic process and goes against the principles of Localism and Human Rights.
- Not enough consultation with residents.
- Residents letters addressed to occupier/owner risked being thrown away.
- Not enough time for response.
- Opposition has already been made clear, including petition with nearly 2000 signatures, but is being ignored.

The following objections have been made which are non-material planning considerations and cannot therefore be taken into account:

- Increase in revenue from Council taxes.
- Profit motives of the applicants.
- Way of meeting housing targets.
- Loss of private outlook.
- A way of making jobs for builders.
- New Homes Bonus should be used to help Ampthill cope with the development.
- Property values.
- Council has a duty of care.

Consultations/Publicity responses

Housing Development Officer	Expects to see 35% affordable housing or 144 affordable residential units. Would like to see the units dispersed throughout the site and integrated with the market housing to promote community cohesion and tenure blindness. Expect all units to meet the Code for Sustainable Homes Level 3 and meet all HCA design and quality standards. Would support the application if these comments are taken on board.
Forest of Marston Vale	Seek a contribution to the delivery of the Forest of the Marston Vale as set out within the Mid Bedfordshire Planning Obligations Strategy 2008.
National Grid	Identified in the vicinity of the site: <ul style="list-style-type: none">• Low or medium pressure (below 2 bar) gas pipes and associated equipment. (Therefore highly likely that there are gas services and associated apparatus in the vicinity).• Above ground gas sites and equipment. Provides advisory notes regarding safe distances and notification procedures.
Environment Agency	The development will be acceptable provided conditions are included requiring a surface water drainage scheme for the site in accordance with the submitted Flood Risk Assessment.
Sport England	Object as no certainty provided at this stage that a financial contribution will be made towards indoor and outdoor sports facilities. A contribution towards off-site provision rather than on-site provision is considered appropriate.
Countryside Access Service	Content that the application provides quality access and open space provision to fulfil relevant policy objectives and in line with pre-application discussions. Welcomes the commitment to provide further pedestrian links into the existing community and the wider countryside. Also welcomes the provision of a footpath link from The Stables into the development but this would not necessarily be a public right of way and it is more appropriate to include within the adopted highway network.
Archaeologist	The site contains archaeological remains of Iron Age occupation and the post-medieval agricultural landscape including relate industrial activity. These remains represent heritage assets with archaeological interest of regional significance. Therefore recommends a condition requiring the applicants to submit a written scheme of archaeological investigation and for this to be approved prior to commencement of any development.

Amphill & District
Preservation Society

- Concerned that land allocated for housing in Amphill up to 2013 will be approved by 2013. This will be an enormous expansion for a small town in a short period without necessary increased infrastructure.
- Will place further pressure on the inadequate parking facilities for long stay business users and short term shoppers in the town centre.
- The health centre at Houghton Close cannot accept more cars and question whether can accept an additional 800 patients.
- Schools in Amphill are fully subscribed and without substantial expansion will not be able to accept extra children.
- The smaller Amphill Heights development was refused access off Flitwick Road due to the proximity of Redborne School and required a roundabout onto the bypass for road safety reasons. A 'T' junction access off Flitwick Road does not therefore make sense particularly as school children will cross here. The intention to encourage the road between Flitwick Road and Abbey Lane as a rat run alternative to Oliver Street will increase hazard here. Urge the creation of a roundabout junction off the bypass or if this is unacceptable a mini roundabout on Flitwick Road.
- The realignment of Abbey Lane to provide traffic priority to the new development is unnecessary. A small roundabout providing equal priority from all directions is recommended thereby avoiding encouragement of a rat run through the development.
- Urge that all financial contributions for infrastructure should be used solely to benefit the residents of Amphill.

Highways Agency

No objection.

Trees & Landscape
Officer

- An Area Tree Preservation Order was placed on the site.
- Would look to retain the trees along the northern boundary of the site to retain a mature backdrop and screening to the development.
- Would look to retain three individual oaks of good form which have been incorrectly classified as Category C trees. Two further mature oak trees on the east side of the site can readily be incorporated into the proposed wildlife corridor.
- An important area of screening of mixed planting should be retained as it is maturing well and will provide screening to the A507 should the commercial plantation be felled at some point in the future.
- Full tree protection measures will be required with method statements of all works or any access proposed within the root protection area of those trees to be retained.

Anglian Water

- Suggest further planting along the green corridors south of the residential development to help with screening should the commercial plantation be felled.
- Extensive planting is required where the site abuts the A507 including a continuation of the existing planting.
- Suggest that the attenuation pond is located to the west of the existing pond to help preserve the planting around this.
- Full landscaping details will be required.
- Recommend use of a permanent drip feed watering system to improve establishment of new planting and address water shortages.
-
- Should advise the applicant that there are assets within or close to the development that may affect the layout of the site.
- Parts of the development fall within the 400m encroachment zone of Flitwick Sewerage Treatment Works. This may lead to an unacceptable standard of amenity for future occupiers or prejudice the ability of Anglian Water to carry out works that may be necessary to deliver wider growth or protection of the environment. A revised layout should be submitted or an odour assessment should be commissioned to give an indication of the impact on amenity for the new residents.
- The development is also sited within 15m of a sewage pumping station which cannot be easily relocated. Therefore require a condition to safeguard a 15m buffer zone around the sewage pumping station.
- The foul drainage from this development is in the catchment of Flitwick Sewerage Treatment Works which will have capacity for these flows.
- The surface water drainage strategy/flood risk assessment is outside our jurisdiction and the Planning Authority will need to seek the views of the Environment Agency but request that the agreed strategy is conditioned.

Highways Officer

Transport Assessment

Further clarification was required on a number of details within the Transport Assessment. This has now been satisfactorily provided. Overall it is concluded that the impact of the development, based on a robust assessment can be mitigated by the improvements proposed.

Detailed Access Arrangements

The junction arrangements proposed are the outcome of pre-application discussions. However concerns were raised regarding the following details :

- Westbound forward visibility to the tee junction with the new Abbey Lane.

- Visibility for drivers exiting to the left of the recycling centre and football pitch junctions on Abbey Lane as they will have a to look behind them as a result of the proposed new curvature of the road. Current visibility from these junctions should be protected as much as possible.
 - There is a lack of speed reducing features east of the new Abbey Lane junction.
 - The curvature of the realigned section of Abbey Lane.
 - Visibility for pedestrians and cyclists at the crossing point east of the tee junction with the new Abbey Lane.
 - Visibility for drivers exiting onto Flitwick Road, particularly when there are school children on the footpath.
 - Visibility for pedestrians crossing the Flitwick Road junction.
- Amended drawings have been provided by the applicants to address all of these detailed concerns.

Waste Services

- The applicant will need to provide access from the rear of each individual dwelling to the front to allow removal of waste bins without passing through the dwelling.
- Proposed communal collection points will need to be sufficient in size for the number of bins and ensure that access to the store does not exceed 10 metres from the rear of the collection vehicle.
- Should use the Council's guides on requirements for waste management and new developments.

Ecologist

• Satisfied that the development will not have a detrimental impact on protected species. The landscape strategy identifies the desire to create a range of habitats on the site, this is to be encouraged with a focus on biodiversity within Green Infrastructure corridors. A number of measures are proposed in the Ecological Assessment to ensure that the development results in a net gain for biodiversity.

Conservation & Design

The site is located within the setting of Ampthill Conservation Area, however, unlike the open rural landscape to the north and west of the town, it is not considered to make a significant contribution to it. The site is not of significant landscape quality and is surrounded by modern development therefore any views of the site from the Conservation Area are generally seen in the context of this surrounding development. As such, the principle of housing development on the site is acceptable.

The general broad design principles, layout and character areas of the site are supported. In particular, the proposed location of public open spaces is considered acceptable and would allow the development to integrate into the surrounding environment. The application site sits at a transition point between the urban town to the north and the countryside to the south east, as such there is great opportunity to provide a variation of building forms

throughout the site that would respond to its surroundings and provide a degree of interest that is lacking in the modern development to the north. In particular, the eastern extent of the site, the area known as the Woodland Edge and Wildlife Corridor would benefit from a varied modest vernacular built form set on slightly larger plots to allow glimpsed views of the rural landscape to the south, whilst the entrance points would benefit from a more formal urban, terraced development (as stated in the D&A statement) similar that that found in the main town.

Leisure Services

Happy with the proposals for play areas and open space as discussed at the pre-application stage. Contributions should be made to outdoor sports space and indoor sporting facilities as per the Planning Obligations Strategy.

Sustainable Transport Officer

The content of the revised Travel Plan is now satisfactory. Before we can give it final approval the applicant is required to comply with steps 1 to 5 on our online travel plan management software.

The developer should be obligated to provide a new bus service running between Bedford and Flitwick (including Flitwick railway station) running on a half-hourly frequency from Monday-Friday 6.30am-7.30pm (the latter being important in order to meet potential demand from commuters returning from London to Flitwick by train) with services reduced to hourly frequencies on Saturday and bus stops within the development to serve this new service. Also require contributions towards additional cycle parking at Flitwick railway station and a proposed contingency budget to fund an additional round of welcome packs with free bus travel vouchers to residents.

Public Protection Officer

Lengthy discussions have taken place with the Public Protection Officer following an initial objection on the basis that the applicant's noise assessment failed to address noise from both the Household Waste Recycling Centre (HWRC) and the Redborne School playing pitches, including the recently installed all weather playing pitch.

A draft scheme to address noise from Redborne School, which is to be secured by an existing condition on the school (application CB/12/00468/FULL), has been submitted and the Public Protection Officer is satisfied that this scheme, along with careful consideration of the layout of housing at reserved matters stage can deal with noise from the playing pitch.

In terms of noise from the HWRC, the Public Protection Officer wants to see a condition can be imposed to secure a scheme of noise mitigation for any affected dwellings in accordance with the Council's standards. This is likely to include an acoustic fence on the boundary, consideration of design, layout and orientation of the proposed houses to mitigate noise further.

Internal Drainage Board The revised drainage strategy addresses the concerns of the Board. This now ensures that run-off from developed land is conveyed via a piped network and attenuated in the attenuation pond prior to entering the existing ditch system. The storage figures are assumed to be correct and along with other details should be subject to appropriate conditions.

Minerals & Waste Team A permitted non hazardous waste transfer site lies approximately 560 metres to the west. The site currently takes in 35,000 tonne's of waste per annum and last year submitted an application to increase this tonnage to 75,000 tonne's. Although this application was withdrawn it is likely to be resubmitted this year. During the summer of 2011 odours were experienced from the site by residents in Ampthill Heights and Tavistock Avenue and at times these odours were described as quite offensive. Both the Authority and the Environment Agency were involved in dealing with these odour complaints at the time. The site now appears not causing odour related issues that the authority is aware of. Further to this Ampthill Home Waste Recycling centre (HWRC, Tidy Tip) lies within 25 metres of the proposed road. Buffer Zones would normally be expected to be set around 200 metres for mineral working and 250 metres for waste management facilities. Although the proposed waste transfer site is approximately 560 metres from the site, odours at the time were reported from Tavistock Avenue which is some 400 metres from the waste site. It cannot be guaranteed that odours will not be experienced from the site in the future or how far these odours will travel. There is also the potential of noise from the HWRC that lies approximately 25 metres from the proposed development and Public Protection should be consulted for their views. Further more an application has been received to increase the morning hours to 7am from 8 am to allow vehicles to enter and leave the site and for bins to be moved around before the site opens to the public, however no determination of this proposal has been made as of yet.

The application referred to directly above for extension of operating hours, CB/12/02046/MW, has now been approved. Public Protection did not consider that the extension of hours, which is for site operatives only, would result in any further detriment to the future residents of Warren Farm.

Police Architectural
Liaison Officer

No response received.

Determining Issues

The main considerations of the application are;

1. Principle of Development
2. Layout, Density and Built Form
3. Impact on Amenities of Existing and Future Residents
4. Highways and Sustainable Transport
5. Flood Risk and Drainage
6. Open Space, Landscaping and Ecology
7. Archaeology
8. Planning Obligations
9. Other Issues

Considerations

1. Principle of Development

The site was allocated for residential development to provide a *minimum* of 410 dwellings under Policy HA4 of the Central Bedfordshire (North) Site Allocations DPD. The principle of residential development of the site has therefore already been established in policy terms. A significant number of representations have raised issues regarding the principle of development including objections about overdevelopment, need, site suitability and impact on Ampthill. However these issues, including the timing of the development, were considered previously at the site allocation stage.

As the current application proposes *up to* 410 dwellings and includes land within the Green Belt it has been advertised as a departure from the Development Plan. The lower number of dwellings proposed to those sought by Policy HA4 is considered to be acceptable in view of there no longer being minimum density requirements set by the Government and a general acceptance of lower density developments.

The application proposes provision of open space, including a NEAP and attenuation pond, within the designated Green Belt. The NPPF allows these uses as an exception providing they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. The NEAP would be located adjacent to and seen against the backdrop of housing. Officers are satisfied that there would be no material harm to the Green Belt and that it would continue to serve to prevent the merging of Ampthill and Flitwick.

2. Layout, Density and Built Form

Site Allocations Policy HA4 required production of a Development Brief to guide development and this was completed in September 2012 following public consultation including with the Warren Farm, Ampthill Stakeholder Group. The Development Brief was approved for Development Management purposes by the CBC Executive Committee. It outlines the aims for the development to deliver and identifies the constraints and opportunities which any planning application must address. The vision for the site comprises three main elements:

1. Connectivity across the site – the scheme must allow for convenient movement while ensuring a sense of security to allow the creation of a successful place.

2. Integration with the existing neighbourhood – both physically in terms of design and socially. Good connections to existing facilities will also be important.
3. Access – Pedestrian and vehicular access to be provided at both ends of the development from Flitwick Road and Abbey Lane with a continual through route between these access points as part of the development. The through road should have an appropriate design speed so as not to compromise pedestrian safety or the quality of residential environment created.

The masterplan proposals submitted under this application adequately demonstrate that the vision for the site will be achieved. A hierarchy of routes across the site, including a number of shared surfaces, will provide safe and convenient connectivity. A pedestrian/cycle link into the adjoining housing via Lammas Way will help to integrate the development with the existing neighbourhood. Pedestrian/cycle links will provide convenient access to the town centre and facilities via Flitwick Road and Oliver Street, to Redborne School via the front and rear entrances and to Flitwick train station and the countryside to the south. The proposed through road between Flitwick Road and Abbey Lane will provide vehicular connectivity and act as a focal point for the development, particularly where it incorporates 'arrival spaces' and passes through key open space areas.

The average net density of 30 dph is considered to be appropriate for this site on the edge of the town and would be similar to densities in nearby residential areas. The development would be dispersed with open space in the form of formal play areas, squares and greens. The applicants have stated that a range of house sizes and types will be provided to reflect local need and provide a mixed community.

The application proposes mainly 2 storey dwellings with 2.5 storey (rooms in roof) height at entrance gateways and other key locations as required by the Development Brief. These heights would be in keeping with surrounding properties and is considered appropriate for this edge of town site. Contrary to representations made no 3 storey buildings are proposed and no detailed design is provided at this outline stage. The applicants Design and Access Statement provides an assessment of the existing design context, sets out different character areas for the development and commits to a unique identity which recognises locally distinctive styles and materials.

Any outline planning permission would be conditioned to require the site to be Design Coded. The Design Codes would build on the principles outlined in the Development Brief and would inform any future reserved matters applications.

3. Impact on Amenities of Existing and Future Residents

A number of objections have raised concern about the impact of the development on the amenities of existing properties located adjacent to the site. Whilst a detailed layout is not proposed at this outline stage, an illustrative layout has been provided which demonstrates that the development could be designed with rear gardens backing onto the northern boundary of the site. This would ensure adequate distance to preserve the amenities of existing residents. The existing trees along the northern site boundary would be preserved and new boundary treatment provided to further ensure the privacy of existing houses. No three storey housing is proposed and Officers would ensure at the Reserved Matters stage that any 2.5 storey housing does not overlook existing properties.

Concern has also been raised that the pedestrian/cycle access proposed through Lammas Way and The Stables will reduce privacy, increase vandalism and provide a cut through for school children dropped off by parents. The Stables connection has now been deleted from the scheme due to the large number of objections to this. In terms of the Lammas Way connection, the concerns of a small number of residents has to be balanced with the need to provide a direct route for new residents to the town centre and facilities. Officers would ensure at reserved matters stage that the connection preserves privacy and is well overlooked from the new housing to prevent vandalism.

Objections have also raised concern about noise and security problems from play areas being close to existing dwellings. The nearest activity area would be approximately 40m from the rear boundary of existing properties and would be screened from the activity area by new housing which will provide surveillance of the play areas. Noise and security problems are therefore unlikely to arise.

Conditions on any consent could ensure that any disruption from construction work and traffic is minimised by agreement of details of wheel cleansing facilities and construction traffic routing and parking.

The Public Protection Officer raised two key areas of concern for future occupiers of the development:

1. Noise from the sports pitches at Redborne School

This includes the existing sports pitches and the recently opened all weather playing pitch on the northern boundary of the school, adjoining the application site.

The recently opened all weather playing pitch was approved under application CB/12/00468/FULL. This was subsequent to the allocation of the Warren Farm site for residential development. As Officers were aware of the housing allocation and in the light of concerns raised by the Warren Farm land owners, a condition was attached to the consent for the all weather playing pitch requiring the school to submit for approval a noise mitigation scheme to protect the amenity of future residential properties. The school has submitted draft details which include provision of a bund and fencing. The Public Protection Officer considers that along with careful consideration of the layout of the Warren Farm development this scheme should be adequate to protect future residents from noise of the adjoining pitches. A condition also requires details of hoods/shields to be agreed for any lighting of the pitch to protect residential amenity.

2. Noise from the Household Waste Recycling Centre (HWRC)

The applicant's acoustic survey also identified that mitigation is necessary to protect future residents from the noise of the adjoining HWRC. The main source of noise is from items being dropped into the various receptacles and these being moved around the site, noise from compacting equipment and general vehicle movement.

A mature belt of trees screens the HWRC from the application site. Further mitigation will be necessary to screen future properties and the Public Protection Officer has agreed that the details of this mitigation could be secured by condition. The applicants have already submitted details of a 3m high acoustic fence on the HWRC boundary which would provide some degree of protection to future residents. This would need to be supplemented in any approved mitigation scheme with careful consideration of

design, layout and orientation of the houses to mitigate noise further.

The applicants have proposed a condition which requires the mitigation scheme to be designed to achieve internal noise levels as set out in BS8233. Their acoustic consultants have advised this would afford the same noise levels for the new dwellings as existing surrounding properties. The applicants also gained the opinion of a second acoustic consultant to confirm that their assessment, which had been carried out under BS4142 (method for rating industrial noise affecting mixed residential and industrial areas), and mitigation proposed under BS8233 is appropriate.

The Public Protection Officer does not agree with the BS8233 standard for achieving noise mitigation as this averages out noise levels and does not therefore take into consideration loud impact sounds from the HWRC. They have commented that the Council's standard should be met, which is a higher standard than BS8233. A condition requiring submission of a scheme of mitigation has been agreed with the Public Protection Officer and this would require compliance with the Council's standard.

The applicants are not willing to accept the condition recommended by Officers as they consider that mitigation to BS8233 is acceptable, should be specified in the condition and any higher standard could seriously affect the viability of the site. However the Public Protection Officer objects to the condition proposed by the applicant and the condition agreed with Public Protection is therefore recommended.

Although it was not raised at the site allocations stage, Anglian Water are concerned about the proximity of the development to the existing Flitwick Sewerage Treatment Works (STW) to the south. They comment that parts of the development would fall within the 400m encroachment zone of the STW. The applicants have provided a plan to demonstrate that the nearest dwellings would be 388m from the STW. As this is close to being outside the 400m encroachment zone and the prevailing wind is south-westerly, meaning that winds will not often blow smells in the direction of the site, no significant harm to future residential amenity is anticipated.

4. Highways and Sustainable Transport

In respect of the two main concerns raised by local residents:

1. Further traffic congestion and parking problems in Ampthill

The Transport Assessment (TA) submitted with the application confirms that with the off-site junction improvements proposed the development is not likely to result in any additional traffic congestion or danger on the existing highway network. In addition to the traffic generated from the development, the TA modelling takes account of traffic generated by the following developments:

- land at Steppingley Road and Froghall Road, Flitwick (Valley Farm)
- land at Doolittle Mill, Ampthill
- Centre Parcs
- Ampthill Heights

Traffic impact has also been applied for a period of 10 years, rather than the normal 5 year period applied under Government guidance. The TA is therefore considered to provide a robust assessment of the traffic impact of the development.

The TA has identified that the development will generate the need for off-site improvements to the surrounding highway network as follows:

1. A507/Maulden Road/Flitwick Road Roundabout
2. A507/Froghall Road/Doolittle Mill Roundabout
3. A507/Amphill Road/Flitwick Road Roundabout

In all three cases entry approaches to the roundabout would be widened to accommodate the additional traffic generated by the development. It is also anticipated that the Land at Steppingley Road and Froghall Road (Valley Farm), Flitwick development would contribute towards improvements to junctions 2 and 3.

The Warren Farm Stakeholder Group has requested that the Warren Farm development contributes to solving existing parking problems in Amphill town centre. This cannot be justified in highway impact terms from the development alone and would not meet the relevant tests for contributions. This response has previously been given to the Stakeholder Group and as a result a separate Amphill Stakeholder Group was set up to move the issue of parking in the town centre forward.

Whilst some comments of the Stakeholder Group cannot be accommodated, the proposed new junction layout arrangement on Abbey Lane arose as a result of concerns raised at pre-application Stakeholder meetings about traffic congestion problems in Oliver Street. The new arrangement will change the priority for traffic travelling into Amphill such that traffic would turn off Abbey Lane at a raised table junction and thereby discourage through traffic continuing northwards onto Oliver Street.

2. Access to the site from Flitwick Road and Abbey Lane

The principle of access to the site from Flitwick Road and Abbey Lane was agreed at the pre-application stage and is set out in the approved Development Brief. There is no justification in highway capacity terms for taking access to the site off the A507. This would require provision of another roundabout on the A507, thereby leading to further delay for those travelling on the A507 and would fail to properly connect the site with the rest of the town making access to the town centre and services less convenient. An access road and roundabout would also erode the openness of the Green Belt.

Representations have referred to the Amphill Heights development which is served off a roundabout on the A507 and queried why the same arrangement cannot apply to the Warren Farm development. Vehicular access to Amphill Heights via Tavistock Avenue or Station Road, rather than directly off Flitwick Road was not considered appropriate at the time for highway capacity reasons. It is considered that access via Flitwick Road and Abbey Lane for the Warren Farm scheme would result in a development which is well connected to the rest of the town.

Representations have also called for roundabouts to be provided at the Flitwick Road and Abbey Lane junctions. The applicants Transport Assessment confirms that there is no justification for a roundabout to be provided at either junction in highway capacity terms. It is also considered that a roundabout would be out of keeping with the character of Flitwick Road and would cause further delay for those travelling along the road. A 3m wide footpath is proposed along the Flitwick Road frontage to address concerns about school children spilling off the pavement and into the road. The 3m footpath is set back from the edge of the road by a 1m wide verge and this will help ensure visibility for drivers exiting the application site should there be large numbers of school children on the footpath.

The TA demonstrates that despite the rural nature of Abbey Lane, it can accommodate additional traffic from the development. A priority junction with a raised table would help reduce speeds to 20mph for those travelling into Ampthill and through the application site and would thereby make pedestrian crossing of Abbey Lane safer than exists. Again, any requirement for the application to solve existing problems with visibility at the adjacent HWRC (Tidy Tip) junction cannot be justified. The application has however been amended to ensure that there is no detriment to the existing visibility from the HWRC junction as a result of the development and this involves provision of a visibility splay across the application site.

Other Highways issues

A non-lit footpath and bridleway, set in a landscaped strip along the northern boundary of the development has been suggested to provide access between Abbey Lane and Flitwick Road. This is not necessary with the proposed pedestrian/cycle connections into Lammas Way and onto Flitwick Road. It would also create an unsafe route between back gardens.

Sustainable Transport

The applicants revised Green Travel Plan details that the site will be served as follows:

- Footpath/cycle connections provided to Ampthill Town Centre which is 2km to the north.
- Footpath/cycle connections provided to Flitwick train station which is 2km to the south.
- Bus stops provided within the application site to be served by a half hourly service between 07:00 and 19:00 hours.

In securing these measures it is therefore considered that the site will be adequately served by non-car forms of transport. In light of the close proximity of Flitwick Train Station it is considered appropriate to secure financial contributions towards cycle parking rather than car parking at the station. The measures proposed in the Green Travel Plan, including provision of a residents 'Welcome Pack' with travel vouchers will be secured via a Planning Obligation.

5. Flood Risk and Drainage

The existing greenfield site drains to two ditches which flow through the site in a southerly direction under the A507 and then into a watercourse controlled by the Internal Drainage Board (IDB). The allocated part of the site is not within the floodplain and therefore falls within Flood Risk Zone 1 which is considered to be low risk. Small elements of the site which are proposed as public open space, adjacent to the A507, fall within the floodplain.

The proposed development will incorporate a number of drainage features to ensure that the existing greenfield run off rate is not increased and is designed to accommodate a 1 in 100 year flood event plus 30% allowance for climate change. Surface water run-off will discharge to the existing ditches which will be incorporated into open space throughout the development, as shown on the masterplan. Run-off will then be restricted by a flow control chamber and attenuated within a pond prior to discharge into the ditch which leads to the IDB controlled watercourse. The proposed attenuation pond would be located within an area of open space adjacent to the A507.

The IDB have no objections to the method of storm water disposal and it is considered that the existing ditches, with modification, are adequate for this purpose. The applicants state that the drainage system would be maintained by an appropriate organisation subject to further discussions.

There is no intention to alter the existing situation of water draining off rear gardens for Fallowfield properties into the northern boundary ditch. The details of how this ditch is incorporated into the development will need to be considered carefully at reserved matters stage.

6. Open Space, Landscaping and Ecology

The applicant's landscape strategy identifies a network of open spaces through the development in accordance with the requirements identified by Leisure Services. The development will deliver around 6 hectares of public open space including three play areas, two for younger children at each end of the development and one larger play space central to the scheme.

In response to representations made, a need for further allotments to be provided on this site has not been identified by the Council. Also, the recreational areas provided are of sufficient size and there is no justification to make them larger to accommodate existing recreational deficiencies in the area. Nevertheless the open space will be accessible for use by existing Amptill residents.

A number of trees have been identified as worthy of retention within the site and these will be secured by condition, including full tree protection measures, so that they can be incorporated into the layout. A landscaping condition will secure further planting in the southern part of the site to ensure adequate screening to the A507 should the existing commercial plantation be felled. The existing planting on the north-west site boundary is proposed to be retained.

The applicant has produced an Ecological Assessment which details species found during recent survey work and proposes a number of enhancements including provision of native planting, ecological management, bird boxes and roosting opportunities for bats. The Council's Ecologist is satisfied with these enhancements which could be secured by condition. The existing habitats which are of ecological value including the watercourses, hedgerows and trees will be retained as part of the open space as detailed above.

7. Archaeology

The applicants have conducted a geophysical survey and trial trench excavations which have identified a number of archaeological features related to Late Iron Age occupation and the post –medieval agricultural landscape. These represent heritage assets with archaeological interest of regional significance. A condition is therefore recommended to secure a written scheme of archaeological investigation for these areas prior to the commencement of development.

8. Impact on Infrastructure and Services

Impact on existing infrastructure and services is another key issue raised during the consultation of this application. Contributions can be secured to ensure that the additional impacts arising from the development can be mitigated in accordance with the statutory tests for Planning Obligations. Contributions cannot be used to remedy existing deficiencies of infrastructure and services in the area.

The applicants have agreed to provide the full financial contributions required under the Planning Obligations SPD (North). The total package to be secured via a Section 106 Agreement would include a contribution of around £4.9 million, provision of on site leisure, recreational and green infrastructure facilities, off site highway works (as detailed above) and the full 35% affordable housing provision (45 dwellings). The applicants propose a Tariff style payment arrangement on a per dwelling basis. Providing the statutory tests for Planning Obligations are met, this would allow the Council greater flexibility in deciding exactly how the contribution will be spent within the locality.

The breakdown of financial contributions is as follows:

Education	£3,344,763.60
Sustainable Transport	£230,072.00
Health Facilities	£621,591.00
Leisure, Recreational Open Space & Green Infrastructure	£505,809
Community Facilities & Infrastructure	£28,510.00
Community Cohesion	£7,790.00
Waste Management	£18,860.00
Emergency Services	£101,927.00
Public Realm and Community Safety	£108,871.00
Total	£4,968,193.60

The Leisure, Recreational Open Space and Green Infrastructure contribution will include contributions towards indoor and outdoor sports facilities as requested by Sport England. Part of the contribution could be used towards planned improvements to Ampthill Park, as recently requested by Ward Members.

The proposed affordable housing 'package' consists of 70% Shared Equity and 30% Affordable Rent tenure types. These would comprise a range of 2, 3 and 4 bedroom dwellings pepper-potted across the site. The Affordable Rent properties will include 15 single storey dwellings for older people which would be fully Lifetime Homes compliant.

9. Other issues

In terms of other issues raised through the consultation process:

Submitted Documents

The documents submitted with the application are considered to be sufficient in order to adequately assess the proposals and its impacts.

Planning Process and Consultation

The Council issued over 800 letters to individual households in streets nearest to the application site which far exceeds the statutory consultation requirement. In addition to this site notices and a press notice were posted. Residents were also informed of the consultation and given the opportunity to comment through the Warren Farm Stakeholder Group and the Warren Farm website. The statutory time period for response of 21 days was provided but residents actually had longer than this due to the different timings of the site notices, press notice and letters. Adequate opportunity for comment was therefore provided.

Recommendation

That Planning Permission be **granted** subject to satisfactory completion of a Section 106 Agreement and the following conditions:

- 1 **Approval of the details of the appearance, landscaping, layout and scale of the development within each area approved as identified in condition 4, and the landscaping adjoining it (herein called 'the reserved matters') shall be obtained in writing from the local planning authority before development is commenced within that area. The development shall be carried out in accordance with the approved details.**

Reason: To comply with Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 (as amended).

- 2 Application for approval of the reserved matters for each area, as identified in condition 4, shall be made to the local planning authority before the expiration of 5 years from the date of this permission. The development shall begin no later than two years from the approval of the final reserved matters.

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

- 3 The development hereby permitted shall not be carried out except in accordance with the Approved Plans drawings numbers: Red Line Plan 1239-O-1112; Land Use Plan 1239-O-1121 Rev B; Principal Points of Access 1239-O-1122 Rev A; Access & Movement 1239-O-1123 Rev C; Flitwick Road Junction Layout 13921/2001 F; Abbey Lane Junction Layout 13921/2002 G; and Lammas Way Access 13921/2003.

Reason: For the avoidance of doubt.

- 4 Prior to the submission of the first reserved matters, an areas plan for the entire application site shall be submitted to and agreed in writing by the local planning authority. The areas plan shall show a maximum of 6 areas; define the location and extent of each residential area and the number of dwellings in each area; and also the timing of the provision of the link road, the Lammas Way pedestrian access and the green infrastructure. The development of each area shall be carried out in accordance with the approved areas plan.

Reason: In order to ensure the timely provision of the development.

- 5 Prior to the submission of the first reserved matters application for each area, a detailed design code for that area of the development shall be submitted to the local planning authority for written approval. The detailed design code for each area shall demonstrate how it relates to any adjoining area(s) design code(s); how the objectives of the Design and Access Statement (April 2012) will be met, and shall be in accordance with the drawings and documents referred to in Condition 1 above. The design code for each area shall:
- a) explain how the code fits in with the Adopted Warren Farm Development Brief (February 2012) and its purpose.
 - b) outline the street network/hierarchy and include cross sections for each street type that outline the various applicable elements within the cross section, including overall range of building line distance(s), set backs/privacy strip(s), cycle lane(s) (if applicable), verge width(s), pavement width(s) , any on street parking, bus stops (if applicable) and carriageway width(s). Details of surface material type(s) will also be provided.
 - c) identify any character areas within which the following design principles shall be identified:
 - (i) public realm including details of landscaping, public art opportunities, public realm material types (landscape, street furniture etc) and refuse collection.
 - (ii) block principles including ranges for plot widths and depths, building lines, frontages and set backs, any on plot or other parking, cycle parking, servicing and storage and collection of waste.
 - (iii) boundary treatments including types to front, side and rear boundaries.
 - (iv) building types & uses.
 - (v) building densities and heights.
 - (vi) key gateways, landmark buildings, vistas and frontages.
 - (vii) architectural detailing and materials including key roofscape principles, building material types & design details: including signage and lighting (where applicable).
 - (viii) environmental and sustainability standards including details of any sustainable urban drainage system ("SUDS") serving that area

The development of each area shall be carried out in accordance with the approved design code for that area.

Reason: To ensure that the details and appearance of the development are acceptable to the Local Planning Authority in accordance with Policy DM3 of the Central Bedfordshire (North Area) Core Strategy and Development Management Policies (2009).

- 6 No more than 410 dwellings shall be constructed on the site pursuant to this planning permission.

Reason: The application is for outline planning permission for 410 dwellings.

- 7 **Prior to the commencement of the development in each area approved by condition 4 of this permission, a Code of Construction Practice shall be submitted to and approved in writing by the Local Planning Authority. This shall detail methods that all developers, contractors and sub-contractors will employ at all times during demolition, construction and other engineering operations on the site. The Code of Practice shall include:**

- Measures to be used to control and suppress dust;
- Measures to be used to reduce the impact of noise and vibration arising from noise and vibration generating activities on site in accordance with best practice as set out in BS 5228:2009 ' Code of Practice for noise and vibration control on construction and open sites'
- The siting and appearance of works compounds

The implementation of the development shall only be undertaken in accordance with the approved Code of Practice.

Reason: To safeguard the amenities of the occupiers of neighbouring residential premises in accordance with Policy DM3 of the Central Bedfordshire (North Area) Core Strategy and Development Management Policies (2009).

- 8 No works in respect of the construction of the development hereby permitted shall be undertaken at the following times:

- a) Outside the hours of 0700 - 1800 on Mondays to Fridays (inclusive);
- b) Outside the hours of 0800 - 1300 on Saturdays;
- c) Not at all on Sundays and on public holidays.

Reason: To minimise the disturbance and inconvenience to residents living near the site in accordance with Policy DM3 of the Central Bedfordshire (North Area) Core Strategy and Development Management Policies (2009).

- 9 **No development shall commence until an overarching landscape and Open Space Strategy has been submitted to and approved in writing by the local planning authority. The Landscape and Open Space Strategy shall set out the in principle requirements for treatment of the areas of landscaping and open space, shall be in accordance with the Land Use**

Plan drawing number 1239-O-1110 Rev D and the areas plan and shall include:

- a) a programme for implementation;**
- b) long-term design objectives for the laying out of areas of green infrastructure and open space within the residential development areas including any replacement planting;**
- c) short and long-term management responsibilities;**
- d) maintenance schedules for all hard and soft landscape areas and open spaces (other than privately owned domestic gardens), and any associated features.**

The development shall be carried out in accordance with the approved overarching Landscape and Open Space Strategy.

Reason: To ensure a satisfactory appearance of the development in accordance with Policies DM3 and DM16 of the Central Bedfordshire (North Area) Core Strategy and Development Management Policies (2009).

- 10 The development hereby permitted shall not be carried out otherwise than in accordance with the Flood Risk Assessment dated June 2012.

Reason: To prevent the risk of flooding, to improve and protect water quality, to ensure the future maintenance of surface and foul water drainage systems in accordance with Policy DM2 of the Central Bedfordshire (North Area) Core Strategy and Development Management Policies (2009) and Central Government advice contained within the National Planning Policy Framework (2012).

- 11 **No development shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate that the surface water run-off generated up to and including the 1% AEP (100 year return period) critical storm, plus a suitable allowance for climate change, will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.**

The scheme shall be based upon the principles within the agreed Flood Risk Assessment dated June 2012 and shall also include:

- Full storm event simulation results with appropriate inputs and parameters demonstrating the surface water runoff rates for the Q_{BAR}, Q₃₀, Q₁₀₀ and Q₁₀₀ PLUS CLIMATE CHANGE storm events, of the critical storm season and duration;**
- Full results of proposed drainage system modelling in the**

- above referenced storm events, inclusive of all collection, conveyance, storage, flow control and the disposal elements, together with an assessment of the system performance;
- Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions, and pipe reference numbers;
 - Full details of the proposed attenuation and flow control measures, including dimensions, design and water levels, gradients and – where a vortex flow control is used – the manufacturer’s design flow curve;
 - Details of the existing state, nature and capacity of ditches in situ, and a full assessment of post-development impacts on the utilisation of the ditches for surface water conveyance;
 - Details of overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites;
 - Evidence that the Internal Drainage Board have been fully consulted and any requirements fully complied with;
 - Full details of the maintenance and/or adoption of the system inclusive of all collection, conveyance, storage, flow control and disposal elements.

Reason: To prevent the increased risk of flooding, both on and off site in accordance with Policy DM2 of the Central Bedfordshire (North Area) Core Strategy and Development Management Policies (2009) and Central Government advice contained within the National Planning Policy Framework (2012).

- 12 No development shall commence until a scheme to dispose of foul water for the development hereby permitted has been authority. The scheme shall be implemented in accordance with the approved details.

Reason: To ensure that adequate foul drainage has been provided in accordance with Policy DM3 of the Central Bedfordshire (North Area) Core Strategy and Development Management Policies (2009) and Central Government advice contained within the National Planning Policy Framework (2012).

- 13 No development shall take place in an area of the development approved as per condition 4 above until there has been submitted to and approved in writing by the Local Planning Authority a detailed waste audit scheme for that area. The waste audit scheme shall include details of refuse storage and recycling facilities. The development of each area shall be carried out in accordance with the approved details shall not thereafter be used for any other purpose.

Reason: To ensure that development is adequately provided with waste and recycling facilities in accordance with Policy DM3 of the Central Bedfordshire (North Area) Core Strategy and Development Management Policies (2009) and Central Government advice contained within the National Planning Policy Framework (2012).

- 14 Prior to the commencement of development in each area, details of the finished floor and site levels for each area of the development approved as per condition 4 above, shall be submitted concurrently with the reserved matters applications for that area and approved in writing by the local planning authority and shall include full details of finished floor levels for each building and finished site levels (for all hard surfaced and landscaped areas) in relation to existing ground levels. The development shall thereafter be carried out strictly in accordance with the approved level details.

Reason: For the avoidance of doubt and to ensure a satisfactory form of development.

- 15 **No development shall take place in an area of the development approved as per condition 4 of this permission until details of the plans and sections of the proposed roads, including gradients and method of surface water disposal have been submitted to and approved in writing by the Local Planning Authority and no building within that area shall be occupied until the section of road which provides access thereto has been constructed (apart from final surfacing) in accordance with the approved details.**

Reason: To ensure that the proposed road works are constructed to adequate standard.

- 16 No buildings, or structures, including fences, of height greater than 0.6m are to be constructed within the 2.4m x 60m visibility envelope of the tidy tip access, as shown on the approved site access drawing (Drawing Number 13921/2002G).

Reason: In the interests of highway safety.

- 17 The details required by Condition 1 of this permission shall include a scheme for protection of dwellings from noise from the adjoining Household Waste Recycling Centre, as identified in Spectrum Acoustics Report Ref JW545/11222 dated 16th October 2012. No dwellings shall be occupied until the scheme providing protection for those dwellings has been implemented in accordance with the approved details and has been demonstrated to achieve the required noise levels to the satisfaction of the Local Planning Authority. The approved scheme shall be retained in accordance with those details thereafter.

Reason: In the interests of the amenities of the occupants of the development in accordance with Policy DM3 of the Central Bedfordshire (North Area) Core Strategy and Development Management Policies (2009).

- 18 **The applicant or developer will secure the implementation of a Written Scheme of Archaeological Investigation for the Poplar Plantation Area (as identified on the Areas Plan required by Condition 3 above) subject to works for the approved drainage strategy and the areas identified with archaeological remains of Iron Age occupation and the post medieval kiln feature as shown on drawing Arch.001 and any land immediately adjoining these areas as may be reasonably appropriate . No**

development shall take place within those identified areas until the Written Scheme for those areas which shall identify the extent of the land in which the Scheme is to be implemented has been submitted to and approved in writing by the Local Planning Authority. The said development shall only be implemented in accordance with the Scheme thereby approved.

Reason: To record and advance understanding of the significance of the heritage assets with archaeological interest in accordance Central Government advice contained within the National Planning Policy Framework (2012).

- 19 The landscaping scheme required by condition 1 of this permission shall show the numbers, types and sizes of trees, grass and shrubs to be planted and their location in relation to proposed buildings, underground services and/or engineering works and shall include details of any hard surfaces and earth mounding. The approved scheme for each area approved by condition 3 of this permission shall be implemented by the end of the full planting season immediately following the completion of that identified area (a full planting season means the period from October to March). The trees, shrubs and grass shall be subsequently maintained for a period of five years from the date of planting and any which die or are destroyed during this period shall be replaced during the next planting season and maintained until satisfactorily established.

Reason: To ensure a satisfactory standard of landscaping in accordance with Policy DM3 of the Central Bedfordshire (North Area) Core Strategy and Development Management Policies (2009).

- 20 **Prior to commencement of development in each area approved by condition 4 of this permission, including any ground clearance or excavation, protective fencing, the details of which shall be first approved in writing by the Local Planning Authority, shall be erected around the trees T45, T47, T56, T57, T58 and G16 as identified on Arbtech Consulting Limited Drawing No. TCP – 01 dated 27/012011. The protective fencing shall be retained at full height and extent until completion of development in each area. No materials shall be stored or deposited and no mixing of materials shall take place within the area so protected.**

Reason: To protect the trees so enclosed in accordance with Section 8 of BS5837 of 2005 or as may be subsequently amended in accordance with Policy DM14 of the Central Bedfordshire (North Area) Core Strategy and Development Management Policies (2009).

- 21 The development shall be carried out in accordance with all ecological mitigation proposals set out in Aspect Ecology Report No. ECO2174.EcoAs.dv2 dated April 2012.

Reason: To protect and enhance features of recognised nature conservation importance in accordance with Policy DM15 of the Central Bedfordshire (North Area) Core Strategy and Development Management Policies (2009).

22 The details required by condition 1 of this permission shall include a scheme for parking, garaging and manoeuvring and the loading and unloading of vehicles in respect of each building forming part of the identified area thereof and shall be in accordance with the details approved by the Design Code for each area. The approved scheme pursuant to condition 1 shall be made available for use before the building is occupied and those areas shall not thereafter be used for any other purpose.

Reason: To ensure that adequate turning, parking and unloading space is available in the interest of road safety.

23 **Prior to commencement of development in each area approved by condition 4 of this permission, a scheme showing the proposed boundary treatment of that area shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall show the type and height of fences, hedges, walls or other means of enclosure and shall be in accordance with the details approved by the Design Code for each area. The approved scheme shall be implemented before the adjacent residential units are first occupied.**

Reason: To ensure a satisfactory appearance for the development and to safeguard the amenity of future occupiers in accordance with Policy DM3 of the Central Bedfordshire (North Area) Core Strategy and Development Management Policies (2009).

Reasons for Granting

The site is allocated for residential development to provide a *minimum* of 410 dwellings under Policy HA4 of the Central Bedfordshire (North) Site Allocations DPD. Whilst the application proposes *up to* 410 dwellings the lower number of dwellings proposed is considered to be acceptable in view of there no longer being minimum density requirements set by Central Government and a general acceptance of lower density developments. The application also proposes provision of open space, including a NEAP and attenuation pond, within the designated Green Belt. The NPPF allows these uses as an exception providing they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. The proposal would meet these requirements. The application has been advertised as a departure from Development Plan policy for the above reasons.

The proposal will deliver a sustainable form of residential development which will include provision of affordable housing, on site open space facilities, off-site highways improvements and financial contributions towards infrastructure to mitigate the local impacts of the development. The proposal is considered to be in accordance with relevant sections and policies of the National Planning Policy Framework, the East of England Plan, Central Bedfordshire (North Area) Core Strategy and Development Management Policies 2009, Affordable Housing (July 2004) and Planning Obligations (north) (November 2009) SPD's, Mid Bedfordshire Recreation Open Space Strategy (2004), Design in Central Bedfordshire: A Guide to Development (2010) and the Warren Farm, Amptill Development Brief (November 2011).

Notes to Applicant

1. **Any conditions in bold must be discharged before the development commences. Failure to comply with this requirement could invalidate this permission and/or result in enforcement action.**
2. The applicant is advised that the requirements of the New Roads and Street Works Act 1991 will apply to any works undertaken within the limits of the existing public highway. Further details can be obtained from the Traffic Management Group Highways and Transport Division, Central Bedfordshire Council, P.O. Box 1395, Bedford, MK42 5AN.
3. The applicant is advised that as a result of the development, new highway street lighting will be required and the applicant must contact the Development Management Group, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ for details of the works involved, the cost of which shall be borne by the developer. No development shall commence until the works have been approved in writing and the applicant has entered into a separate legal agreement covering this point with the Highway Authority. (HN vii)
4. The applicant is advised that in order to comply with Conditions 3 and 13 of this permission it will be necessary for the developer of the site to enter into an agreement with Central Bedfordshire Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. Further details can be obtained from the Development Management Group, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ. (HN viii)
5. The applicant is advised that if it is the intention to request Central Bedfordshire Council as Local Highway Authority, to adopt the proposed highways as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways together with all the necessary highway and drainage arrangements, including run off calculations shall be submitted to the Development Management Group, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ . No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place. (HN xii)
6. All roads to be constructed within the site shall be designed in accordance with Central Bedfordshire Council's publication "Design in Central Bedfordshire A Guide to Development" and the Department for Transport's "Manual for Streets", or any amendment thereto. (HN xiii)
7. The applicant is advised that all cycle parking to be provided within the site shall be designed in accordance with Central Bedfordshire Council's "Cycle Parking Guidance - July 2010".
8. You are advised to note the comments of National Grid as set out in the enclosed letter.

9. Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991 or, in the case of the apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.
10. If the developer wishes to connect to the Anglian Water sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. Anglian Water will be able to advise of the most suitable point of connection.
11. If the proposed pipe network crosses under and/or is within 7 metres of an Internal Drainage Board controlled watercourse the Boards statutory consent will be required.
12.
 - The proposal is situated over a Principal and Secondary aquifer.
 - Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.
 - Where soakaways are proposed for the disposal of uncontaminated surface water, percolation tests should be undertaken, and soakaways designed and constructed in accordance with BRE Digest 365 (or CIRIA Report 156), and to the satisfaction of the Local Authority. The maximum acceptable depth for soakaways is 2 metres below existing ground level. Soakaways must not be located in contaminated areas. If, after tests, it is found that soakaways do not work satisfactorily, alternative proposals must be submitted.
 - Drainage from parking areas that will discharge to a surface watercourse must be first passed through an oil interceptor. The Environmental Permitting Regulations make it an offence to cause or knowingly permit any discharge that will result in the input of pollutants to surface waters.
 - Storage of domestic oil in above ground tanks >3500 litres must be undertaken on site in accordance with the Control of Pollution (oil storage) (England) Regulations 2001. Storage of domestic oil in above ground tanks <3500 litres must be undertaken in accordance with Approved Document J of the Building Regulations.
13. Any removal of trees, scrub or hedgerow should take place outside the bird breeding season of March to August inclusive. Should any such vegetation have to be removed during, or close to this period it should first be thoroughly assessed by a suitably experienced ecologist as to whether it is in use by nesting birds. Should nests be found, a suitable area of vegetation (no less than a 5m zone around the nest) should be left intact and undisturbed until it is confirmed that any young have fledged before works in that area proceed. This process should be agreed in writing with the Local Planning Authority.

REASON: In order not to cause destruction of, or damage to , the nests of wild birds, their eggs and young. This corresponds to the protection afforded to them under the Wildlife and Countryside Act 1981 (as amended).

DECISION

.....
.....