

Bromham Road Biddenham

Vision & Delivery Statement

July 2022

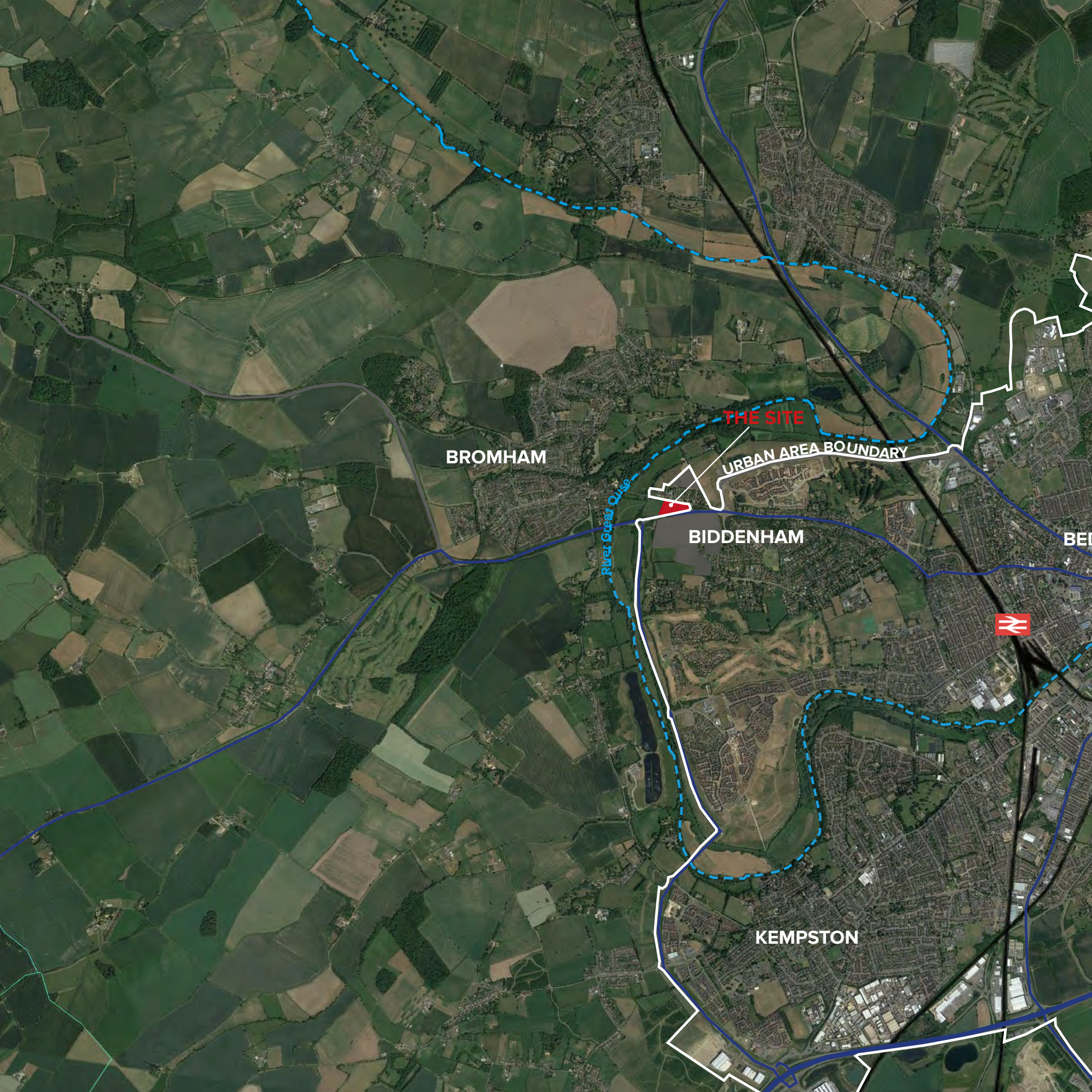


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BROMHAM

THE SITE

URBAN AREA BOUNDARY

River Great Ouse

BIDDENHAM

BED



KEMPSTON



DORFORD

INTRODUCTION

1.0 Introduction

This Vision and Delivery Statement has been prepared by Hollins Strategic Land and relates to a parcel of land south of Bromham Road in Biddenham, Bedford (“the site”). It has been prepared to support the promotion of the site for residential development and demonstrates that the site is in an appropriate location on the edge of the Bedford Urban Area and should be identified as a residential allocation and early delivery in the Bedford Local Plan 2040.

The site extends to 1.81 hectares. The site is currently undeveloped and is considered suitable for the delivery of around 40 dwellings.

Bromham Road runs adjacent to the northern boundary and the A428 along the southern boundary. The Bedford Urban Area Boundary, as adopted, encloses the site on all but one side, making development of the site a logical rounding off with no risk of coalescence between the urban area and the existing settlement of Bromham.

The site is influenced by existing residential development to the north along Bromham Road but the surroundings are undergoing significant change through committed development to the north and south which will encapsulate the site in all but one side. Land to the south of the site is allocated in the Local Plan 2030 and has consent for up to 249 dwellings (Ref: 18/00141/MAO) which extends the built up area of Biddenham up to the western boundary of the site. Land to the north of the site is allocated in the Local Plan 2030 and has consent for residential development (Ref: 19/01394/MAO).

The scale of residential development (40 dwellings) would make an excellent contribution as a small/medium sized site which the NPPF states can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. The NPPF states that authorities should identify through the development plan and brownfield registers land to accommodate at least 10% of their housing requirement on sites no larger than one hectare. Whilst the site is not considered “small”, it is a medium-sized site which can be built-out quickly and which the NPPF considers is important to meeting housing needs.

Taking into account factors such as topography and other technical considerations such as ecology and drainage, it is anticipated that the site is capable of delivering around 40 homes with open space, green infrastructure and ecological benefits.

HSL have undertaken initial survey work and due diligence and have fully considering any constraints and opportunities presented by the site as a whole. An overview of the key technical considerations to-date is also provided, which helps to demonstrate that the site is Available, Suitable, Achievable and can therefore be considered Deliverable.

The site is well placed to contribute towards meeting future housing needs in Bedford which aligns strongly with the Council’s preferred strategy in the Submission Local Plan 2040.



View 1



View 2



View 3



View 4



Allocation & Consent
for residential
development

4

1

Site

2

3

Bromham Road

A4280

Allocation & Consent
for 249 dwellings

BIDDENHAM

SUSTAINABLE
LOCATION

2.0

Sustainable Location

The site is in a highly sustainable location, with easy access to public transport and local services and facilities.

The Site

The site is well-positioned to the west of Biddenham on the western extent of Bedford urban area. The site itself measures 1.81 ha (4.47 acres) and, topographically, is flat and slopes gently downwards towards the west. The site is enveloped on three sides with the settlement boundary of Bedford Urban Area with existing or committed development located to the north, east and south. A public right of way runs along the western edge of the site connecting the site to the south and the wider network. The whole site is well-enclosed and bordered by mature hedgerow with trees along its borders. The south-eastern corner of the site is the highest point at approximately 35m AOD and falls to approximately 32m AOD at the west of the site.

Surrounding Area

The site is located in Biddenham which is a large village and civil parish situated on the western edge of the Bedford Town. Biddenham forms part of the Bedford Urban Area, having a closer relationship to the town and is therefore within the highest tier of settlements being considered the most accessible location in the borough where most facilities and services are located and the existing population is concentrated. Biddenham parish area has an existing population of around 1,634 people (Census

2011) and 685 households with Bedford Town have a population of around 107,000 people. Biddenham has one of the closest relationships to Bedford town providing employment opportunities to those who live there. It is therefore a highly sustainable location.

The village and town contain an excellent level of facilities and services, including several schools, healthcare, retail and leisure, such as those outlined on the page opposite.

Education

There are several schools nearby which currently have capacity, including St. James Lower School, Bromham Lower School, St Gregory's Middle School, Biddenham International School, St Joseph Lower School and Westfield Middle School.

Healthcare

There are a range of healthcare facilities within walking distance nearby including Orchard Clinic, Manor Hospital and Bromham Surgery.

Retail

There are a range of retail nearby, some within walking distance of the site, including Budgens Convenience Store, Aldi, Sainsbury's and a Post Office.

Sports and Recreation

The site has easy access to a range of sport and recreation facilities including a cricket ground, Kingfield Sports, playing fields, Ouse Valley Golf Club and Biddenham Pavilion.

Leisure

The surrounding area caters for an excellent range of leisure opportunities including Bromham Mill & Gallery, Bromham Library, allotments and The Swan Pub. There are also several places of worship including St James Church and Bromham Baptist Church.

Transport and Local Connections

The site also benefits from regular bus services with the closest bus stops located on Bromham Road immediately adjacent to the site. These are served by the Number 41 Stagecoach bus service which connect Biddenham to Bedford, Central Milton Keynes and Northampton. This service typically provides two services per hour Monday to Saturday between approximately 05:57 and 18:51. Sunday services are less frequent with buses running every four hours from 08:43 to 16:43.

Bedford Railway Station is located approximately 3km east of the site and is linked to the site via bus route 41. The journey between the bus stops to the west of the site Bedford Railway Station is typically only around ten minutes and as such provides a realistic

opportunity for residents of the proposed site to make a linked sustainable trip.

Bedford station provides direct and frequent services to Luton and London. Typical journey times from Bedford to Luton and London are approximately 20 minutes and 40-60 minutes, respectively.

Bedford station has recently benefited from the Thameslink Programme, which was completed in 2018. This has significantly improved services at the station on the key London corridor, with an increase to eight trains per hour in morning and evening peaks from Bedford to Central London Stations (with services extending to Gatwick, Brighton and other Sussex stations), providing a 'turn-up and go' style service.

Given the site's context, the site's attributes and sustainable location make it an ideal logical location for some housing growth on an SME site. There is an opportunity to provide a sustainable development that meets borough-wide and local housing needs and supports the local economy.

Local Amenities Table

	Schools	Distance (km)
1	St James Lower School	1.3
2	Bromham Lower School	2.0
3	St Gregory's Middle School	2.0
4	Biddenham International School	2.4
5	St Joseph Lower School	3.0
6	Westfield Middle School	3.0
Healthcare		
6	Orchard Clinic	0.8
7	Manor Hospital	1.1
8	Bromham Surgery	1.7
Retail		
9	Post Office	0.6
10	Budgens Convenience Store	1.2
11	Aldi	2.2
12	Sainsbury's	2.3
Transport		
13	Bus stops on Bromham Road	0.1
14	Bedford Train Station	3.0

	Places of Worship	Distance (km)
15	St James Church	1.1
16	Bromham Baptist Church	1.5
17	St Owens C of E Church	1.8
Leisure		
18	Bromham Mill & Gallery	0.6
19	Picnic Site	0.7
20	The Swan Pub	0.7
21	Kingfield Sports	0.8
22	Biddenham Pavilion	0.9
23	Playing Fields	0.9
24	Biddenham Village Hall	1.3
25	Cricket Ground	1.5
26	Ouse Valley Golf Club	1.5
27	Bromham Library	2.0
28	Bromham Hall	2.2
29	Allotments	2.4
30	Activity Centre	2.4

Bus Services

Service	Route	Daytime	Evening	Sat	Sun
41	Bedford - Northampton	Every 90 mins	3 journeys	Every 90 mins	Every 4 hours
24	Bedford - Great Denham	2 journeys (school service)		0	0

LOCAL PLAN 2040

2.0

Local Plan 2040

Growth Options

Specific strategy options were generated based on different combinations of the broad components of growth (urban area, adjoining urban area, village-related, new settlements and A421 transport corridor). The urban, A421 and rail-based growth options were the most strongly supported and were twice as likely to be selected as suitable locations for growth compared with dispersed and new settlement growth options.

A list of 13 strategy options were identified; new settlements formed part of 9 of these options indicating a slight bias towards new settlements despite urban, A421 and rail-based growth being more strongly supported at the Issues & Options stage. The 'adjoining the urban area' component performed almost as well as the 'within the urban area' component and was better in relation to economic growth.

A target of 12,500 dwellings to be allocated was identified, taking account of existing commitments however, bizarrely, only 8 of the 13 options tested would meet this target, with only 4 options having sufficient flexibility to exceed the target. Discounting all alternatives that could not meet the target may have allowed for a more varied choice of options to test including options for further growth adjoining the urban area such as the site.

There was no reasonable growth option tested which allowed for urban, village-related and transport corridor growth collectively; this would have been a reasonable alternative.

Sustainability Appraisal

Despite the excellent planning merits, the site is not allocated for residential development in the Bedford Local Plan 2040. The reasons given for not allocating the site are: "*The location is not consistent with the Council's preferred strategy. In addition, the site is already subject to a development plan allocation (H6) which intended the land be kept free from development*".

On sites adjacent to the urban area, such as land at Bromham Road, sustainability appraisal testing assessed that all such sites generally performed well. The Council decided that sites adjoining the edge of the urban area in most instances should not be part of the local plan strategy because "*in many locations, the gap between the edge of the town and villages surrounding it is very narrow and the strategic expansion of the urban area in recent years has already reduced that separation*". The Council's strategy is not to infill those gaps but to support only two sites adjacent to the urban area, where there are clear benefits associated with delivering the Council's strategic green infrastructure priorities (Bedford and Milton Keynes Waterway Park and Bedford River Valley Park).

However, as demonstrated on the plan opposite (annotated over the current policy map), allocating the site for residential development would not reduce the existing gap between the Bedford Urban Area Boundary and the nearest settlement which is Bromham. Development of the site would extend no further towards Bromham than existing and committed development. Existing

development in Biddenham along Bromham Road is separated from Bromham by some 240 metres; the site is even further from Bromham by over 360 metres.

In addition, the area of land between Bromham and the Bedford Urban Area Boundary (excluding the site) accommodates the River Great Ouse which is Flood Zone 2 and 3. The site is entirely within Flood Zone 1. The gap between Bromham and the Bedford Urban Area Boundary is therefore constrained from development which will technically assist with maintaining the gap.

The justification for not allocating the site due to saved policy H6 does not stand up to scrutiny as the Local Plan 2040 will in any event delete and supersede that policy. It is a policy which is irrelevant to the assessment of the site for future housing needs.

In terms of the Council's preference for only two sites adjacent to the urban area (based on their benefits associated with the strategic green infrastructure priorities) there is no clear reason by the subject site would not deliver any green infrastructure benefits. Indeed, the HELAA assessment recognises that "*the site is within or adjoining the green infrastructure opportunity network and is able to enhance the network*".

Gap between Bedford
Urban Area boundary
and Bromham
maintained

Bedford Urban
Area Boundary
edged red

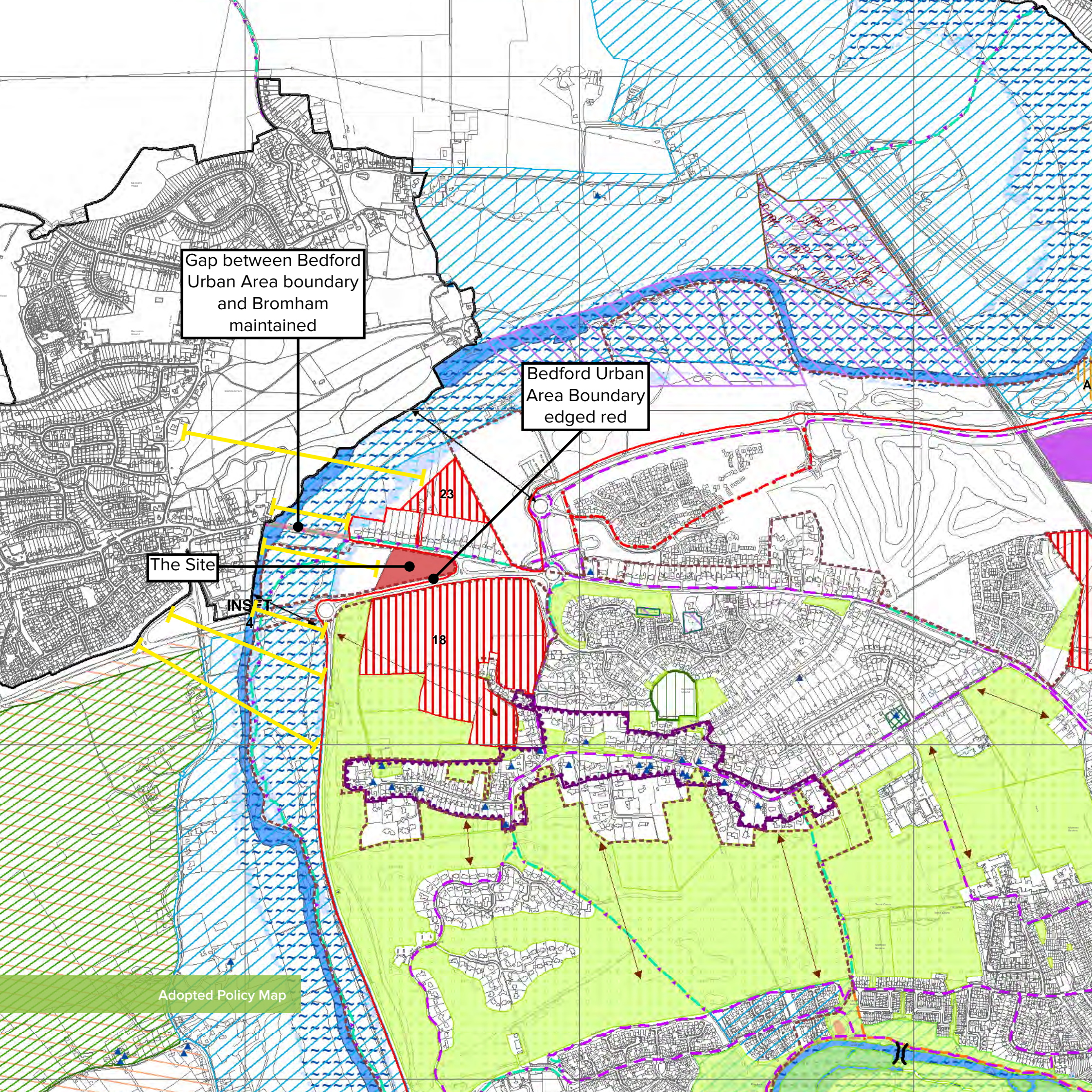
The Site

INSET

23

18

Adopted Policy Map



HELAA

The site is assessed in the HELAA under reference site number 7432 (Land south of Bromham Road, Biddenham).

The assessment is excluded from further assessment past Stage 1 due to it not being in accordance with the emerging development strategy. There are several inaccurate conclusions in the HELAA which have unfairly reduced the overall site scoring against the sustainability objectives:

- The site adjoins the urban area boundary - the assessment claims it does not.
- The site is within 400m of an existing open space (Ouse Valley Way) - the assessment claims it is not.
- The site is within 800m of a sports facility (Bedford Town FC Youth Development) - the assessment claims it is not.
- The site is significantly influenced on all sides except the west by residential development - the assessment claims the site is not within the existing settlement form.
- The site is entirely within Flood Zone 1 - the assessment claims part of the site is within flood zone 2 or 3.
- The site can be safely and demonstrably accessed from Bromham Road - the assessment claims there is only potential for an access with mitigation.
- The site would have no significant adverse impact on the surrounding landscape as

evidenced by committed development adjacent to the site - the assessment claims the effect is uncertain and more information is required.

The assessment found a range of positive areas in which the site scored particularly well:

- The site is accessible by walking or bus to shopping, schools, major employers.
- The site is not within a nature conservation area.
- The site is within the green infrastructure opportunity network.
- The site will meet identified housing needs and can provide a mix of housing and include affordable housing.
- There is no significant traffic congestion from Bromham Road.
- The site is served by nearby bus stops.

It is clear, therefore, that when taking account of the above, the site is scored very highly and should have been given further serious consideration in the choice of allocations, particularly as the SA found growth adjoining the urban area performed almost as well as growth within the urban area, was better than new settlement growth, and was better in relation to economic growth. It was also noted that the Council recognises development in the urban area will be more challenging compared with adjacent to the urban area.

There are no overriding technical issues that would prevent the site from being allocated for housing.

BELFORD
Municipal Council
Bus Stop

Bus Stop



DELIVERABILITY

3.0

Deliverability

Available

The entire site has previously been submitted through the Bedford Call for Sites process (Site 7432). HSL have an agreement with the landowners to promote the site for development and intend to continue promoting the site as a residential allocation through the preparation and examination of the Bedford Local Plan 2040.

HSL have a proven track record of facilitating the delivery of high quality housing developments on suitable and sustainable sites and can confirm that the site at Bromham Road can be delivered for housing within the early period of the Bedford Local Plan 2040. The site is therefore confirmed as being deliverable.

Suitable

It is demonstrated in this document that the site is in a highly sustainable location, well related to the existing Bedford Urban Area.

The site is one of the most appropriate locations to accommodate growth in the borough, when compared to the constraints and issues facing other areas of land around the borough and in light of the specific opportunities and benefits afforded by the proposed development on this site, not least the delivery of an important SME site immediately adjacent to the urban area boundary.

This section is informed by technical work undertaken in relation to the site and demonstrates there are no physical

characteristics or legal constraints that would prevent housing being delivered at the site.

The site is therefore confirmed as being suitable for housing.

Achievable

HSLs professional team have assessed the physical characteristics of the site along with any other technical considerations and can confirm that development of the site is commercially viable. HSL are confident that when taking all known factors into account the site could be developed for approximately 40 dwellings in a manner which would be sensitive and appropriate to its setting with a moderate density. The following is a summary of the technical factors associated with development of the site.

Heritage and Archaeology

In terms of impacts on the historic environment, the nearest designated asset is Bromham Bridge, which is a scheduled ancient monument located 150m west of the site. There is no intervisibility between the site and Bromham Bridge. The site will not bring development closer to Bromham Bridge, with existing residential development north of Bromham Road being located far closer to this historic asset. A distance in excess of 150m will exist between the proposed housing and this Scheduled Ancient Monument. The existing mature planting to the north of the site, will be complemented and enhanced by new boundary planting, meaning views towards

the bridge will be unaffected. As such, it is not considered that the proposed development will have a tangible impact on this historic asset.

There is a Grade II Listed building (66, Bromham Road) located 400m to the east. Existing mature vegetation however acts as a visual screen between this asset and the appraisal site and it is considered that the development of the site would have a negligible impact on this asset.

Recent archaeological evaluation close to the site identified no archaeological remains within trenches. A series of archaeological evaluation on the site will be undertaken to confirm this likelihood.

Ecology & Biodiversity

The site has no statutory or non-statutory designation for nature conservation. No designated sites revealed from the Ecological Data Set provided by BMRC fall on or adjacent to the proposed re-development site. Therefore, the proposed re-development will have no impact upon any designated sites as the works are due to remain within the site boundary.

No habitats of conservation concern were located on the site itself. Therefore, the proposed development will not impact upon any rare or valuable habitats.

It is concluded that development can be achieved at the site whilst conserving the hedgerows and trees and other features of ecological interest, particularly the habitat connectivity function of the hedgerows and



Site Satellite

trees. Development proposals provides an opportunity to secure and implement a significant net gain in biodiversity and green infrastructure at the site.

Incorporation of opportunities for biodiversity within the built environment is entirely feasible by habitat creation and a landscape planting strategy and will be secured and delivered by a 'Biodiversity Enhancement Strategy and Long-term Management Plan'.

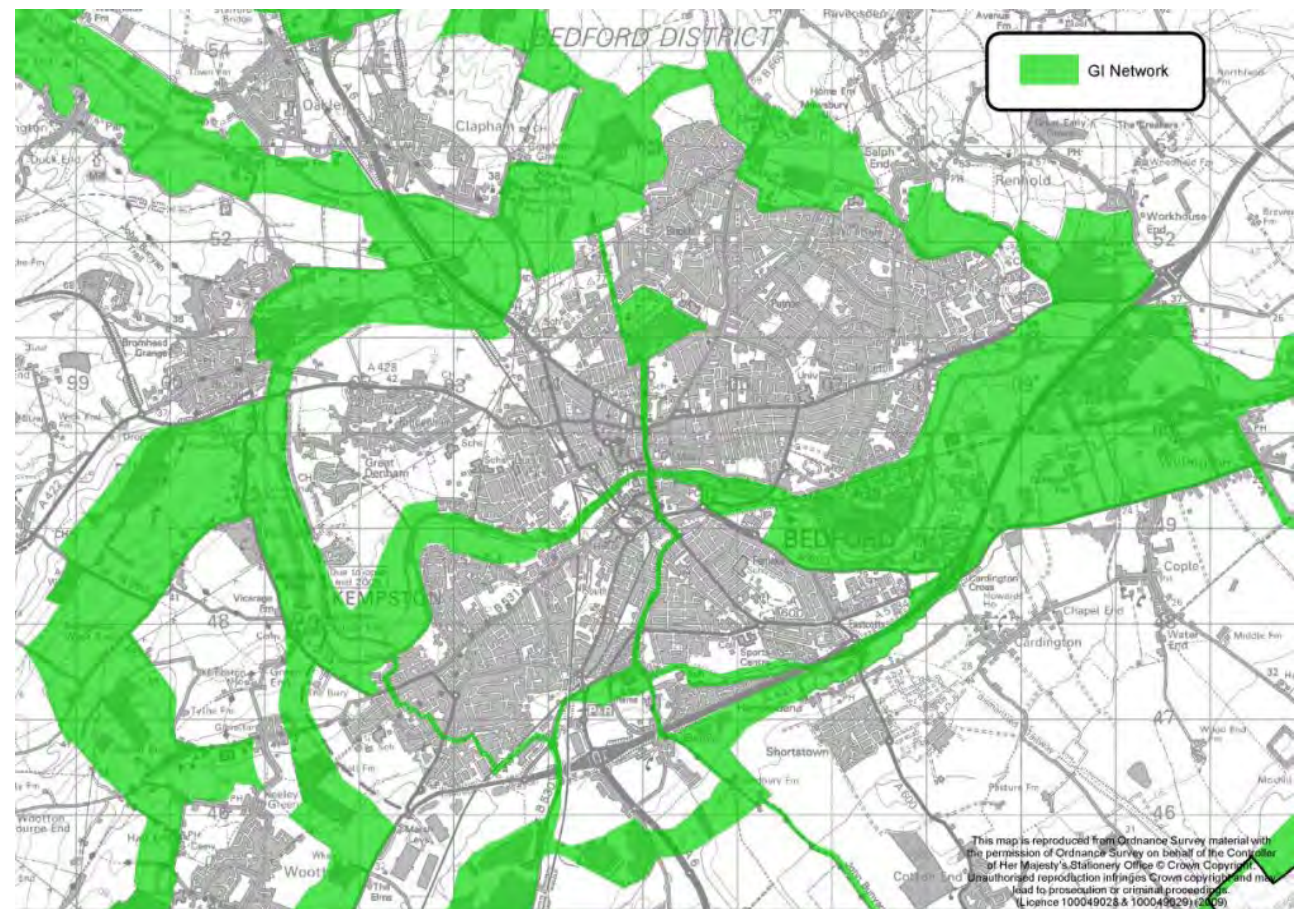
Green Infrastructure

As part of the proposals there is an opportunity to contribute towards the Bedford Green Infrastructure Network, in particular the Upper Great Ouse River Valley network area (shown opposite). Here the opportunities which the site could contribute to are:

- Access improvements through the north west section of the Bedford Green Wheel project including links with parks and housing developments to create a green access corridor around Bedford and into the town centre
- Extending the current green wheel proposals to link Bedford to surrounding villages through a network of green corridors.
- Improving walking, cycling and horse riding opportunities including the Ouse Valley Way and links to and from the western section of the Bedford Green Wheel.

HSL will work with Bedford and key

Bedford Green Infrastructure Network



stakeholders to deliver key green infrastructure benefits proportionate in scale to the proposed development.

Arboriculture

The retention and enhancement of the important trees and hedgerows on the site as part of the boundary and internal green infrastructure is considered feasible as part of a carefully designed scheme. The Vision

Plan demonstrates how development can be designed to utilise the existing tree cover on the site to create a scheme that offers a high quality landscape setting with maturity. The additional tree planting as part of a soft-landscaping scheme will provide a net gain in the sites tree cover and overall arboricultural betterment.

Landscape & Visual Impact

The proposals would comprise development of dwellings no more than 2.5 storeys high. Implementation of residential development on the site would result in a change to the landscape character of the site itself but would have no significant adverse effects on the landscape features of the site that contribute to its character, or on the contribution the site makes to local landscape character.

Visual effects of the development are likely to be limited to local views from Bromham Road, mainly for passing motorists, and some views from adjacent properties. These would be reduced as new planting matures.

The design of open spaces and proposed planting would be focussed on providing integration of the proposal into its setting but would also provide landscape enhancements through pond and tree management and strengthening of hedgerows.

The proposal would allow for the implementation of an agreed landscape management plan which would ensure the long-term success of the landscape proposals and appropriate management of the existing vegetation.



View from within the site looking south-east



View from within the site looking north-east



View from Bromham Road eastwards towards the site (right of the photo)

Noise

The consideration of potential road traffic noise has been taken into account in the evolution of the emerging vision layout. It is likely that mitigation will be required to achieve internal and external guideline values. The proposed mitigation strategy for the site will include careful orientation of dwellings with a line of sight to the roads, with gardens located at façades facing away from the road where possible. Installation of acoustically sound fencing around gardens with a line of sight to the road as well as a selection of glazing, acoustically attenuated ventilation and building fabric with a sufficient sound reduction index.

It is anticipated that the requirement and specification for mitigation at individual dwellings would be considered at the more detailed planning stages and can be achieved through the imposition of a suitably worded planning condition.

Flood Risk and Drainage

The entire site is located within Flood Risk Zone 1 with reference to the Environment Agency flood maps and therefore residential development would be entirely acceptable in line with national guidance on flood risk. There are no water bodies within the site.

The Environment Agency surface water mapping indicates there is a low risk of surface water flooding. The vulnerability of the development to flooding from all other sources including sewerage, groundwater and artificial water bodies has been reviewed and no issues

Environment Agency Flood Map



have been identified.

At this stage it has been assumed surface water flows will be restricted via infiltration and on site attenuation through the use of ponds and swales. Infiltration methods are likely to be suitable for surface water disposal in parts of the site, due to the underlying Oolite limestone, as confirmed by infiltration testing on land adjacent. On-site investigations will confirm.

Foul flows will drain by gravity towards an existing sewer on Bromham Road which travels adjacent to the site. Surface and foul outfalls

would be to Anglian Water infrastructure.

Ground

The 1:50,000 British Geological Survey (BGS) map shows the site is underlain by limestone, gravel, sand, gravel and clay. The solid geology underlying the majority of the site is the Great Oolite Group (interbedded limestone and mudstone), which outcrops in the western portion of the site. The solid geology in the eastern portion of the site is the Kellaways Clay

Formation (Mudstone).

The Kellaways Formation which are also variable and have the potential to include clay, sand, sandstone, siltstone and mudstone. The underlying strata should be suitable for the use of traditional trench fill foundations.

Utilities

Based on the information currently available for review, the existing utility infrastructure within the vicinity of the development site appears to be capable of supporting the additional demand required to provide connections for the proposed development. Bromham Road itself accommodates a foul sewer, surface water sewer, fresh water supply, gas main, electricity, BT services and Virgin fibre.

Formal applications will be made to the relevant statutory network operators to confirm the actual availability of capacity within the existing networks and to provide firm points of connection.

Agricultural Land Quality

The Natural England Agricultural Land Classification regional maps identify the site having 'Grade 3 - Good to moderate' agricultural quality with adjoining land predominantly in urban use. Further survey investigations would determine if the land is considered best and most versatile (i.e. Grade 3a or above).

The area of land (approximately 1.8 ha) although classified as Grade 3, would not

be economically practicable or viable for commercial agricultural farming given its small scale and location between roads and residential dwellings. It is also separated from the wider much larger agricultural fields within the holding.

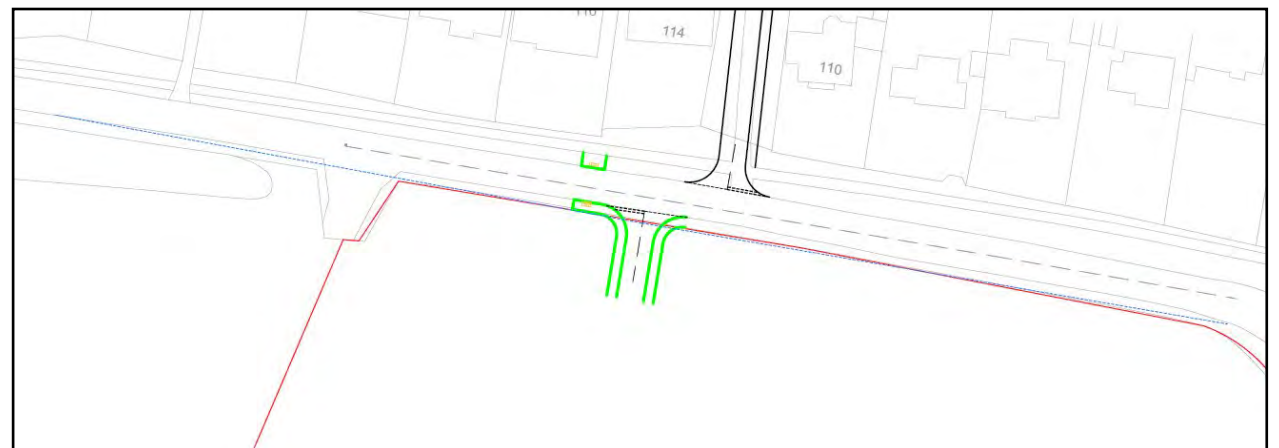
Highways and Transportation

Bromham Road is an unclassified road with a posted speed limit of 30 mph. Initial comments from the Highway Authority are that an access from Bromham Road would be supported with a speed survey carried out to help establish forward visibility requirements. Initial access scoping has been investigated which demonstrates a suitable access with visibility splays is achievable (see opposite).

The site is adjacent to existing bus stops which are served regularly by the 41 service which runs between Bedford and Northampton.

Services begin at 7am and run hourly until 9pm in the evening. This would reasonably enable those traveling for commuting, education, retail, leisure and health, sustainably and easily from the site. Improvements to the existing bus stops could be provided as part of development proposals in accordance with neighbouring sites, to encourage their use.

Road access with 120m visibility splays



DESIGN VISION

4.0

Design Vision

Site Considerations

The findings of initial survey and appraisal work undertaken to date have established there are no known constraints which would preclude residential development of the site for up to 40 dwellings.

Contextually, the site is influenced by significant existing and committed development to the north and south. Careful consideration was given to the approved access for development to the north of Bromham Road to ensure the proposed access met safe highway standards.

Existing trees and hedgerows align the boundaries of the site which provides community and foraging habitats for birds and these elements should be retained and integrated into a green and blue infrastructure network.

The public right of way along the western boundary will remain and be enhanced with a 10m green buffer.

Emerging Proposals

The proposed Vision Plan comprises:

- A new safe and suitable vehicular access point off Bromham Road with 5.5m road and 2m footways on each side;
- A 10m green buffer along the public right of way on the western boundary;
- Enhanced public right of way within the site;

- A sensitively designed development with approximately a third of the site for landscaped open space, including new tree planting, green buffers, ecological corridors and natural equipped children's play areas;
- A orbital walking route within the site for dog walking and short strolls;
- Enhanced green edges with wildflower grassland;
- A residential development comprising approximately 40 dwellings satisfying local housing needs and supporting economic aspirations;
- Larger homes along Bromham Road to imitate existing character of the area;
- An overall net development area of approximately 1.33 hectares, equating to an average moderate density of around 30 dwellings per net hectare;
- A balanced range of housing comprising a mix of types and sizes;
- Affordable housing provision on-site, in line with the requirements of local planning policy and in an area with high demand;
- Mitigation and significant enhancements to biodiversity to provide a net gain;
- Provision of sustainable urban drainage systems which also provide blue infrastructure for wildlife.

Design Principles

The site offers the opportunity to round off the Bedford Urban Area boundary in this highly sustainable location with the site encapsulated on all sides except the west by the urban area.

The proposed development will mirror existing and consented development character and densities so that there is a moderate density overall with a third of the site retained for open spaces.

Existing landscape components are proposed to be retained, bolstered and integrated into an accessible network.

The proposed development will have outward facing housing frontages to overlook open spaces.

The development will be offset from the western boundary to allow for a 10m green buffer along the existing public right of way.

Dwellings along the southern boundary will be carefully orientated with a line of sight to the A4280, with gardens located at façades facing away from the road where possible and otherwise with acoustic fencing.

The development will open up the site to public access and offers a range of recreational benefits, including children's play space.

The proposals will reserve site low points for sustainable drainage systems, incorporating features for wildlife.



Potential traffic calming and pedestrian crossing



Access off Bromham Road

Approved Residential Scheme

Larger homes along Bromham Road to imitate existing character

Bromham Road

Enhanced green edge with wildflower grassland

10m green buffer

Local area for play

LAP

Orbital walking route

A4280

Sustainable drainage pond

Approved Residential Scheme

Public right of way retained

Emerging Vision

TRACK RECORD

5.0

Track Record

HSL, as one of the leading land promoters in strategic land, has a demonstrable track record in securing planning permissions on all our sites. HSL was founded in 2007 and aims to help bring forward sustainable and deliverable sites. Recently, HSL has secured over 10 planning permissions for over 700 dwellings; many have already been sold to national and regional housebuilders, or built out by our SME sister house-building company Hollins Homes, and are delivering much needed homes.

HSL work on behalf of a wide range of landowners including private individuals, charities, trusts and Government estate departments, promoting land through the planning system to secure housing allocations and planning permissions for residential development. We then manage the sale of the site from the landowner to the housebuilder who then build out the site and deliver homes. HSL has a sister company, Hollins Homes, who build high quality developments.

HSL has an in-house project management team who are qualified planners with a collective planning experience of over 50 years. This helps to give HSL the edge in understanding the planning system and the issues associated with a wide and diverse range of projects without relying heavily on outside professional advice. Blended with commercial acumen results in HSL actually ensuring delivery of homes on the ground.

The table opposite provides examples of HSL sites with outline consent which are completed or under construction. It takes on average around 12 months to submit a reserved matters (RM) application from outline consent, but in some instances only 2 or 5 months. On average, more recently, building is starting within 2 years from outline consent.

In addition, HSL can contractually or legally oblige housebuilders to submit RM much quicker than would normally be the case if the housebuilder gained the outline consent themselves. This can be for several reasons: open marketing is a much more competitive process and performance is key as well as landowners seeking a return sooner.

It is in HSL's interest to have reserved matters submitted as quickly as possible, either ourselves through our sister company Hollins Homes or by contractual arrangement with a chosen housebuilder. HSL will also oversee and input our expertise into any RM application so the process is smoother and faster.

process and relatively quick timescales can be achieved with the right site and a deliverable consent in place. HSL is a key facilitator of deliverable sites and therefore its approach can appropriately boost deliverable supply in sustainable locations where housing need is greatest.

Recent Land Market Transaction Timescales

Recent land transactions made by HSL during 2020 during up to March 2022 indicate that there is a clear appetite for sites with deliverable outline consents, particularly in locations with pent up demand for new homes. Over the last two years it has taken between three and six months from outline consent to securing a preferred house builder. HSL's expertise ensures that marketing a site from outline stage is not necessarily a drawn-out

Table of HSL Track Record of Delivery

SITE	HOUSEBUILDER	STATUS	OUTLINE CONSENT	RM APP SUBMITTED	BUILD START
Berry Hill Road, Adderbury, Cherwell (40 dwellings)	Hayfield Homes	RM pending	10/09/21	May 2022	MAR '23
Semington Road, Melksham (144 dwellings)	Barratt	RM preparation	10/09/21	May 2022	APR '23
Oxford Road, Bodicote	Greensquare	Under construction	30/10/19	July 21	SEP '22
Staveley, Derbyshire (400 dwellings)	Barratt	Under construction	28/08/20	JUL '21	JAN '22
Wingates Lane, Westhoughton, Lancashire (58 dwellings)	Hollins Homes	Under construction	30/10/18	05/08/19	APR '20
Patterdown, Chippenham, Wiltshire (72 dwellings)	Wainhomes	Under construction	09/03/18	03/01/19	AUG '20
New Road, Mistley, Essex (67 dwellings)	CALA Homes	Under construction	12/04/19	24/01/20	AUG '20
Bank Hall Farm, Broughton, Lancashire (97 dwellings)	Watkin Jones	Under construction	03/04/18	12/08/19	JAN '20
Woodlands Close, Newton-with-Scales, Lancashire (50 dwellings)	Hollins Homes	Under construction	18/08/17	13/12/17	JUN '19
Dowbridge, Kirkham, Lancashire (170 dwellings)	Story Homes	Under construction	23/01/17	6/3/19	JULY '19
Oxford Road, Calne, Wiltshire (83 units)	David Wilson Homes	Completed	04/7/16	8/7/17	JUNE '18
Hill Lane, Blackrod, Bolton (110 units)	Rowland Homes	Completed	26/4/16	19/12/16	NOV '17
The Street, Bramley, Hampshire (65 units)	Taylor Wimpey	Completed	25/5/16	05/02/18	SEP '18
Southwell Road, Farnsfield, Nottinghamshire (48 units)	Bellway	Completed	12/4/16	24/2/17	DEC '17
Hoyles Lane, Preston (48 units)	Jones Homes	Completed	02/10/15	03/01/17	OCT '17
Chester Road, Whitchurch, Shropshire (57 units)	Hollins Homes	Completed	17/12/14	10/12/15	APR '18
Kepple Lane, Garstang (130 dwellings)	Barratt	Completed	11/12/14	11/08/15	DEC '16
Hathern Road, Shepshed, Leicestershire (270 dwellings)	Persimmon	Completed	07/11/14	12/04/17	OCT '17
Cookes Lane, Northwich (74 units)	Stewart Milne	Completed	23/10/13	03/11/14	NOV '17
Forest Grove, Barton, Preston (65)	Rowland Homes	Completed	13/7/13	05/12/13	OCT '14
North of Eastway, Preston (140 dwellings)	Barratt	Completed	13/03/14	10/06/16	JUL '17
Eastway, Fulwood, Preston (22 dwellings)	Hollins Homes	Completed	5/12/13	29/10/14	JAN '16
Lightfoot Lane, Preston (70 units)	Persimmon (Charles Church)	Completed	27/10/11	06/07/12	APR '14
Crewe Road, Alsager, Cheshire (65 dwellings)	Miller Homes	Completed	18/01/13	28/3/13	MAY '15
Wheelock, Sandbach (41 units)	Taylor Wimpey	Completed	-	-	-
Hesketh Bank, Lancashire (35 dwellings)	Rowland Homes	Completed	-	-	-
Grove Farm, Chorley (75 units)	Bellway	Completed	-	-	-

CONCLUSION

6.0

Conclusion

The Vision Plan demonstrates that the site can accommodate a high quality, sensitively-designed residential development which will respond positively to its urban and landscape surroundings.

Consistent with patterns of urban growth in this area, a new development at land off Bromham Road would create a logical and sustainable addition immediately adjacent to the Bedford Urban Area which aims to provide a range of public benefits.

This Vision & Delivery Statement has demonstrated the following:

- The site is very well-related to the existing Bedford urban area boundary (surrounded on all sides bar one) and will form a logical rounding-off which is sensitive, responsive and in keeping with the character of the surrounding area.
- The site is in a highly sustainable and accessible location where there are a wide range of services, facilities and recreation available within walking distance from the site.
- The area has excellent public transport links with future households of the development helping to sustain these services.
- The site is considered an SME site which the NPPF states makes an important contribution to housing supply and can be built-out quickly.
- A number of opportunities exist to deliver a sustainable scheme comprising of high quality housing, including affordable,

through a sensitive design approach.

- Taking into account factors such as topography, landscape, highways, ecology and drainage, it is anticipated that the site is capable of delivering around 40 homes with open space, green infrastructure, play area and ecological benefits.
- A strong landscaping and environmental approach to the design can provide significant ecological benefits through the creation of new habitats and wildlife corridors as a way to deliver and support emerging policy objectives.
- The site is a viable, sustainable site and deliverable early in the Local Plan 2040 period to provide homes for local people over the next several years.
- The proposals can provide policy compliant and much needed affordable homes on-site.
- There are no constraints which would prevent development coming forward immediately, helping to ensure a healthy future housing supply of small and medium-sized sites and contributing to the soundness of the emerging Local Plan 2040.
- The scheme can help deliver attractive east-west walking and cycling links along the brook and connecting into Pools Brook Country Park.

This document promotes the identification of the site as a residential allocation in the Bedford Local Plan 2040 for 40 homes in a sustainable location whilst bringing a range of public benefits.

Land off Bromham Road
Development

Accommodated
Public right of way
through site

Gold Lane Development



