

SITE CONSIDERATIONS AND EVALUATION

Topography and hydrology

- 2.49 Understanding and responding to the natural and man-made characteristics of a site are integral to creating a scheme that sits well in its context. The distinctive ridge, slope and floor features of the Vale topography have helped shape the proposals.
- 2.50 The majority of the site sits at the base of the relatively flat valley along the course of the Elstow Brook. Ground levels vary from 60m AoD on the western edge of the site to 30m AoD close to Marston Moretaine. The ground raises up towards the Greensand Ridge in the south eastern part of the site. The highest point is at the locally known 'Brogborough Hill', which is 95m AoD.

- 2.51 The Elstow Brook is the principal watercourse in the area. It flows broadly south-west to north-east. It rises in an area to the south of Brogborough Lake and routes through the central part of the site after which it is culverted under Station Road. From here it follows the edge of Marston Park where it then outfalls into Stewartby Lake. A tributary (the 'Cranfield Tributary') joins the brook downstream of Brogborough Lake. In addition to Brogborough Lake, Lidlington Pit and a smaller adjacent pond are substantial existing waterbodies within the site, owing to the brickmaking heritage of the Marston Vale. The ground conditions of these waterbodies have been surveyed to determine the bank stability.
- 2.52 According to the Gov.uk Flood Map for Planning, a small proportion of the site, along the route of the Elstow Brook and the Cranfield tributary is affected by flood zones 2 and 3.
- 2.53 The topography and flood zones are shown on Figure 2.6.

Evaluation

- 2.54 These site considerations have informed the design of the scheme:
- Limit development from the areas affected by flood risk and around any sensitive banks of the waterbodies.
 - The topography has directly influenced the extent of the development areas to maximise the use of the flat land in the base of the valley and restrict development on the higher ground, particularly around Brogborough Hill.
 - Ensure that building heights are sensitive to the raise in ground levels in the south-eastern part of the site.
 - Ensure that open space is retained along the Elstow Brook corridor.
 - Create a sustainable drainage strategy that addresses existing flood risk.

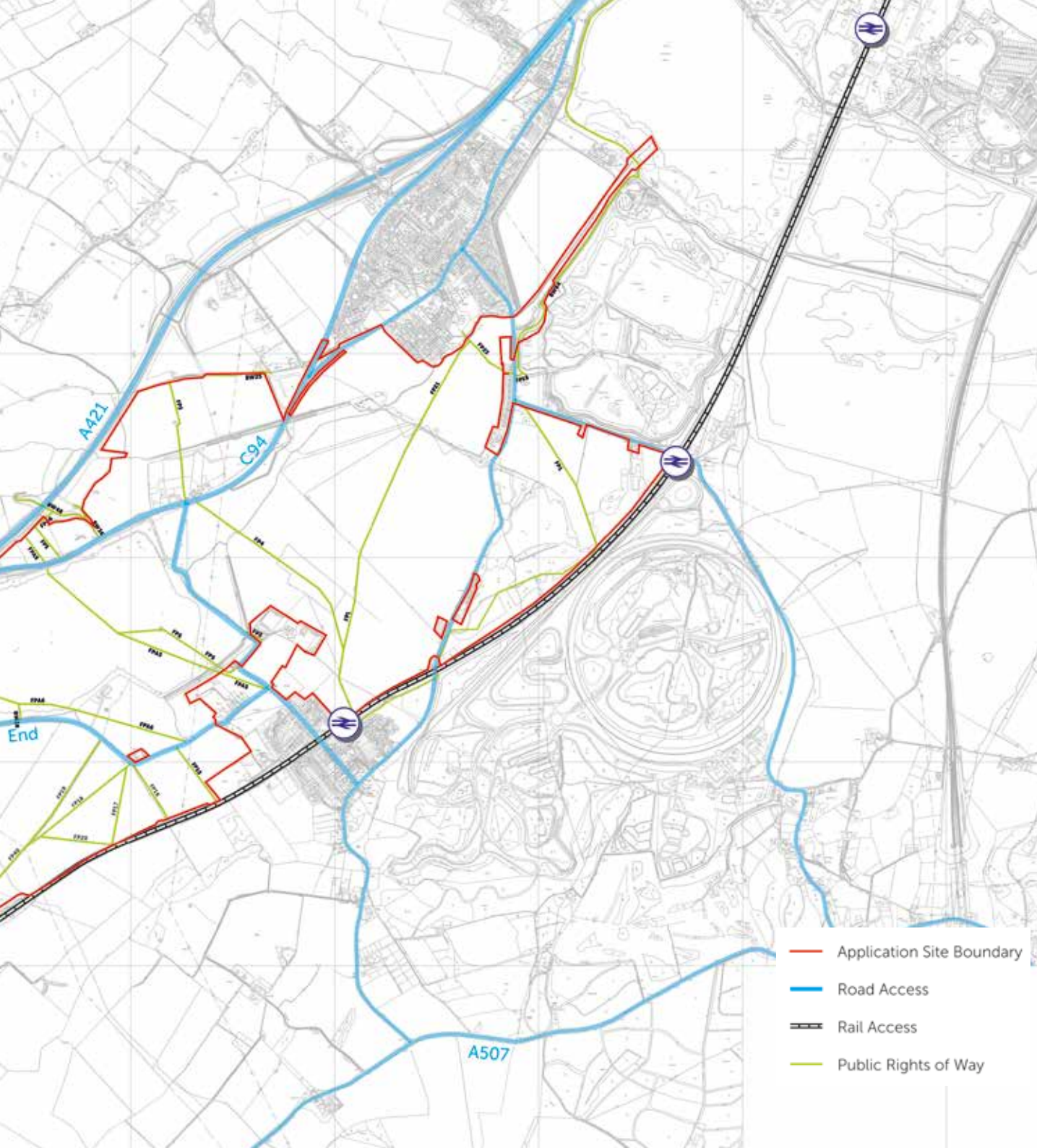
Figure 2.6 Topography and Flood Risk

Site Access

- 2.55 The principal access to the site is provided by the C94 (former A421), this provides direct connections on to the recently opened A421(T) at Junction 13 of the M1 and at Marston Moretaine. Three local roads traverse and provide access to the site including Thrupp End, Sheeptick End and Marston Road / Station Road.
- 2.56 Notwithstanding the rail access provided by the Marston Vale line via stations at Lidlington, Millbrook and Ridgmont, bus services across the Vale are limited. There are five infrequent services through Brogborough, Marston Moretaine and Lidlington. For the Marston Vale as a whole, two bus services, the 53 and C10 (operated by Stagecoach and Uno respectively) currently operate more than once a day. These hourly services provide connections between Marston Moretaine, Bedford and Cranfield University. As a result public transport does not have any great advantage over the private car and patronage levels are low.
- 2.57 The site is well traversed by Public Rights of Way. Nationally promoted routes include the Marston Vale Trail (PRoW footway) which bisects the site, connecting Marston Moretaine to Lidlington. This trail also connects the site to the existing PRoW footways around the Marston Vale Millennium Country Park and Stewartby Lake. The John Bunyan Trail crosses the site east-west in the southern section of the site – this is part of a long distance route between Bedford and the north of Luton. There are no existing footways (i.e. adjacent to roads) within or in the vicinity of the site.
- 2.58 In close proximity to the site the Greensand Ridge Walk crosses Millbrook Proving Ground, connecting Lidlington to Ampthill. The Nationally Promoted Cycle Route 51 runs close to the northern boundary of the site through Marston Moretaine and continues west across the A421, and then south towards Milton Keynes. The NCR 51 is a long distance route that connects key cities such as Oxford, Bedford, Cambridge and Ipswich.
- 2.59 A series of walks and riding routes also start from the Forest Centre and pass through the local and wider setting of the Site and are promoted regionally as 'Paths 4 Communities' through the Forest of Marston Vale (FoMV). These are shown in the Landscape and Biodiversity Strategy.



Figure 2.7 Site Access



Evaluation

2.60 These factors have resulted in the need for particular design responses:

- Utilise the capacity on the C94 as the main route for traffic accessing and egressing the development;
- Improve 'cross Vale' / north-south connections and help achieve better connections between Cranfield and Millbrook;
- Help improve and protect local routes through existing settlements;
- Introducing new public transport connections to key destinations, including linkages with existing settlements and with Ridgmont Station on EWR;
- Ensuring the public transport network within the site follows an efficient route and is within a 5m walking distance (400m) of most of the development and links key destinations within the proposals, including the employment land;
- Ensuring the development is permeable and facilitates walkable neighbourhoods with high quality pedestrian and cycle routes through the site; and
- Providing improvements and connections to the existing PRow network, including upgrades and diversions where appropriate.

ECOLOGY

- 2.61 Baseline surveys have been undertaken to support the OPA and the biodiversity considerations of the site are summarised below:

Designated Sites (Statutory and Non-statutory)

- 2.62 There are no internationally designated sites within 5km of the Application Site.
- 2.63 There is one statutory designated site (at the national level) within 2km of the Application Site: Marston Thrift Site of Special Scientific Interest (SSSI), approximately 800 m to the north-west of the Application Site. There are two statutory designated Site of Special Scientific Interest (SSSI) located between 2km to 5km of the Application Site. These are King's Wood and Glebe Meadows, Houghton Conquest SSSI and Cooper's Hill SSSI.
- 2.64 There are two County Wildlife Sites (CWS) within the site – Brogborough Lake CWS and Lidlington Pit CWS. Stewartby Lake is also a CWS. A Roadside Nature Reserve is also within the site.

Habitats

- 2.65 A range of habitats are present within the Application Site, the full summary of which is included in the Ecology ES chapter.
- 2.66 Arable land dominates the Application Site. This is typically of very low value ecologically as it is mostly autumn-sown cereal crops. The previously developed parts of the site where minerals workings and subsequent restoration has occurred has resulted in mosaic habitats and calcareous grasslands. Marginal vegetation is associated with both main lakes in the Application Site and with the Elstow Brook. The Elstow Brook, whose course has been significantly impacted by 20th century clay extraction activities, runs on a roughly southwest-northeast course through the application site. It is a small, shallow stream that runs east to west through the Application Site and is fed from a number of sources, including Brogborough Lake. Much of the riparian habitat comprises scrub, ruderal vegetation, patchy marginal vegetation in sun-lit areas. The Elstow Brook corridor is considered to be of Local to County value owing to the otter population that uses the brook.

Species

- 2.67 The ponds, waterbodies and watercourses and hedgerows within the site provide habitat for a variety of species including amphibians, mammals, birds and invertebrates.
- 2.68 During the evolution of the Proposed Development, the initial findings of the ecology work were considered carefully and mitigation was built in to the scheme to minimise impacts. In many cases, this has meant retention of the features of highest value and avoidance of areas of particular sensitivity.

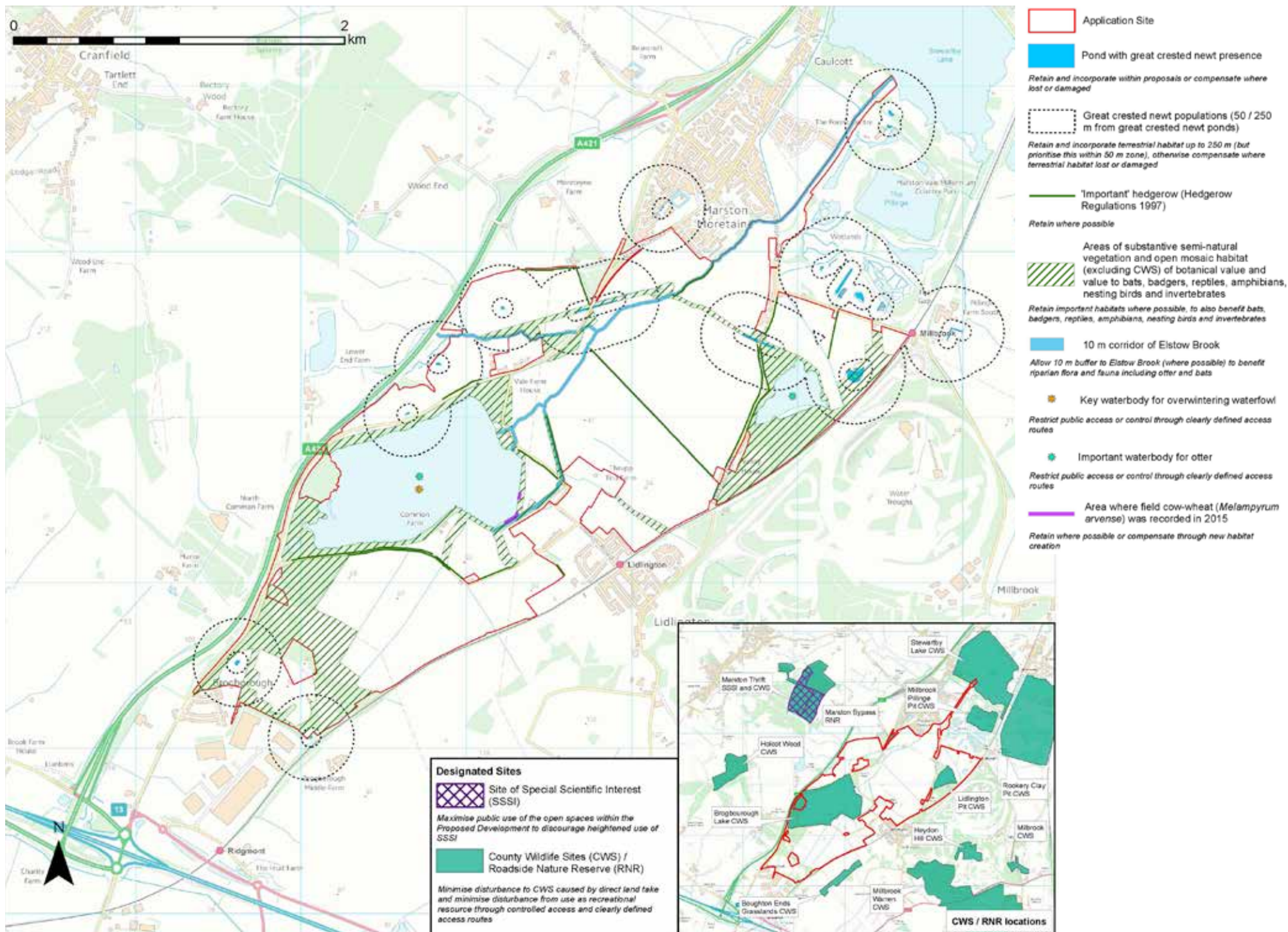
Hedgerows and Trees

- 2.69 The hedgerow and tree network across the site provides important habitats including for bats and birds, as well as fulfilling a landscape and visual function, creating breaks across the agricultural landscape and providing screening and enclosure to parts of the site. Valuable hedgerows and trees will be retained where possible within the proposals

Evaluation

- 2.70 These factors have resulted in the need for particular design responses:
- Retain sections of the Elstow Brook on its existing alignment and habitat creation along the stretches of new waterway;
 - Retain most ponds and creation of new ponds for GCN habitat;
 - Retain large areas of grassland and scrub to the south of Lidlington Pit;
 - Controlled access to the CWS sites including limiting uses and access around the lakes edges and focusing development in key hubs;
 - Providing alternative open spaces as recreational destinations within the site with good footpath links to minimise the impact of the SSSI's located within 5 km of the application site;
 - Providing 'green links' along important biodiversity corridors following hedgerows and watercourses.

Figure 2.8 Ecology Assets and Considerations (BSG, 2018)



HERITAGE

- 2.71 There are no designated archaeological assets within the application site, however there are three scheduled monuments which lie close to the site, these being: Thrupp End Farm deserted medieval village; a medieval ringwork (castle earthworks) at Brogborough; and a medieval moated site at Marston Moretaine.
- 2.72 The site's more recent heritage relates to the brickmaking industry which has considerably changed its character and left a legacy of a landscape which is undergoing continued evolution. A number of features from this previous use are prevalent within the site and in the local area.
- 2.73 The former Marston Valley and Millbrook Brickworks were located within the site. The previous clay workings within the site are reflected, most notably by Brogborough Lake (pit) and Lidlington Pit, but also in the 'conveyor' / 'tramlines' which are identifiable features within the landscape of the site. Disturbed and restored ground is also apparent in certain areas.

Evaluation

- 2.74 These features have informed the following design response:
- Retain considerable offsets between built development and the scheduled ancient monuments to protect their setting by incorporating open space into the Parameter Plan;
 - Restricting new planting in close proximity to the scheduled ancient monuments;
 - Protecting and enhancing the ecological value of the conveyor lines and utilising them where possible as part of the SuDS network.

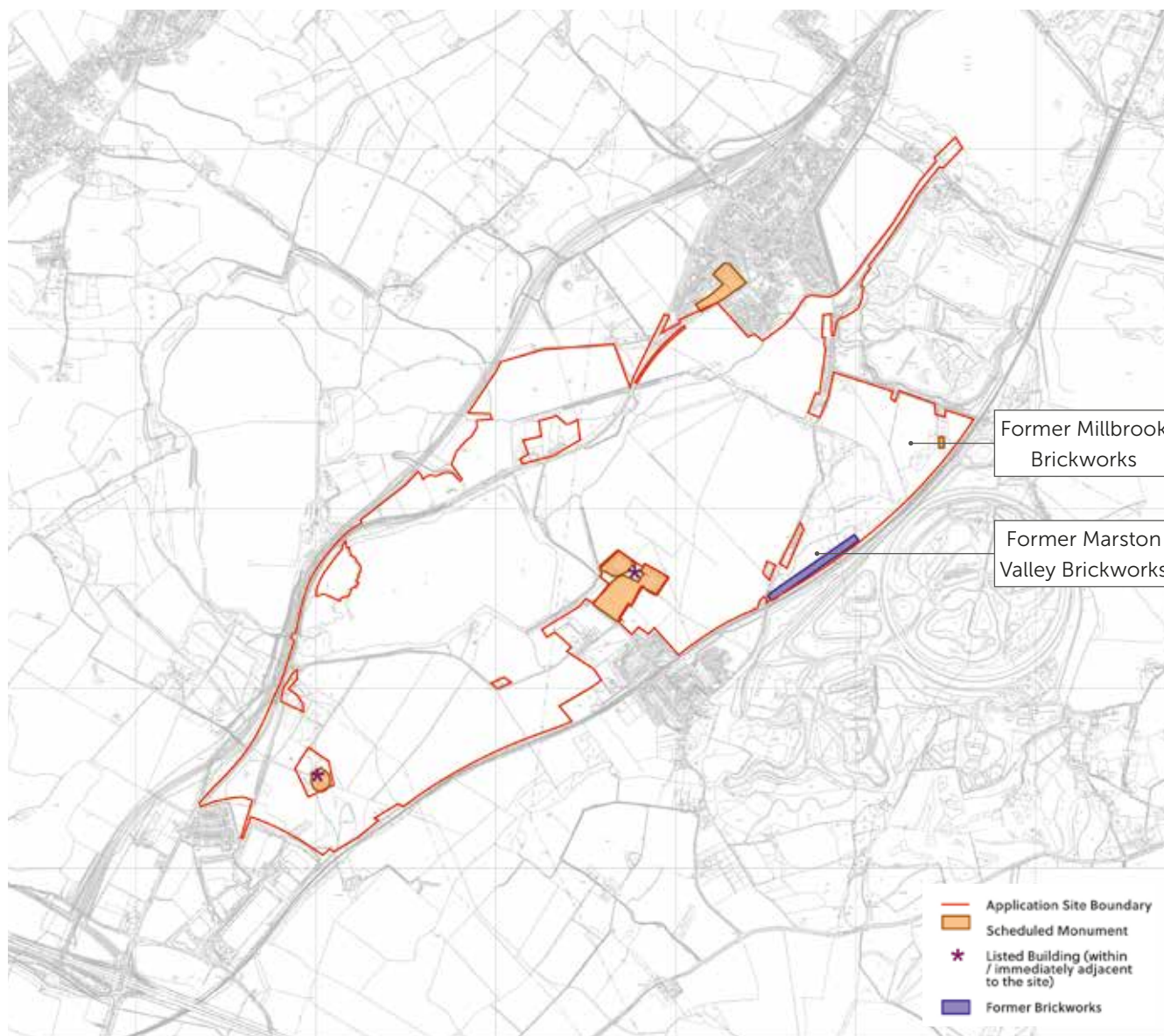


Figure 2.9 Heritage Considerations

UTILITIES

2.75 A number of utilities cross or are in close proximity to the site and these are set out in detail in the Utilities Infrastructure Report accompanying the application. A number of key considerations include:

- A small part of the north eastern component of the site is crossed by a 400kV power line.
- An existing 132kV overhead tower line (Ref. 2E) runs through the site from north to south from across the A421 and Moretayne Farm north of the site boundary.
- A High Pressure (HP) gas main runs across the south western end of the site. This HP pipe has development restriction zones associated with it as advised by the HSE's Planning Advice for Developments near Hazardous Installations (PADHI) guidance.
- A Cemex pipeline has been identified running across the south western end of the site, this is in conjunction with a compound that is close to the C94 but it outside of the application boundary.

Evaluation

- 2.76 The existing utilities infrastructure has been taken into account in developing the proposals. This has included ensuring that the gas main and its associated PADHI Zones are left undeveloped, new planting is also restricted in these areas.
- 2.77 It is intended that a number of services may be diverted / undergrounded as part of the proposed development, this includes the 132kV line. This is likely to be incorporated into the proposed primary street network within the development.

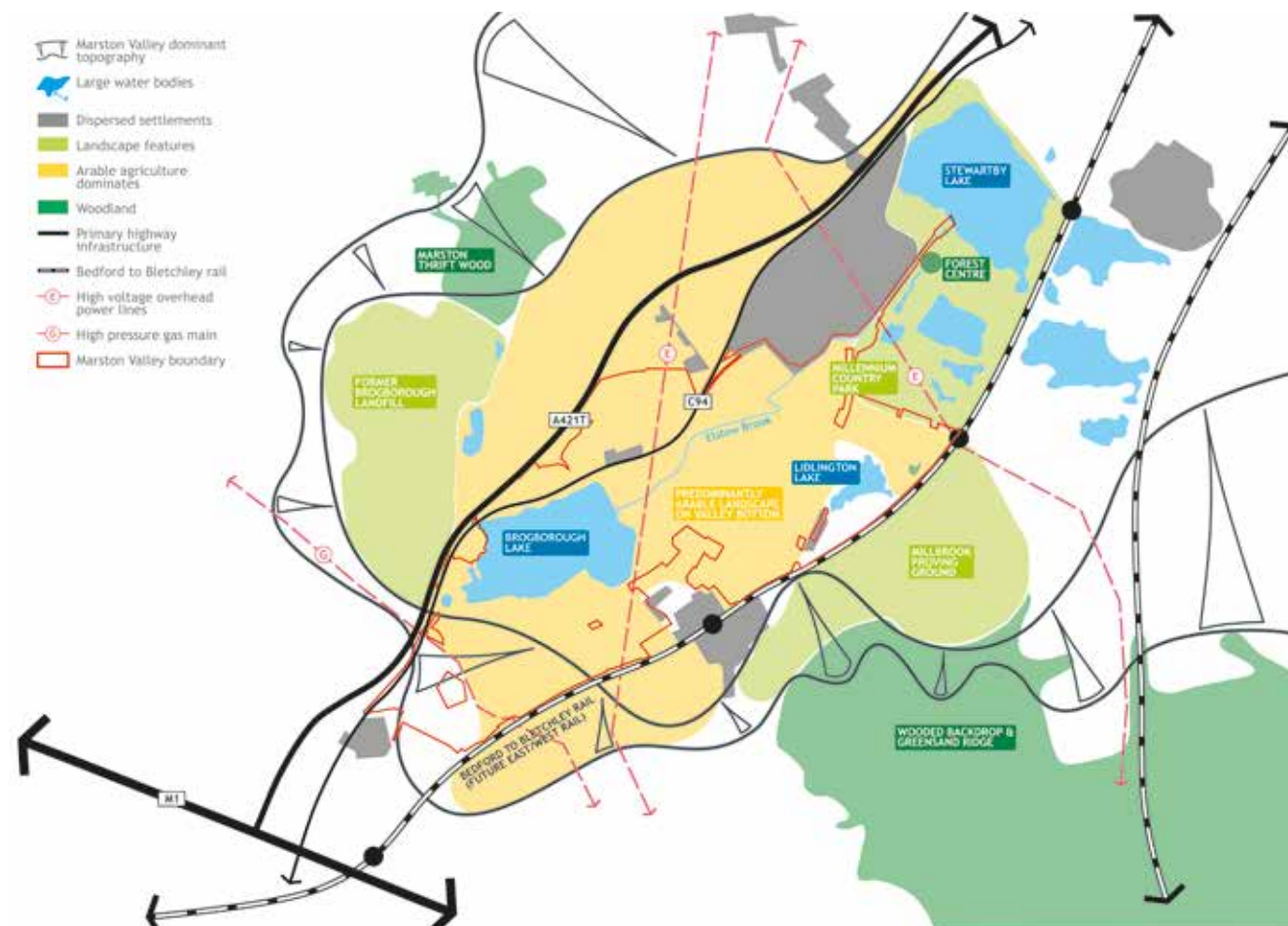


Figure 2.10 Site Factors

2.78 As set out above, the development of Marston Valley is influenced by a number of strategic and site-specific factors. These have had an important bearing on the proposals:

Strategic Context

- Central location in the Cambridge – Milton Keynes – Oxford Corridor;
- Infrastructure improvements and investment – the need to maximise this potential;
- Lack of planning or environmental designations in this part of Central Bedfordshire – for instance Green Belt;
- Highly skilled and education population;
- Desire to build the economy, support job growth within the district and encourage entrepreneurial opportunities.

Local context

- East–West Railway line and stopping station at Ridgmont;
- Proximity and accessibility to strategic road network;
- Industrial heritage and the need to secure widespread environmental regeneration including through the Forest of Marston Vale objectives and B&MK Waterway;
- Proximity to existing economic hubs (Millbrook, Cranfield, Marston Gate).

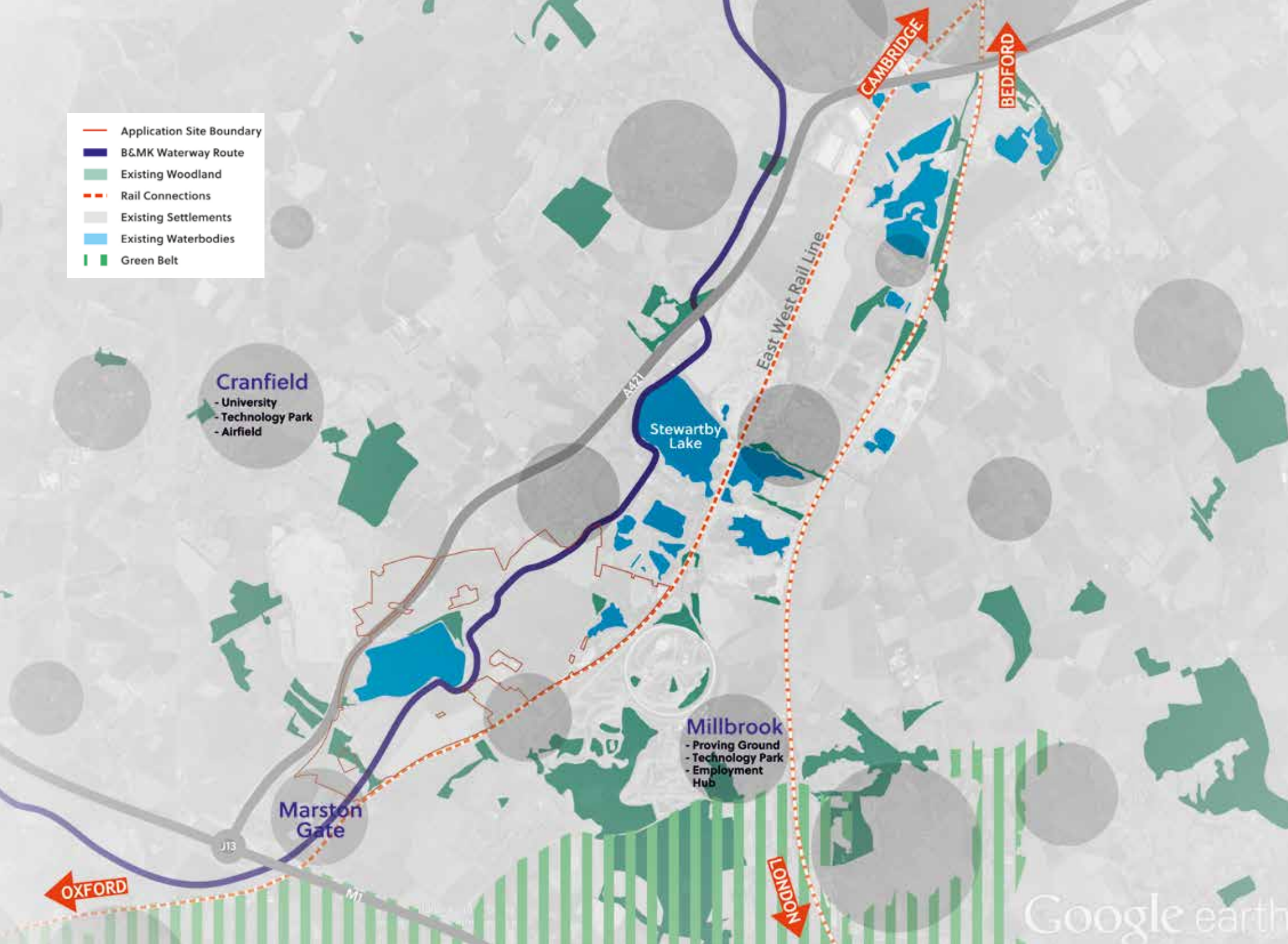
KEY INFLUENCES

2.79 Taking account of this strategic and local context, the proposals for Marston Valley have been shaped by a number of key influences, some being shown on Figure 2.11. These have informed the development ambitions for Marston Valley and epitomise why this scheme, in this location is a sustainable growth opportunity:

Destination for tourism

- Help deliver a considerable stretch of this nationally significant infrastructure project in a way which best optimises its economic potential.
- Integrate the waterway as central feature within the scheme.
- Distribute uses to ensure recreational and tourism hubs maximise the potential of creating a parkland environment.
- Locating facilities and development, including new homes, in a way which positively addresses the waterway can help capture the value of this asset.
- Create a functional section of waterway linking Brogborough and Stewartby Lake to ensure it is an important navigational and hydraulic corridor.
- Ensure the design incorporates the waterway in the most effective and valuable way and ensure it is a useable, workable piece of infrastructure as well as a recreational resource.

Figure 2.11 Key Influences



Destination for leading high technology and performance industries

- Help consolidate and enhance this area as an internationally renowned employment and education hub building on and supporting the opportunities provided by Cranfield and Millbrook.
- Capitalise on latent opportunity in the Marston Vale to secure coordinated economic growth through providing additional employment space and job opportunities and better transport links across the area.
- Provide the right type of employment land in the right location and in the most accessible position.
- Help deliver a better infrastructure network to improve accessibility across the Vale and its attractiveness as business destination.

Continuing the Village Pattern

- Preserve the character of the Marston Vale as a series of settlements of varying scales.
- Manage the impact of new development through creating a development form that is sympathetic and complementary to the existing settlement pattern.
- Harness the infrastructure benefits of planned comprehensive growth but ensure that new facilities support and do not compete with existing provision.
- Ensure the village concept is organic and adaptable so it can respond to evolving lifestyles and demands.
- Design to enable early delivery with amenities in the first phase to encourage cohesion with new and existing residents.

Environmental regeneration and protection

- Continue to evolve the landscape which defines the Marston Vale.
- Place the priorities of the 'Forest Plan' to secure environmental regeneration at the heart of any proposals.
- Create widespread ecological, environmental and recreational improvements.
- Protect the established, mature landscape features where possible as many reflect the recent heritage of the Vale.
- Design a development that responds to the topography and site features.
- Deliver sensitive ecological and environmental interventions, protection and improvements that will help complete the transformation of the landscape in this location.
- Secure governance and management mechanisms to maintain and preserve the improvements in perpetuity.
- Help establish a landscape worthy of designation within which people can live, work and play whilst protecting its value for future generations.

3.0 DESIGN EVOLUTION AND ENGAGEMENT

Arriving at the right scheme for growth in the Marston Vale has been a long journey. The current proposals represent a well-considered scheme that has been years in its development and evolution, with many lessons learnt along the way.

- 3.1 The geography of this area means that it is a logical location for growth and with this understanding, O&H have promoted land within the Marston Vale for strategic development over a number of years. The level and type of growth has evolved, informed by earlier stages of promotion and messages received from local communities and Council members and officers, as well as various key stakeholders.
- 3.2 It is important to consider the early growth concepts for the Marston Vale, as these have had an important bearing on the scheme presented today, not least to demonstrate the significant changes and advancements that have been made. This progression has, in a big part, been down to the way in which O&H have listened to the concerns and changed the way they think about this unique place. They can also now draw upon nearly 20 more years' worth of experience at the Hamptons in Peterborough.
- 3.3 More recently, having reached a broad master plan concept for Marston Valley in 2011, the scheme has continued to evolve following greater technical knowledge of the site, and feedback from stakeholders.
- 3.4 The evolution of Marston Valley is considered in two stages alongside the engagement that helped shape the changes made:
 - 1) the early growth concepts;
 - 2) the evolution of the current scheme.
- 3.5 This section also considers O&H's wider experience and track record in both delivering strategic developments and within the Marston Vale area.

A LEARNING CURVE

- 3.6 O&H is a privately owned business established in 1982, with strategic land holdings exceeding 10,000 acres throughout England concentrated principally within Cambridgeshire, Bedfordshire and Buckinghamshire; we own over 3,500 acres of brownfield and regenerated land around south west and south east Milton Keynes and throughout the Marston Vale. O&H have significant asset management capability and construction and development experience.
- 3.7 O&H take a long-term approach to development of their landholdings, adopting a collaborative approach and acting as 'master developer' or 'town builder, retaining a long term interest in the land to secure the quality of new communities and their stewardship. O&H's approach is based around three crucial components which influence and secure good quality design and the growth of strong communities:
- 1) place-making;
 - 2) delivery;
 - 3) long term involvement.
- 3.8 They have a proven track record of delivery of large scale new communities: the Hamptons at Peterborough was built by O&H on brownfield land without public subsidy. This scheme, started 20 years ago and now an established part of Peterborough, has helped O&H understand a lot about the design and implementation of large sites and the mechanisms that need to be put in place for management and to help foster a sense of community and identity.
- 3.9 Their experience at the Hamptons has informed certain principles at Marston Valley related to:
- **Scale** – knowing the right mix of homes and social infrastructure to support a strong and sustainable community. The village concept, each with its own local facilities, provides an effective response to this;
 - **Infrastructure** – appreciating that this is the glue that holds a place together and that it is crucial for green, blue and grey infrastructure to be well designed and delivered at the right time to achieve a successful development;
 - **Open space** – acknowledging that a well-designed open space network is one of the most important components of a strategic development and therefore placing it at the heart of the master plan.
 - **Strong design framework** – knowing the importance of robust design parameters that have a clear identity and ensuring that the correct planning and design framework is in place to guarantee they are secured.

O&H INVOLVEMENT IN THE WIDER MARSTON VALE

- 3.10 With extensive landholdings across Bedfordshire, O&H and their retained consultant team, have a wealth of knowledge about the local area. Sites that have now been delivered and occupied include Marston Park and Stewartby Park. O&H have worked closely with both Central Bedfordshire and Bedford Borough local authorities to secure good quality schemes, including through the preparation of design codes and development briefs. This has helped understand key local issues including at the detailed design stage, for instance parking, refuse collection and open space management. Such considerations, can and have, been built in to the thinking at the very early stages of Marston Valley, so to establish the right framework from the outset.

Figure 3.1 Marston Park Design Code Regulatory Plan, 2010



Valley House

Formerly the pensions office for Hanson, Valley House has been converted into six spacious 2-bedroomed apartments as part of a new assisted care development.



Stewartby Park

A development of 730 new homes and an employment area, built by Persimmon Homes to O&H's Design Code to ensure that the development is respectful of the character of the existing village. The development also includes the full regeneration of the sports ground to include new play areas, a bike track, new pavilion and cricket pitches.

STAGE 1 – EARLY PROMOTION

Milton Keynes and South Midlands (MKSM) Sub-Regional Strategy

- 3.11 Between 2001 and 2004, following the early recognition of this area as growth location in the Bedfordshire Structure Plan 2011, the joint land ownership of O&H (then City St James) and Hanson was considered in the context of the emerging sub-regional planning framework for MKSM.
- 3.12 An initial design concept considered the strategic expansion of the existing settlements of Lidlington, Millbrook and Marston Moretaine as a new district centre and two new settlements. This vision extended to over 1,600 hectares.

- 3.13 In response to the MKSM Study by Roger Tym and Partners in 2002, a review of the concept for Marston Vale was undertaken. The document entitled 'A Strategy for the Marston Vale' (update March 2004) informed part of O&H's submission to the MKSM Sub-Regional Strategy consultation. This vision looked at the growth of the Vale over three decades. This refined the extent of the growth area to approximately 1,500ha and proposed around 15,000 new homes, employment and community uses. This concept included expansion of Marston Moretaine, Brogborough, Lidlington and a new hub around Millbrook Station, as well as a new settlement and the further expansion of the Wixams, Wootton and Stewartby.

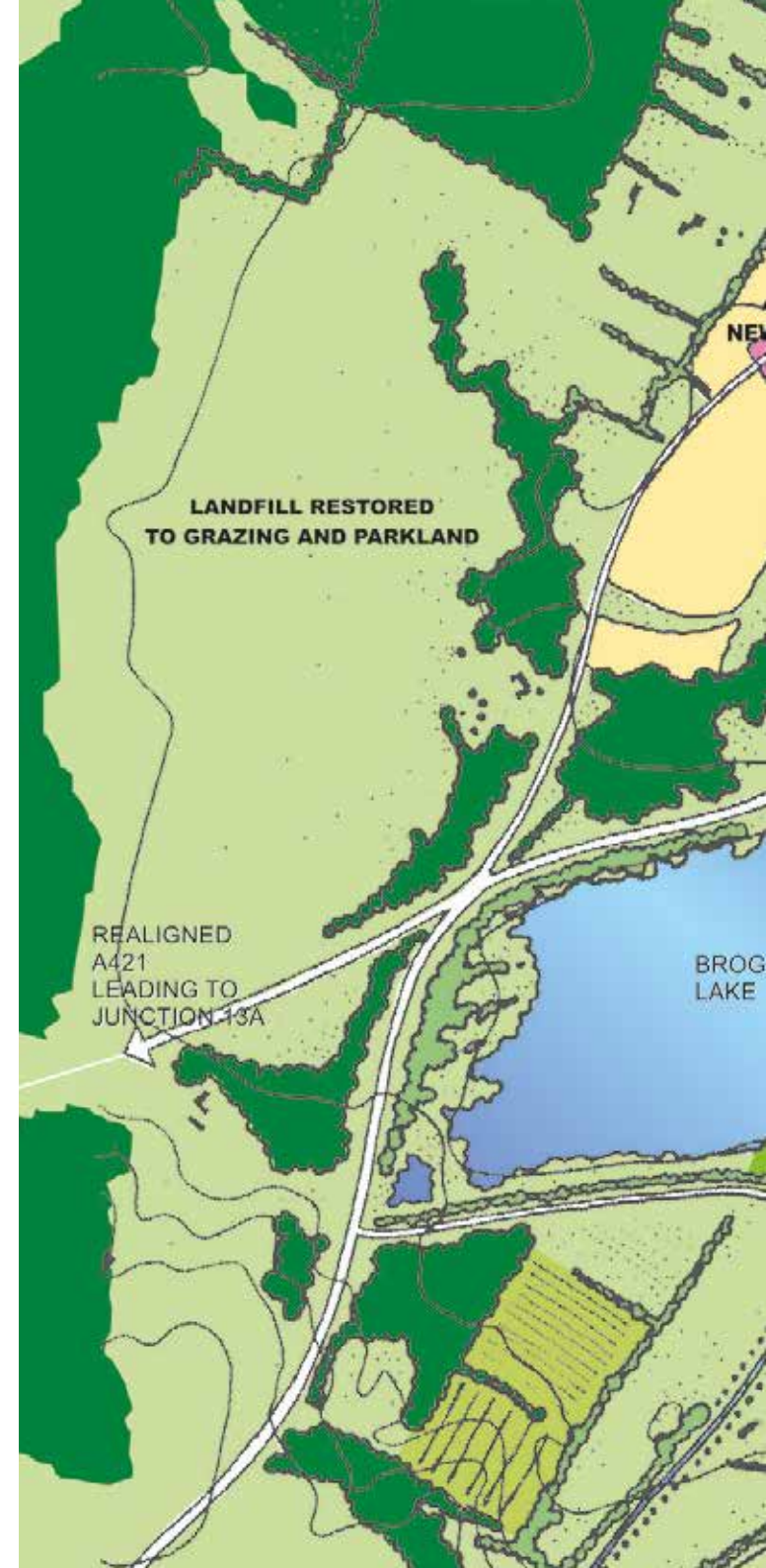
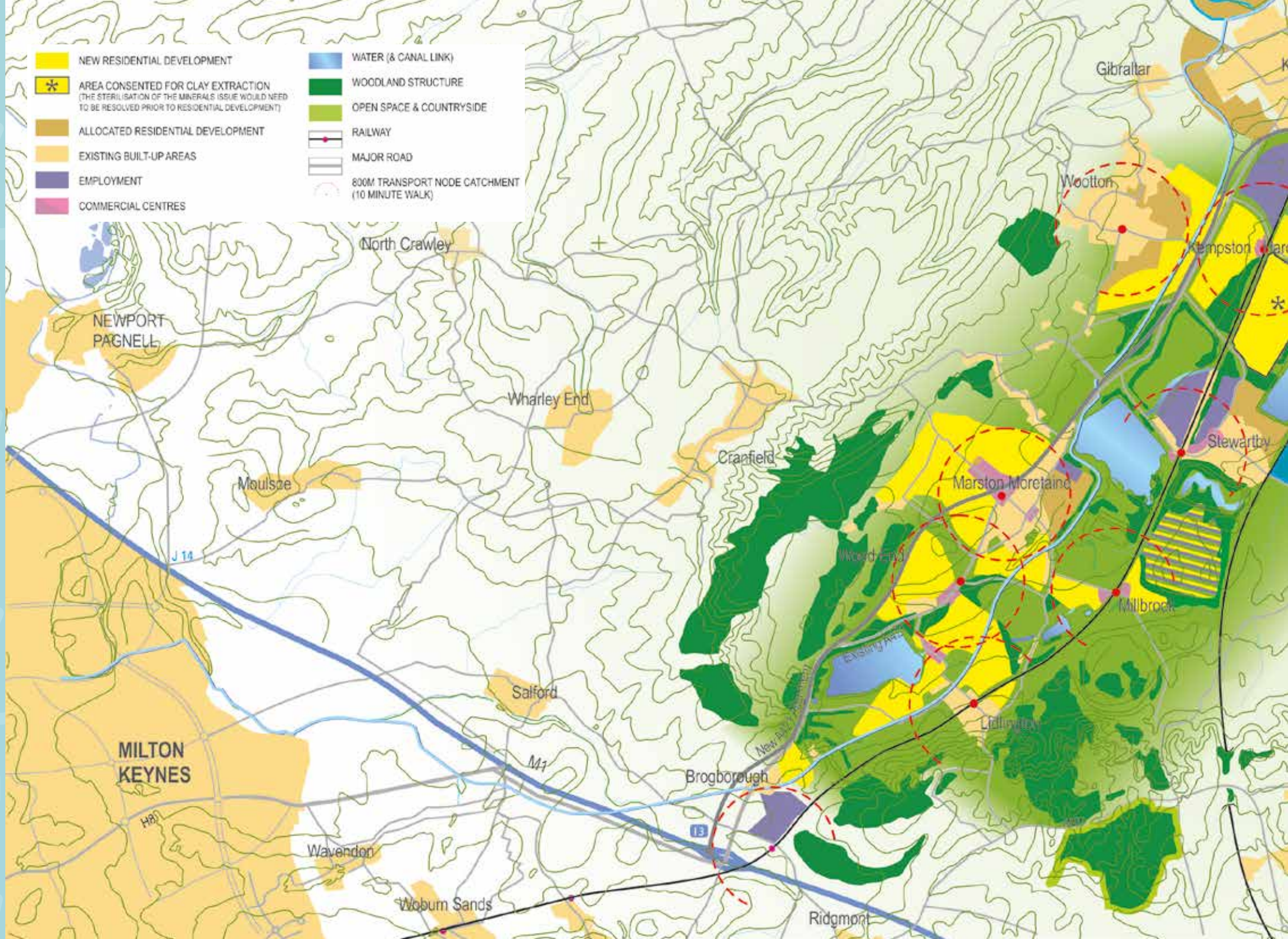
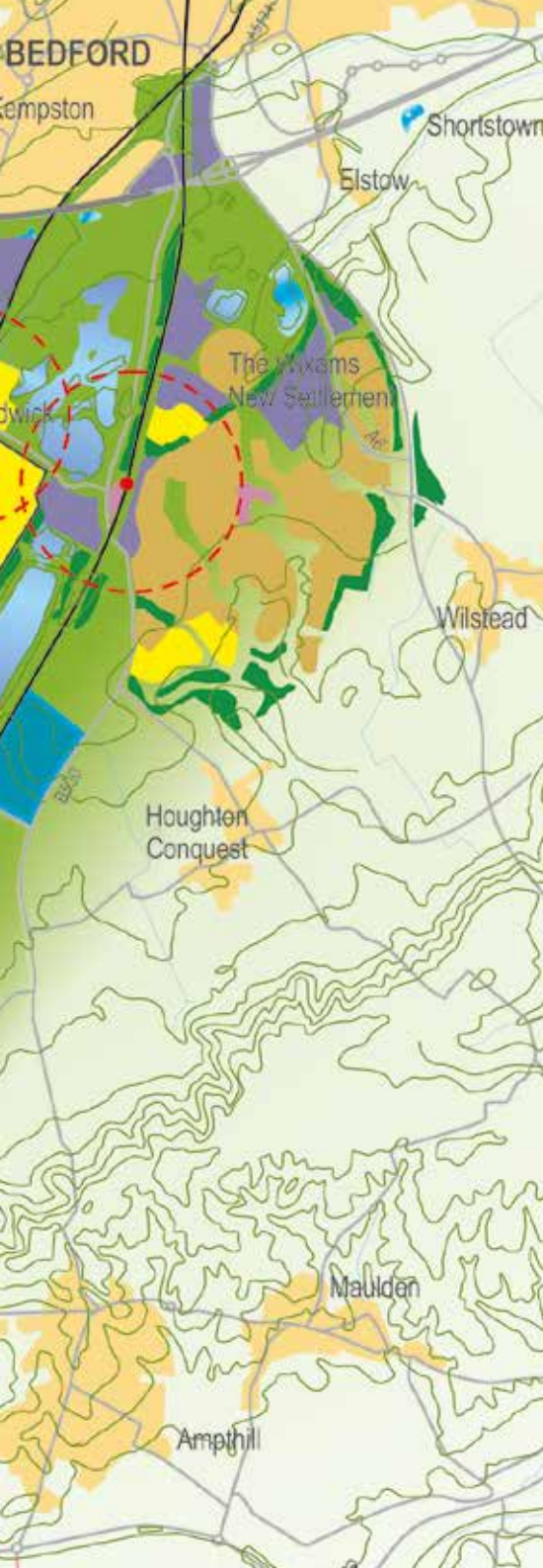


Figure 3.2 Early Concept Plan, 2001







3.14 These early concepts focused around the notion of considerable expansion of existing villages together with new settlements. The scale of growth proposed was significantly higher at around 15,000 new homes, although this did incorporate sites that have / are being brought forward through the planning system including Wixams Southern Expansion and Marston Park.

3.15 A number of key important principles were established in this initial plan:

- Focusing growth around the railway stations to take advantage of sustainable modes of transport;
- Maximising the proximity and accessibility to the strategic road network.
- Knitting the new development areas together through the creation of a parkland environment with substantial areas of new woodland planting;
- Creating new high quality bus routes within the Marston Vale;
- Providing new education and community facilities to meet the needs of new and existing residents.

Figure 3.3 2004 Concept Plan

MARSTON VALE ECO TOWN

3.16 In 2007, O&H promoted the site as part of the eco-town programme in response to the then Labour government's initiative. The proposal was short-listed for inclusion within the eco-town programme in the draft planning policy statement in 2008; however, it was withdrawn from the programme by O&H in February 2009 so that the site could be promoted in the Local Plan process.

3.17 The eco-town scheme also extended across various land ownerships including land owned by third party strategic land owners/developers and Wixams new Settlement to the south of Bedford, although primarily it was O&H and Hanson land, covering parts of Central Bedfordshire and Bedford Borough. The concept was the creation of a new settlement through the expansion and consolidation of existing communities, with the capacity for approximately 15,400 new homes including through the development of the third party land referenced above. Key design principles included:

- Commercial and community facilities are located along primary transport axes
- Lakes are connected by a network of canals and wetland areas
- Homes provided at a range of densities with family housing an important part of the mix
- A town centre provided at the eastern end of Brogborough Lake.
- Generous informal open space provision.
- The landscape strategy will respect and enhance the existing character of the place particularly the woodland, the large expanses of water and the undulating topography.



Figure 3.4 Eco-Town Concept Plan



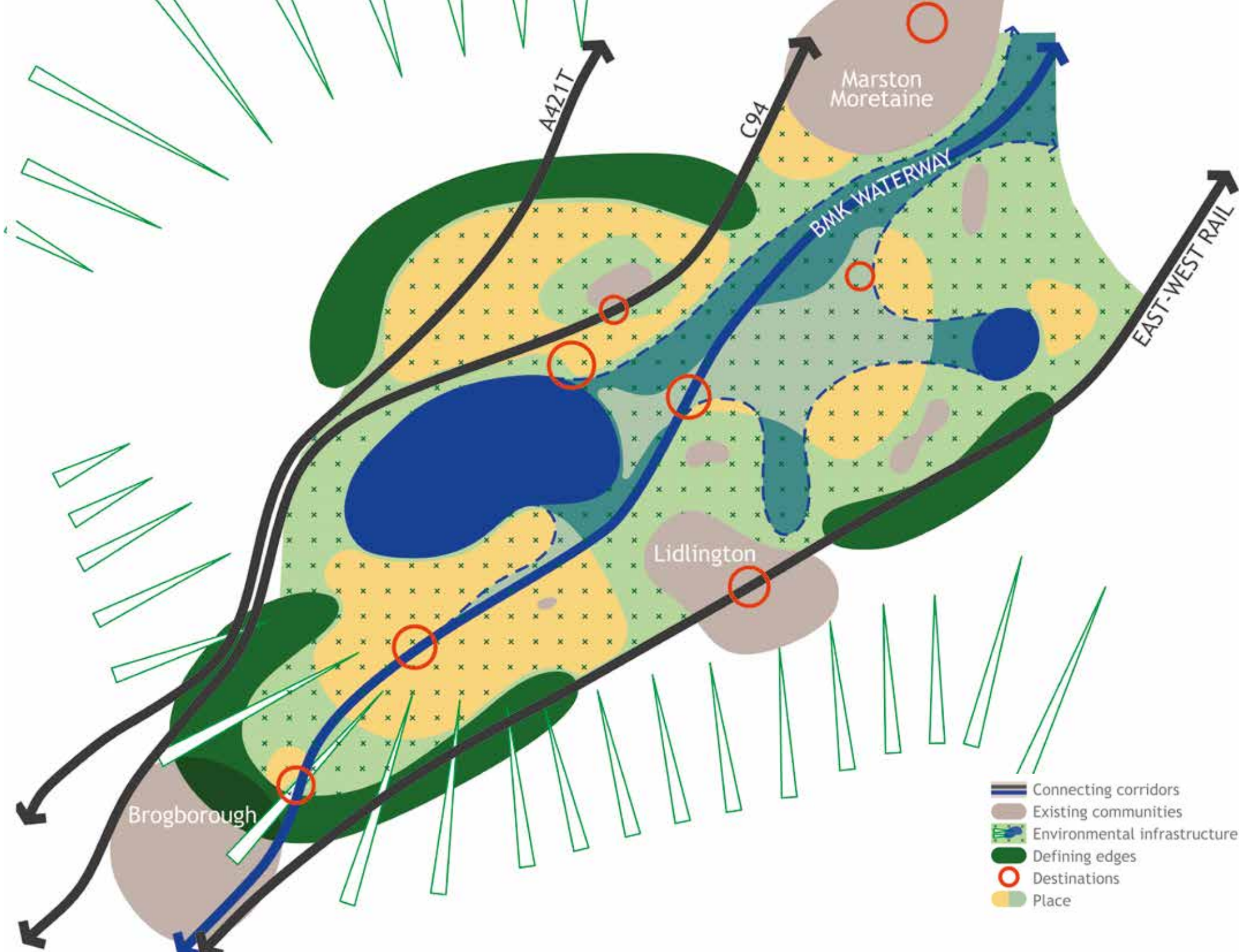
Engagement and lessons learnt

- 3.18 Various forms of community engagement took place throughout the course of the eco-town programme.
- 3.19 O&H first met with Mid Bedfordshire District Council and Bedford Borough Council in May 2008 to agree a consultation and engagement strategy. O&H then met a series of stakeholders, which are set out in more detail in the SCI supporting this application.
- 3.20 Six community roadshows with local communities were held between August and October 2008, and took place in Marston Moretaine, Millbrook, Stewartby, Wootton, Lidlington and Brogborough.
- 3.21 The eco-town process provided an opportunity for stakeholders to comment technical considerations and practicalities. It facilitated discussions around transport, drainage and landscape and enabled O&H and the consultant team to grapple with contentious issues and demonstrate deliverability of this scale of development.
- 3.22 The roadshows provided an opportunity for local communities to express their thoughts and concerns. Some of the key issues raised included:
- Desire to continue living in a village environment not a town.
 - The infrastructure will not cope with the scale of development, particularly the roads.
 - Potential for Lidlington to lose its character as a village and be absorbed into the proposed development.
 - Lack of clarity about how the proposed development will be delivered.
 - Concern over the heights of buildings in a rural setting.
 - Concern over the inappropriate amount of development and how this amount will improve the area.
 - Insufficient capacity in existing schools and not enough capacity to accommodate population growth.
 - Support for a proportionate number of jobs for local people and to reduce commuting outside the area.
 - Concern about the loss of wildlife.
 - Calls for a buffer zone between existing villages, especially Lidlington.
- 3.23 Notwithstanding O&H's withdrawal from the eco-town process, the comments received provided a valuable insight to local concerns and as such have been considered in reviewing the growth concept for the Marston Vale.

STAGE 2 – RE-THINKING AND RE-DESIGN

- 3.24 The geography of the area has not changed. It remains a strategic location capable of accommodating significant growth with few planning or environmental constraints.
- 3.25 There was however, a critical change in focus in 2011. O&H embarked on a masterplanning exercise, focusing only on their landholding and sought to determine the 'environmental capacity' of their site. Taking account of key technical considerations including ecology, flood risk and access, a number of development options were prepared.
- 3.26 The purpose of this process was to arrive at a scheme that worked well within its context and would address some of the concerns associated with earlier concepts.
- 3.27 Figure 3.5 illustrates the key principles of the initial concept for the revised scheme:
- Protection of the existing villages including incorporation of green buffers to prevent coalescence.
 - Focusing development around the key movement corridors;
 - Creating a series of self-contained villages;
 - Incorporating a sensitive extension to Marston Moretaine;
 - Taking advantage of the lakes to create a setting for development;
 - Careful placement of woodland planting and retention of existing vegetation to create permanent edges to the development;
 - Creating a series of linked destinations.
- 3.28 An Illustrative Master Plan and Development Framework Plan were prepared in 2012 and used for the purposes of promoting the proposals through Central Bedfordshire Council's Development Strategy process.
- 3.29 These demonstrated that the scheme had the capacity for approximately:
- 5,000 new homes in a series of linked villages;
 - Up to 40 hectares of employment land;
 - 2 lower / primary schools;
 - 1 middle / secondary school;
 - 4 local centres.

Figure 3.5 2012 Concept Plan



- Connecting corridors
- Existing communities
- Environmental infrastructure
- Defining edges
- Destinations
- Place

- 3.30 The Master Plan below was utilised for general promotion activity, including for circulation to local members, and published as part of the Draft Development Strategy representations. The above scope of development provided the basis for O&H's involvement in the Development Strategy process. It was crucial to express the principles of linked villages, knitted into a protected and enhanced landscape.
- 3.31 In 2015 O&H took the decision to embark on the initial stages of an outline planning application. This broad concept from the 2012 Illustrative Master Plan was taken forward as the basis for creating a 'Parameter Plan' for Environmental Impact Assessment testing and as the key plan for the application.

1. District level commercial, retail, community and leisure uses at head of Brogborough Lake
2. Delivery of new and upgraded schooling throughout development
3. Contained village expansion sharing existing and new facilities
4. Green link to the Millennium Country Park, and connected patchwork of farms, parks, water and woodland
5. Hyper-low density exemplar homes clustered around Lidlington Lake
6. Interwoven minor waterways form unique living environment
7. Positive wooded and landscaped stand-off from existing villages of Lidlington and Marston Moretaine
8. Partial realignment of Sheeptick End to form centre at waterway crossing with green corridors to Brogborough lake
9. 'Contoured' development form on higher ground and slopes overlooking the Vale
10. Mixed use leisure area associated with waterway feature at highest point
11. New family homes, lake frontage and accessibility to diverse green space and new community facilities
12. Margins and central corridors enhanced and managed for wildlife
13. Capacity of Bedford Road (C94, former A421) utilised for access
14. 'Brakes and belts' of woodland to contain, separate and define development areas
15. Employment focused 'Enterprise Zone' adjacent and visible from A421(T)

Figure 3.6 2012 Illustrative Master Plan



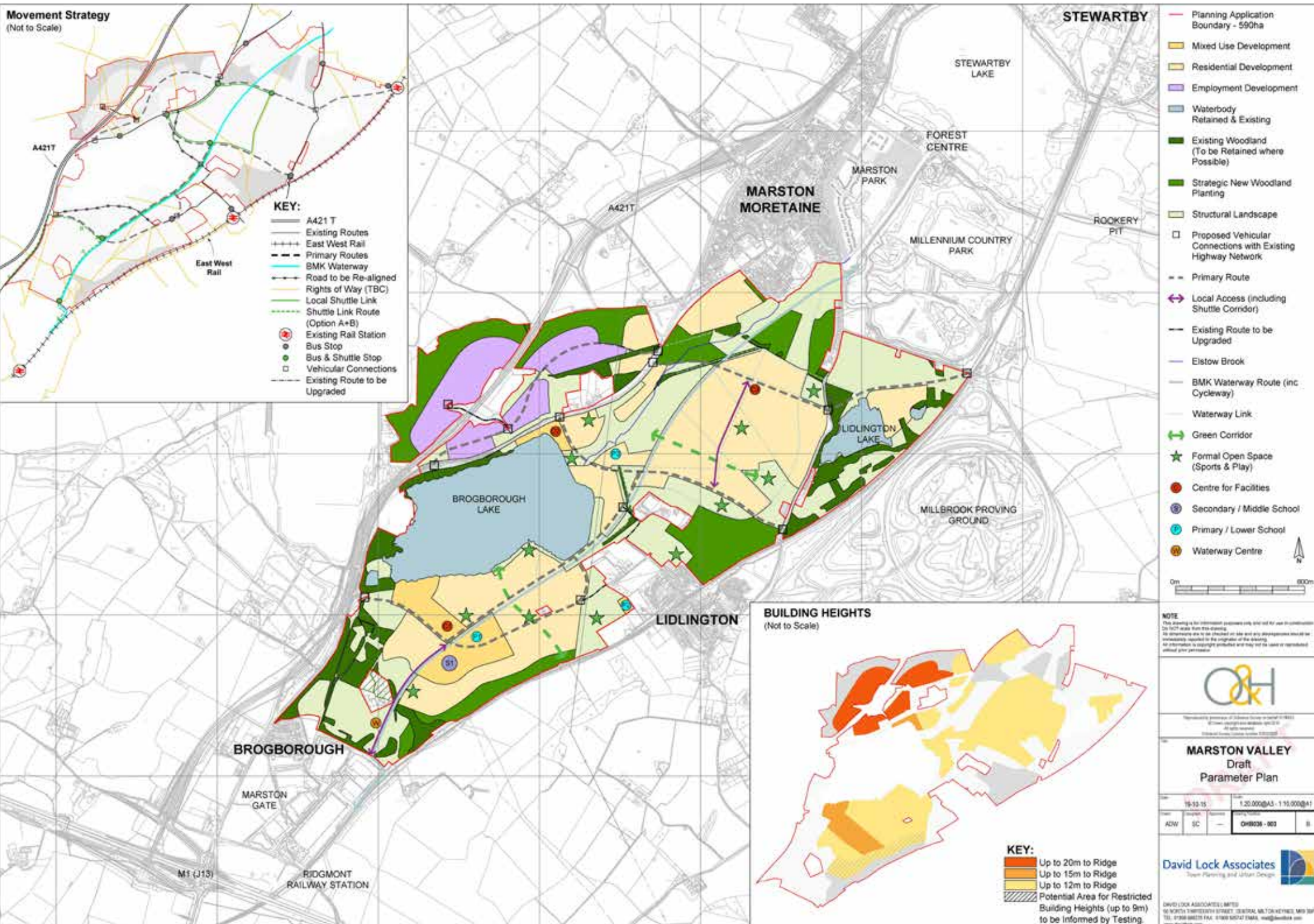
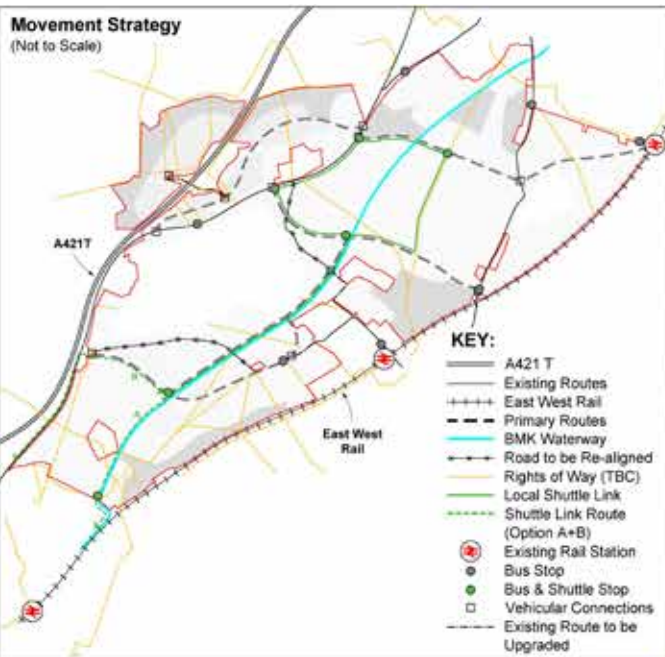


2015 PARAMETER PLAN

- 3.32 This first draft Parameter Plan (revision C) was the subject of preliminary technical review by the team. Comments on this first draft were valuable in identifying key issues, and ensuring that they could be addressed early on, before the scheme was tested through an EIA. This was an important part of the process to help 'build in' any significant, necessary mitigation into the design.

Figure 3.7 First Draft Parameter Plan (2012)

Movement Strategy (Not to Scale)



Engagement with Central Bedfordshire

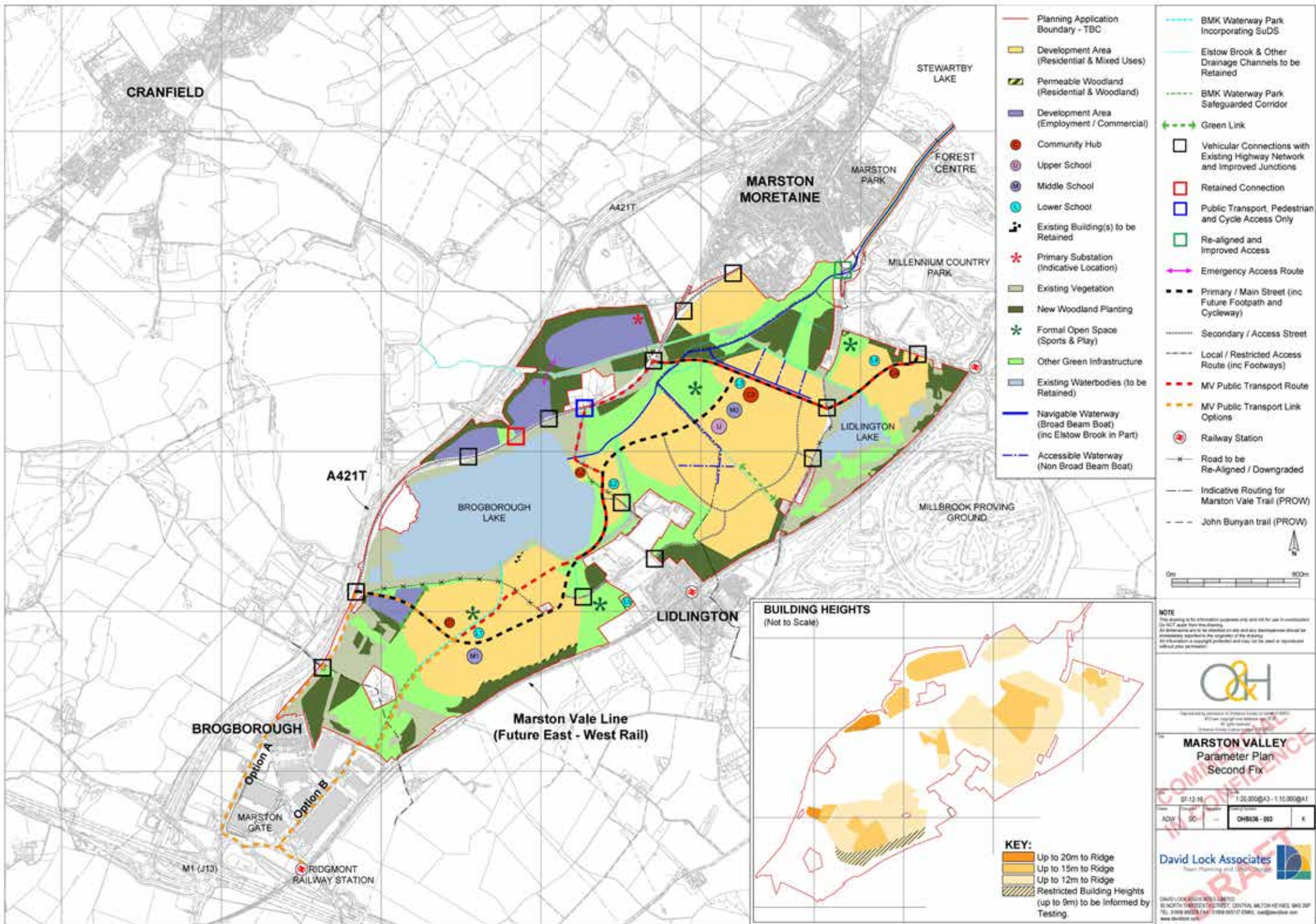
- 3.33 During the course of 2015 and 2016, O&H entered in to a Planning Performance Agreement (PPA) with CBC for development management purposes associated with the preparation of an application. This PPA was originally prepared to facilitate EIA scoping discussions between the Marston Valley consultant team and relevant technical officers.
- 3.34 These discussions provided useful information on certain policy requirements, guidance and advice on various aspects of the scheme and the site.

3.35 As a result of technical team advice, the need to incorporate mitigation measures, and the comments and guidance from CBC, the original Parameter Plan was subject to a period of design iteration. A 'final fix for EIA testing' was prepared in December 2016. The key changes that resulted from the initial team assessment (during 2015 and 2016) and from CBC, are set out below.

- Education provision increased from 3 schools to 7 in total following the advice of CBC education officers on child yield;
- Permeable woodland planting on the slope of the Greensand Ridge to ensure it is not a dense wooded belt, but allows filtered views following advice from CBC's landscape officer;
- Exclusion of the Scheduled Ancient Monuments (SAM) from the application site;
- Removal of new planting and increasing the offset to the SAMs following advice of the CBC archaeology officer;
- Removal of employment land to the north of the A421 following access advice and advice from operators;
- Development areas amended to protect important habitats;
- Additional tree and vegetation retention for screening and to preserve the trees and hedgerows of highest quality, in particular at the eastern head of Brogborough Lake, adjacent to the C94;
- Inclusion of a full waterway link to Stewartby Lake; and
- Reduction in building heights of the employment areas to mitigate the landscape and visual impact.

3.36 As a result of the EIA testing and further minor design iteration, a number of refinements were incorporated into the final plan for submission.

Figure 3.8 Draft Parameter Plan first fix for EIA testing



Public Engagement – February to March 2018

- 3.37 O&H undertook a comprehensive programme of public engagement on the emerging proposals in early 2018. This engagement was intended to gain comments from local communities on the draft scheme and better understand local concerns regarding the proposals.
- 3.38 A full overview of the engagement process is provided in the Statement of Community Involvement (SCI) however the main activities undertaken included:
- Meetings, site visits and workshops with Council Members;
 - Meetings with local parish councils;
 - Meetings with the Lidlington Action Group and Marston Moretaine Action Group;
 - Four Exhibitions in local villages;
 - Questionnaire survey;
 - Community newsletter;
 - Dedicated Marston Valley Website.

- 3.39 The consultation boards used for the exhibitions are reproduced as an appendix to the SCI.

The comments provided through the engagement process and key scheme amendments are detailed in the SCI, the key changes to the proposals included:

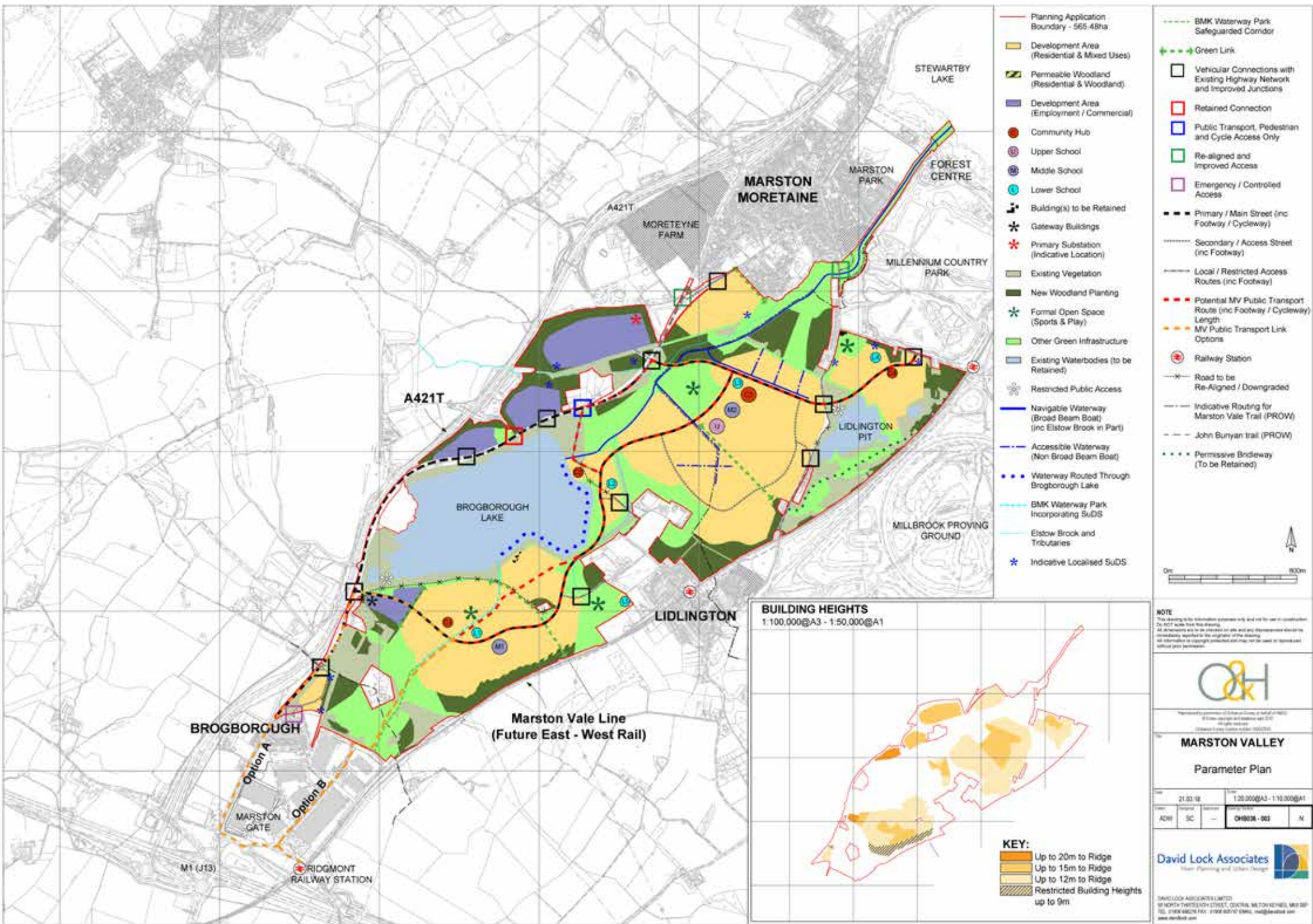
1. Extending the parkland buffer to Lidlington;
2. Providing some development adjacent to Brogborough;
3. Providing woodland and informal open space buffer around the existing Office Cottages;
4. Re-alignment of the primary street away from Office Cottages.

- 3.40 The alterations to the proposals from the EIA testing and public engagement are shown on figure 3.8.



Photographs of the local village exhibitions





LOCAL ENGAGEMENT

3.41 In addition to engaging with CBC technical officers during the scoping of the EIA and the wider application, there has been consultation with a number of key local and national stakeholders including:

- **B&MK Waterways Trust** – O&H have engaged with the Trust for many years and are supportive of the B&MK Waterway initiative. Since embarking on an outline application, O&H have consulted with the Trust regarding the design principles for the part of the waterway that will be delivered as part of Marston Valley.
- **Forest of Marston Vale Trust** – as with the B&MK Waterway Trust, O&H have a long term relationship with the Trust and have worked in collaboration with them previously to secure additional woodland planting across the Vale. As part of the application process, O&H have met with and consulted the FoMV on the proposals and discussed the most effective mechanisms to help achieve the Forest objectives across the scheme.
- **Internal Drainage Board** – O&H have engaged with the IDB regarding flood risk and the surface water drainage strategy for the site. This has been an important part of the process as the scheme seeks to meet the principles of the Marston Vale Surface Waters Plan in utilising the Lakes for drainage, as well as connecting them with a network of new and existing waterways, the B&MK Waterway, providing the backbone of this system.
- **Highways England** – discussions have been undertaken in relation to transport modelling and the capacity and need for improvements to the trunk road network, including the M1 and A421.
- **The Environment Agency** – O&H have engaged with the EA regarding the Water Framework Directive to agree the scope of assessment required and explain the measures taken to ensure the scheme is WFD compliant;
- **Historic England** – high level consultation has been undertaken regarding the designated assets in close proximity to the site;
- **Natural England** – O&H have engaged with NE regarding the baseline conditions of the site and the approach to mitigation. Significantly, this has included positive discussions regarding a site wide approach to licencing for Marston Valley, in line with NE evolving policy position.



Design &

Part B

Design Rationale + Placemaking Principles

4.0 CONCEPT OF THE MARSTON VALLEY VILLAGES

4.1 There is a clear vision for Marston Valley:

Marston Valley is of a series of linked new villages together creating around 5,000 new homes, each with a new village centre providing a range of local retail, recreational and community facilities. New employment opportunities, plus new lower, middle and upper schools are proposed to serve existing and new residents; all set within a comprehensive green infrastructure network including a 6km section of the B&MK Waterway Park including navigable waterway, new woodland and water features, amenity open space, formal playing pitches and children's play areas.

THE RELEVANCE OF THE GARDEN CITY MOVEMENT AND GARDEN VILLAGE PRINCIPLES

4.2 The concept for a series of linked villages set within the Marston Vale landscape has its foundations in the Garden City Movement. It has been shaped by a number of key principles:

- **Designed as a holistic place** – taking an integrated and comprehensive approach to development to ensure all necessary infrastructure is delivered alongside new homes and jobs;
- **Sustainable transport** – placing development alongside a main railway line, and ensuring there are attractive modes of travel that are easy to access.
- **Open space** – providing a green infrastructure network where biodiversity is protected and enhanced and an active lifestyle is encouraged;
- **Well designed homes and gardens** – delivering a village scale scheme where by a more organic form is achieved through low to medium densities with good sized plots and gardens and generous street corridors with street tree planting, combining a rural character but with more urban approaches to public transport and access for facilities – combining the best of town and country.

Box 2

What makes a Garden City?

The Garden City idea was conceived by Ebenezer Howard, to combine the very best of town and country living and so create healthy homes for working people in vibrant communities. Garden Cities were the original 'sustainable developments'. The Garden City principles include:

- Strong vision, leadership and community engagement.
- Land value capture for the benefit of the community (see Box 3).
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are affordable for ordinary people.
- Beautifully and imaginatively designed homes with gardens in healthy communities.
- A good range of local jobs in the Garden City itself and within easy commuting distance of homes.
- Opportunities for residents to grow their own food, including allotments.
- Generous green space, including a surrounding belt of countryside to prevent sprawl, well connected and biodiversity-rich public parks, high-quality gardens, tree-lined streets, and open spaces.
- Strong local cultural, recreational and shopping facilities in walkable neighbourhoods.
- Integrated and accessible transport systems.

Figure 4.1 Extract from Built today, treasured tomorrow
a good practice guide to long-term stewardship (2014)

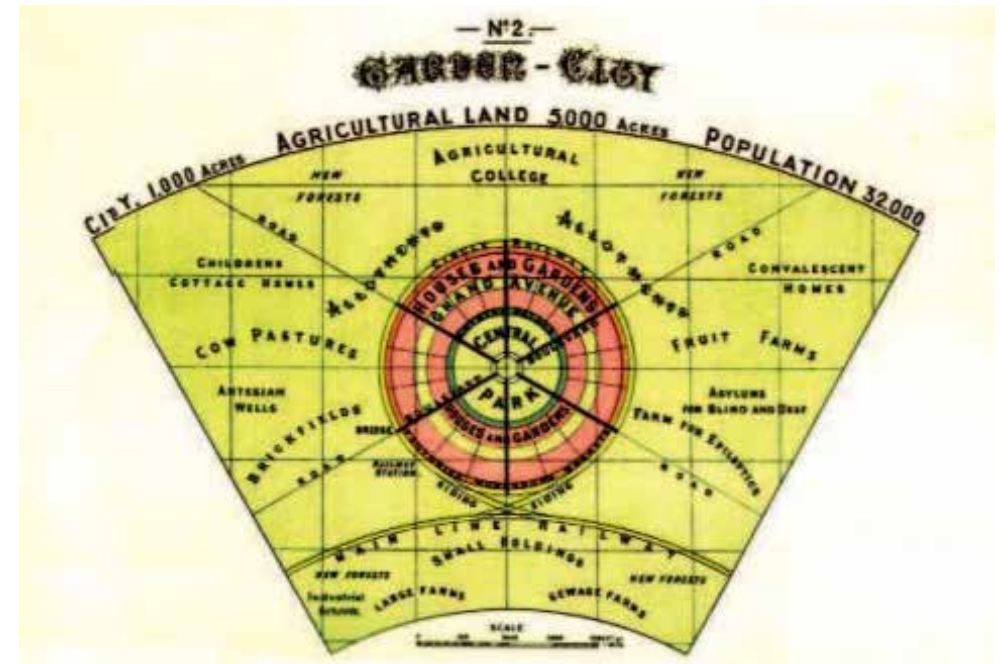


Figure 4.2 Tomorrow - A Peaceful Path to real reform, Ebenezer Howard

LIVING, WORKING & PLAYING IN THE VALLEY – THE OBJECTIVES OF THE VISION

Village scale living:

- Creating a bespoke blend of connected living environments where waterside opportunities provide for both tranquil living or vibrant activity and gladed woodland and meadows offer a rural backdrop.
- Developing a strong sense of place through creating a network of locally distinctive key destinations, providing complementary facilities to meet day to day needs, interconnected by an efficient sustainable movement network.
- Creating a flexible and adaptable development framework which will support incremental delivery and the ability to respond to local needs and market demands.

A prominent business location

- Combining a strategic position and parkland environment that is well related to the economic hub of the Oxford to Cambridge corridor.
- Providing a flexible mix of employment and commercial opportunities which are complementary and supportive to the economic hubs of Cranfield and Millbrook, creating an 'innovation and high technology cluster' in this part of Central Bedfordshire.
- Offering smaller scale employment opportunities as integral components of the community hubs.

A myriad of open spaces for recreation, water management and nature conservation:

- Facilitating the continued environmental regeneration of the landscape, utilising the untapped resource provided by the flooded clay pits and woodland to structure the development.
- Meeting the objectives of the B&MK Waterway through incorporating the waterway park as a central feature within the development. Enabling water to be managed alongside biodiversity enhancement, all within a linked green infrastructure network connecting the places and providing a variety of connected green areas for play and recreation.

Community facilities:

- Defining a flexible strategy for community facilities that can adapt to the needs of local communities through the lifetime of the development.
- Ensuring that the development supports and invests in community cohesion and facilitates the integration of new with existing communities through the provision of strong physical and visual links between future and existing villages.
- Providing a focal heart to each place, with amenities to serve the needs of new and existing residents and workers of employment areas.

Movement:

- Ensuring sustainable access to the site and around it.
- Realising the potential of the varied strategic movement corridors – ensuring development maximises its relationship with the strategic connections that run through and close to the site.
- Ensuring commercial and community uses are in close proximity and are well connected to the primary transport routes.
- Providing new and enhanced existing pedestrian connections to encourage 'walkable neighbourhoods' and offer long distance routes by connecting with existing PRoW.
- Facilitating easy and direct access to the railway and providing genuinely reliable and regular public transport services to key destinations, including links with existing villages.

GUIDING DESIGN PRINCIPLES

- 4.3 Marston Valley is about using the landscape and existing characteristics of the Marston Vale and its settlements to arrive at a scheme which embeds itself successfully into the area.
- 4.4 The Marston Vale is an area that has experienced continuous and dramatic evolution throughout the 20th Century, this is one of its defining characteristics. The foundations of this scheme are to allow organic and sympathetic growth to occur in a way that is harmonious to this continued evolution within the Vale, but in a coordinated way that delivers homes, jobs and facilities. It will conclude an intense period of change. Central to this is planning comprehensively for the protection and enhancement of the landscape setting and its biodiversity.
- 4.5 The site analysis and context, key influences and vision objectives has led to the identification of a number of guiding design principles. Taking account of the key influences set out in the previous section, and inspired by the vision, these encapsulate what the Marston Valley scheme is seeking to achieve.
- 1) **Design** – to create a series of new places linked with each other and existing villages, providing a network of key destinations and interconnected neighbourhoods integrated into the landscape;
 - 2) **Land use and critical mass** – to plan comprehensively enabling strategic infrastructure requirements to be identified and providing a development with the critical mass to deliver such infrastructure and local community facilities;
 - 3) **Organic Growth** – to plan for the strategic development potential of the Marston Vale but create a design that allows individual places to be brought forward independently and enables them to evolve organically, and continue the ongoing transformation of the Vale but in a planned and considered way;
 - 4) **Environmental restoration and enhancement** – to facilitate the continued regeneration and evolution of the Marston Vale landscape, turning post-industrial damaged land into recreational, visual and ecological opportunities as integrated spaces within the new communities. To protect existing heritage assets and their setting, notably Thrupp End Farmhouse and Brogborough Roundhouse and ringwork.
 - 5) **Maximising connectivity** – to exploit the site's strategic location to realise the full potential of the existing and future road, rail and water infrastructure. Providing permeable places that are well connected to each other and the existing settlements with a network of pedestrian and cycle routes.
 - 6) **Multi-level sustainability** – to deliver development that responds to the economic, social and environmental elements of sustainable design;

A VILLAGE DESIGN APPROACH

- 4.6 These design principles have been integral in arriving at the design philosophy for Marston Valley – the creation of a series of linked places. Marston Valley has been developed to:
- a) respond to the historic and recent settlement pattern of the Marston Vale – a blend of large and small villages together with employment opportunities;
 - b) respond to the landscape setting – allowing the landscape characteristics to permeate and inform the design of the individual places.
- 4.7 The overriding principle to make the development 'of the Marston Vale' required a design response that delivered comprehensive growth but at a village scale. This is to enable an organic form of development but ensure it is well planned in terms of its infrastructure.
- 4.8 Each village will offer something different and have its own distinct character, informed by and reflective of its landscape setting. The village approach will allow for a comprehensive scale of development to be nestled seamlessly into the landscape, each being able to respond sensitively to its individual assets and opportunities.
- 4.9 This development form will provide the ability to deliver significant new homes, community facilities and job opportunities at a scale that will not feel alien and out of context to the surrounding villages, but will be in harmony with the characteristic settlement pattern. Community hubs in each village will enable services and facilities to be provided that are of a proportionate scale and commensurate to needs of that neighbourhood. This is important to ensure that they supplement and complement, rather than compete with existing provision.



Figure 4.3 Illustrative Master Plan



DESIGN OVERVIEW

- 4.10 It is from the vision, guiding principles, village design approach and awareness of the constraints and opportunities of the site, as described above, that the Illustrative Master Plan and Parameter Plan for the Marston Valley have been derived.
- 4.11 This Section provides an overview of these two plans as a precursor to more detailed descriptions in the following sections on the layout and amount of development proposed, built form, landscape and access. It covers the site wide 'structural factors' that have guided the design and the more detailed design rationale of the places within Marston Valley.
- 4.12 The two plans, as explained above have very different purposes and roles within the application. To describe the design philosophy of Marston Valley and the places within it, the Illustrative Master Plan reflects one way in which the principles of the proposed development can be achieved and could be carried forward to subsequent stages of the planning process.

STRUCTURAL INFLUENCES

- 4.13 In addition to the guiding principles set out above, the design concept for Marston Valley is based upon a number of key structural factors, these have guided the layout, distribution of uses and primary infrastructure.

Water

- 4.14 The site contains a number of existing waterbodies by virtue of the area's clay extraction and brick-making heritage and, over relatively recent years, have become a defining feature of the Marston Vale landscape. The largest of which is Brogborough Lake at approximately 73ha. Lidlington Pit is also within the site and Stewartby Lake is adjacent to the site but will be connected via the proposed B&MK Waterway Park.
- 4.15 The lakes represent the lowest topographic points in the Vale floor and as such perform important drainage functions. A concept of 'strategic' surface water management, based upon use of the lakes, underpins the philosophy of the Marston Vale Surface Waters Plan.

- 4.16 The categorisation of Brogborough Lake and Lidlington Pit as County Wildlife Sites (CWS) demonstrates their biodiversity value.
- 4.17 The Vale also features a number of existing watercourses and 'tramways' – also owing to the previous brickmaking industry. In an area mainly dominated by arable fields, these help define the landscape character.
- 4.18 The presence of these existing water features, in conjunction with the proposal for a new waterway through the Marston Vale, has had an important influence on the proposed layout of the scheme. With water being such a significant asset in the Marston Vale landscape and the waterway project one of national significance and provide an important connection in the UK's waterway network, it is crucial that the design responds to these features.
- 4.19 The intention has been to maximise the potential of these existing water bodies and to facilitate their continued restoration by incorporating them into the fabric of the development as major recreational, biodiversity and water management resources. Therefore, embracing and enhancing the water as an integral feature of the proposals has been heavily influential in the proposals, using it as an asset for a unique setting, drainage, biodiversity as well as recreation.

Lakes

- 4.20 The design response to the lakes has taken account of their ecological value, ensuring that important vegetation and habitats are retained where possible, this has required a buffer to certain lake edges. It also ensures that development responds to existing ground conditions which has required a set back from the lakes in particular areas.
- 4.21 The general design approach is for the development areas to take advantage of their waterfront setting, encouraging access where possible and appropriate, taking account of ecological areas and health and safety. Optimising the potential for leisure and recreational uses on the shores of the lakes and along the waterways, facilitating improvements and enhancements to these important landscape features whilst maximising their role as an attraction. This has informed the identification of destinations for locating mixed uses – including leisure related community hubs.
- 4.22 The green infrastructure network has been utilised to connect the various water features and ensure that they are sensitively incorporated into the development. In some parts of the development it is important to retain the natural, rural character of these water features, the scheme has been carefully designed to ensure that such areas align with those protected for their ecological value. This is particularly important for Lidlington Pit and as such has required limited development frontage on to the lake.

Existing Channels

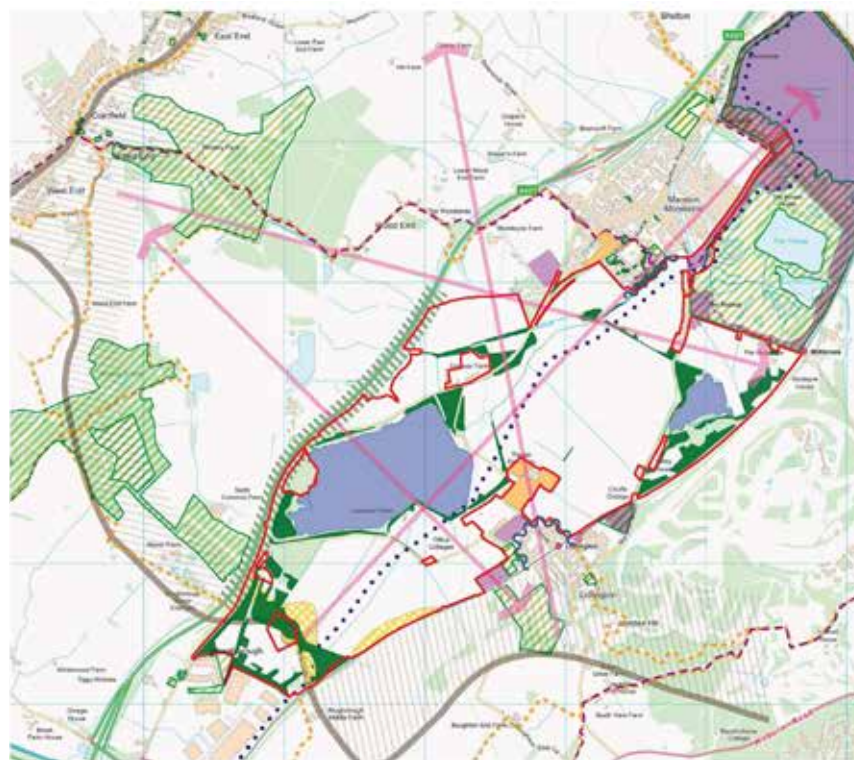
- 4.23 The existing channels and tramways have been retained and supplemented with newly proposed waterways. This is to further protect and enhance the character of the Vale floor, utilising the topography of the site to facilitate the surface water drainage network. These channels are particularly prevalent in the central, flattest part of the site. The design response is to incorporate new and existing channels into the development as navigable waterways, where possible, allowing development parcels to get a water frontage and create a unique setting for the largest village within Marston Valley. This is a place specific and creative response to the positively addressing surface water drainage.

Proposed Waterway Park

- 4.24 The B&MK Waterway Park is a defining feature of the proposals, forming a major new green infrastructure asset to the local area, linking with the Millennium Country Park. It will not only provide a unique outlook for new homes but has the potential for significant tourism and recreational benefits which can be harnessed by the scheme. The waterway also functions as the central spine of the surface water drainage network for Marston Valley.
- 4.25 The broad alignment of the waterway has been defined by the B&MK Waterway Trust. The alignment of the section through Marston Valley has been refined to meet the aspiration of 'linking the lakes', providing a fully navigable route between Brogborough and Stewartby Lakes. The precise alignment has been largely determined by the route of the existing Elstow Brook to enable the waterway to subsume the brook in part.
- 4.26 Different design responses have been proposed along the length of the waterway to create a varied experience at locations within the scheme. This has guided the layout and character of development along the waterway park to help create distinct environments that respond to the treatment of the waterway in that particular place – either in a more urban canalised form or with softer landscaped edges in green space.

Topography, ecology and vegetation

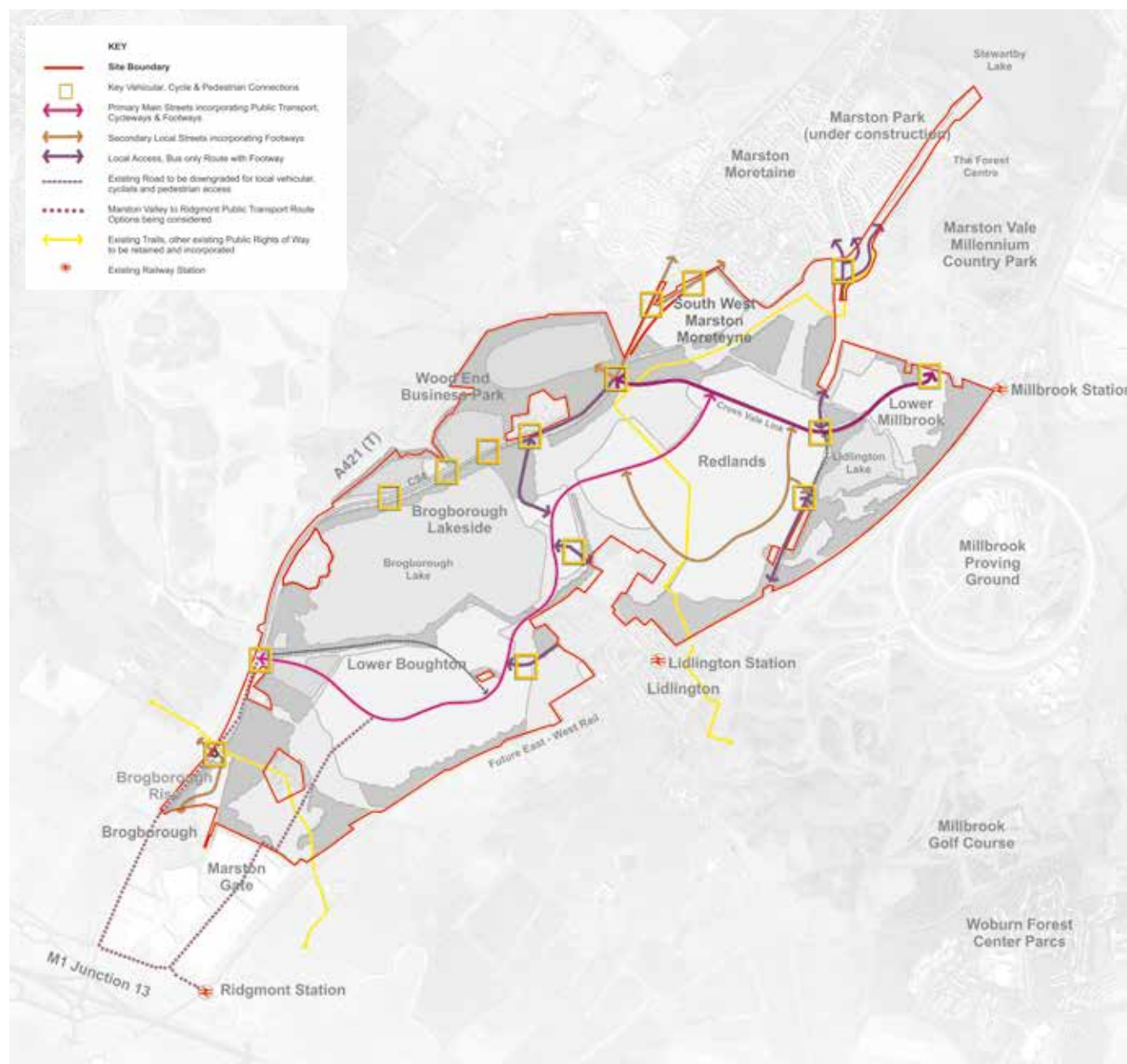
- 4.27 The Marston Vale landscape is one that has been subject to continued change and is undergoing long term regeneration. The proposals respond to the ridge, slopes and floor of the Vale. This has helped determine the physical limits of development, taking account of views from and to these ridgelines. This has strongly influenced the layout and building heights of the proposals. The scheme maximises the potential of the flat vale floor not only for development but locating formal open space, including schools and their playing fields. As the topography starts to rise towards the Greensand Ridge a filtered, wooded development edge is provided.
- 4.28 Existing vegetation has been retained wherever possible, particularly significant tracts of woodland planting. The need to increase tree cover in line with these objectives has also informed the proposals with considerable vegetated areas distributed throughout the scheme.
- 4.29 Areas of higher ecological and landscape value have helped determine the disposition of informal open space within the development. Such areas have a key role in preserving the characteristics of the Vale and will be an important resource for new and existing residents, employees and visitors to enjoy. The proposed development seeks to respond positively to these more natural areas, encouraging managed accessibility and landscape and ecological enhancement, particularly around the Head of Vale and the area south of Lidlington Lake.
- 4.30 In working with the existing landscape this has informed the approach to creating robust woodland buffers and belts, providing attractive edges to the site and a 'forest' setting for the development, whilst contributing significantly to the objectives of the Forest of Marston Vale.



Access and Connections with the existing road network

- 4.31 The application focuses on maximising the potential of existing and planned infrastructure. It centres the vehicular access strategy around the 're-imagined' C94. This is to encourage traffic onto the strategic road network (A421, M1) and limit opportunities for vehicular movements along the more rural roads and through existing settlements. There are two main points of access onto the C94 proposed in the application. These have influenced the layout and disposition of uses, guided through the creation of a central spine through the development linking these two accesses. This central spine provides the link between the villages and destinations within the development, ensuring they are well connected with a legible street hierarchy which can also form the basis of the public transport network within the site.
- 4.32 Creating a 'Cross Vale' connection has also been a driving factor of the layout and disposition of uses. This key route is a focal point of the scheme, providing an opportunity to create a community hub in this location.
- 4.33 The existing network of rural lanes or 'ends' in this area has been knitted into the scheme with access restrictions and downgraded proposed to limit their use by traffic from the development. In addition to the primary spine, a number of key secondary streets are proposed to create a permeable network and an alternative to the existing rural lanes, helping direct traffic to the main access points on the C94.

Figure 4.4a Landscape Assets and Considerations - Landscape
 Figure 4.4b Landscape Assets and Considerations - Ecology
 (both left)
 Figure 4.5 Movement Features Plan (Right)



THE MARSTON VALLEY PLACES

- 4.34 The proposed development has been derived from translating the vision and objectives into a well-considered scheme which responds effectively to the guiding design principles and the structural factors set out above. The main structure of the scheme is articulated on the Parameter Plan for which planning permission is sought. Understanding the development ethos and how the proposals have evolved is augmented through the Illustrative Master Plan.
- 4.35 This section explains in more detail how the development has been shaped, its design rationale and the key principles that should inform future detailed design.
- 4.36 As set out previously, the overriding design principle is to create a comprehensive development that has local scale village character. From the outset of the master planning process this lent itself to designing a collection of linked places within the Marston Valley site that relate well to each other and integrate with the existing settlements in the Marston Vale, providing a network of new and existing destinations.
- 4.37 The resultant development proposals comprise the following distinctive stand-alone, yet connected places, each forming a constituent part of Marston Valley.
- **Brogborough Rise**
 - **Lower Boughton**
 - **Brogborough Lakeside**
 - **Redlands**
 - **Lower Millbrook**
 - **Southern West Marston Moreteyne**
 - **Wood End Business Park**
- 4.38 Place-making in Marston Valley is led by the landscape, and the structure and character of the individual villages is defined by the green infrastructure that encompasses and links them together.
- 4.39 A number of parks have been defined within the scheme, each with a different relationship and purpose to the places within Marston Valley, providing a varied network of open space in terms of characteristics and functionality. The proposed parks include:
- **Millbrook Park**
 - **Sun Valley Park**
 - **Lidlington Park**
 - **Brogborough Hill Park**
- 4.40 The relationship between the Marston Valley places and the parks is shown on Figure 4.6 – Marston Valley Places and Parks. The Illustrative Master Plan provides a detailed articulation of how the parks are used to sensitively knit the places into the landscape and the importance of securing the strategic open space network.

4.41 The overriding design rationale for the layout of the villages was to address the following:

- Providing a robust mix of uses so that jobs, homes, schools and facilities are located together in a connected landscape of parkland, water and woodland;
- Ensuring that each new village is well connected to existing and future nodes on the movement network through walking and cycling and public transport routes;
- Providing a network of accessible open spaces and woodland to integrate new and existing villages whilst providing an attractive setting and restricting coalescence of the settlements;
- Maximising the landscape setting of the Marston Vale by positioning residential uses in areas where views over the lakes, woodland and Greensand Ridge can be exploited.

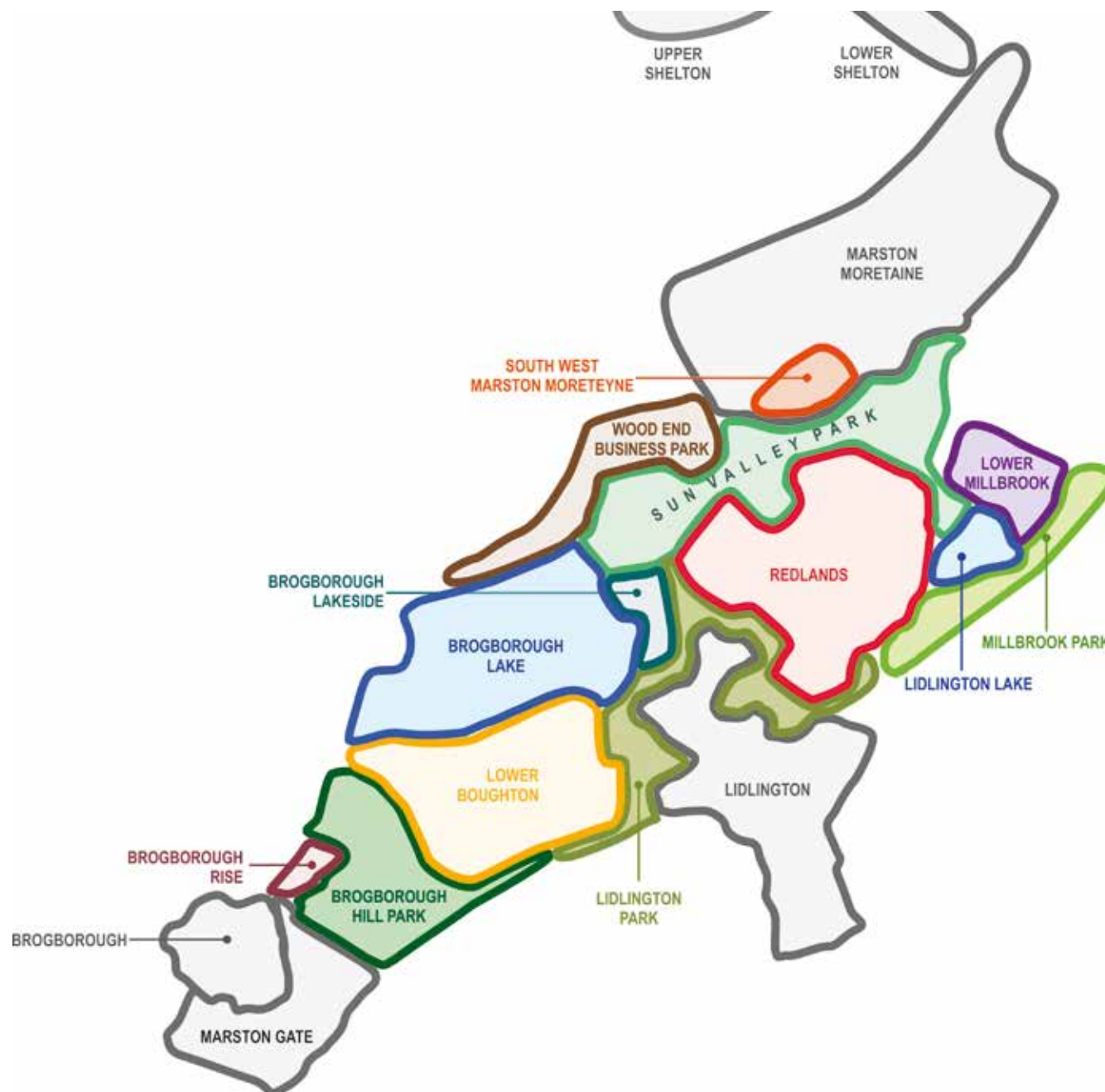


Figure 4.6 Marston Valley Places and Parks

BROGBOROUGH RISE



Figure 4.7 Places Plan



Figure 4.8 Extract of Parameter Plan

- 4.42 This residential area sits on the edge of Marston Valley and is intended to read as a sympathetic extension to the existing settlement of Brogborough. It will also have pedestrian and cycle connections through Brogborough Hill Park to Lower Boughton with access to the new facilities in the community hub.
- 4.43 This neighbourhood benefits from direct access to the C94 where a new roundabout will be created, helping provide traffic calming to this stretch of road. A new pedestrian crossing of the C94 will also be incorporated as part of the design for this new roundabout, providing a safer connection for the John Bunyan Trail. There is an opportunity to improve this long-distance route and create a new gateway for it as it enters Marston Valley. This could include interpretation boards within an attractive landscape setting focused around new SuDS features, which has a positive interface with the new proposed development. Following this, the route will continue into Brogborough Hill Park.
- 4.44 The proposed development is intended to sit to the west of the John Bunyan Trail where site topography is relatively high. As much existing vegetation as possible will be retained to the east of the John Bunyan trail to help provide a visual buffer and the building heights at the eastern end of the new parcel will be restricted to 9m in height.
- 4.45 Densities in this new neighbourhood are intended to help provide a range of smaller homes and family housing to extend the current offer in Brogborough, while ensuring effective integration with the existing settlement.
- 4.46 Properties within Brogborough Rise will benefit from immediate access to Brogborough Hill Park from the John Bunyan Trail, and retained and new woodland planting will help provide an appropriate buffer to the existing retained tramline to the south of the parcel.



New gateway for
John Bunyan Trail

Retained
planting

Restricted Building
Heights

Rounding off
Brogborough





LOWER BOUGHTON



Figure 4.10 Places Plan



Figure 4.11 Extract of Parameter Plan

- 4.47 Forming a more separate village south of Brogborough Lake, Lower Boughton is linked to the wider Marston Valley through the central primary street and public transport route which provides the spine to this village. It also benefits from an access directly from the C94 which establishes a gateway to the development. A high quality commercial development is proposed at this gateway, exploiting views over the lake.
- 4.48 Defined by the backdrop and setting of the Greensand Ridge which starts to rise on the southern edge of Lower Boughton, this area seeks to respond to and respect the wooded skyline of the Ridge.
- 4.49 Development extents on the eastern edge have been informed by retaining and extending the current formal open space adjacent to Lidlington, forming part of Lidlington Park. The benefits of this are two-fold, not only improving a valuable resource but securing a permanent green buffer between the new and existing villages. Its use as a formal open space will help to ensure it is accessible and useable by the surrounding communities and will assist in community integration.
- 4.50 To the west, the 'head' of the Valley and the Brogborough Roundhouse Scheduled Ancient Monument (outside of O&H control) have been respected and development has been carefully placed according to the existing site topography to ensure it nestles sensitively into this landscape. Brogborough Hill Park has been formed to protect this area in perpetuity and ensure that it can be accessed and enjoyed and managed appropriately for the future. The myriad of PRoW will be maintained in the Park and the route of the Waterway is safeguarded in this location. Sitting between Brogborough and Lower Boughton, Brogborough Hill Park will be an important place for low key recreation with informal amenity space.
- 4.51 A woodland buffer is provided to reinforce the vegetated character of the ridgeline but provides the added benefit of a set back from the railway. Pockets of permeable woodland planting will help fragment the built form and allow it to gently blend into the landscape at the base of the slopes. Building heights along this development edge are restricted to 9m and are the lowest within Marston Valley. This part of the site provides an opportunity for some lower density, larger plot housing with more contemporary architecture with potential to incorporate timber into the materials palette. Some self-build plots could benefit from this rural edge.

Figure 4.12 Extract of the Illustrative Master Plan



Direct C94
access

Development with
lake views

Re-aligned
Sheeptick End

Lakeside pedestrian
routes

Housing with a range
of densities

Brogborough Hill Park incorporating
Brogborough Roundhouse

Lidlington Park formal sports
pitches and park facility

Community
hub

Permeable woodland
edge

Figure 4.13 Illustrative view of Lower Boughton Community Hub





4.52 A community hub and lower and middle school campus sit at the heart of Lower Boughton. This will be an important civic destination focused around the future waterway. A collection of retail and community facilities will complement those provided in Redlands. Formal open space and children's play areas will be distributed in central locations to ensure that they are accessible to the community.

4.53 The existing Public Right of Way network will be improved and consolidated through Lower Boughton ensuring connections are maintained to off-site routes and links improved to Brogborough Lake and the new lakeside hub.

4.54 Densities will be higher in the centre of the village, along the primary street and they will gradually reduce to respond to the various edge conditions including towards Lidlington Park and Brogborough Lake. Properties here will be orientated to take advantage of the lake setting there is the potential for more detached and semi-detached units with large plots with a more open and informal character.

4.55 The existing Sheeptick End will be realigned for vehicular traffic to allow development parcels to better relate to the lake. The existing route may be retained for local access, pedestrians and cyclists as part of a circular route which 'kisses' the lake in key locations.

