



BROGBOROUGH LAKESIDE



Figure 4.14 Places Plan



Figure 4.15 Extract of Parameter Plan

4.56 Whilst not of a village scale it is more of a distinctive neighbourhood and lakeside destination. Its hamlet nature is reflective of Wood End, Vale Farm and Lower Shelton. The neighbourhood is strongly characterised by this immediate waterside setting as well as its position bookending Sun Valley Park and denoting the waterway's connecting point with the lake. It will exploit its lakeside location, and whilst the wider village will contain residential and education uses, the defining feature of Brogborough Lakeside will be its community hub which will have a leisure and recreational focus.

4.57 The public realm will take advantage of development extending up to the lake edges, assisted by the existing bank levels which currently provide a close relationship to the water. As is indicated on the Illustrative Master Plan, the waterway / lake relationship provides an opportunity for a marina type facility and the adjacent hub could incorporate a waterside hotel associated with the lake and waterway tourism. Other uses could include a pub / restaurant, gym and small scale retail together with recreational uses linked to the lake, for instance retention of the existing windsurfing club. Despite all of its waterbodies, this is one of the very few locations in the Marston Vale where safe and direct access and experience of the water itself can be enhanced, including the potential for creating a beach area.

4.58 This side of Brogborough Lake will be more active in comparison to the calmer western edges, which have a greater ecological value and are more sheltered from the prevailing winds and as such will be protected with limited development. To further protect the western shores, the waterway will be on a specific route through the lake. This, as shown on the Parameter Plan, will be demarcated, possibly through the use of buoys, to ensure boats only utilise the southern perimeter of the lake.



Figure 4.16 Extract of the Illustrative Master Plan



B&MK Waterway

Lakeside
development

Potential for marina

Potential to create
a beach

Pedestrian &
cycle routes

Thrupp End - bus,
pedestrian, and cycle only

Lower School

Protected route of
Elstow Brook

Protected Scheduled
Ancient Monument

Lidlington Park

Figure 4.17 View of Brogborough Lakeside





4.59 The development extents have been defined by an important ecological corridor which follows the route of the Elstow Brook. This retained corridor is incorporated into Lidlington Park and helps reinforce the offset to Thrupp End Farmhouse and Lidlington. Good public transport and pedestrian and cycle links will ensure that the existing settlements have direct and efficient connections to this lakeside hub. Thrupp End is proposed to be downgraded to bus, pedestrian and cycle access only to enhance safe and direct access. Woodland planting to the north of Brogborough Lakeside has also been retained for visual separation from the C94 and for its ecological value.

4.60 There is the opportunity for some higher density homes in this area, taking advantage of the views of the lake and a position on the main primary street and public transport route through this site. This primary street leads south of the lake to connect with Lower Boughton village.





REDLANDS



Figure 4.18 Places Plan

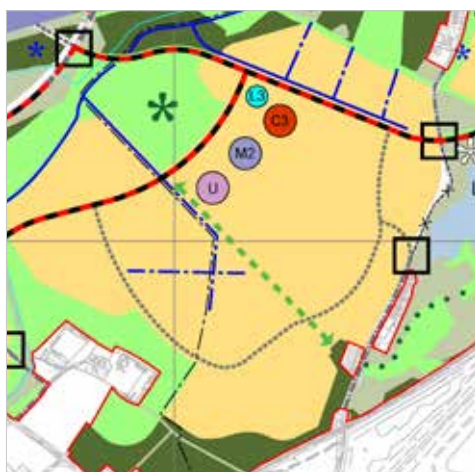


Figure 4.19 Extract of Parameter Plan

4.61 Located in the central Vale floor, between Brogborough and Stewartby Lake, Redlands is the heart of Marston Valley, both geographically and in terms of its functional role in the development. Taking advantage of the wide expanse of predominantly flat and open intensively farmed arable land, this is the ideal position for the main village within Marston Valley. It is capable of accommodating a significant proportion of homes and community facilities with few physical and environmental constraints.

4.62 The development extents utilise the currently unconstrained, intensively farmed agricultural fields, in the north the development limit is provided by an existing tramway which is to be retained as a linear water feature. The alignment of the waterway park frames Redlands on its western / north western edges and reinforces it as a destination within the development. To the east it is proposed that the development adjoins Marston Road / Station Road to assist in integrating Redlands with existing properties along this route. A section of Station Road will be diverted / downgraded to encourage traffic to utilise the primary streets within the development and help retain the local character of existing routes.

4.63 The southern development boundary is determined by both the retention of a valuable ecological corridor containing a section of the Elstow Brook and the need to provide a substantial buffer to the Thrupp End Farmhouse, protecting the setting of this Scheduled Ancient Monument. Lidlington Park will provide an important permanent landscape buffer between Redlands and Lidlington, it will also serve to protect the setting of the Thrupp End Farmhouse. Gladed woodland planting within the Park will help retain the sense of separation between the settlements, however, the re-aligned Marston Vale Trail will ensure that there are strong pedestrian links allowing physical connections between the communities.

4.64 As the largest village within the site, it will comprise the greatest mix of uses within the development. One of the key primary streets, forming a section of the 'Cross Vale link', runs through the northern component of Redlands. This street is intended to be the focus for Redlands' community hub, with retail and community uses encouraging activity along this main route. The lower, middle and upper school campus will help anchor the hub at the confluence of the east west and north south primary streets.



Buffer to Scheduled Ancient Monument

Lidlington Park incorporating new woodland and pedestrian routes

Figure 4.20 Extract of the Illustrative Master Plan



Community Hub

Retained tramway

Sports pitches

Cross Vale Link

Station Road downgraded and re-aligned in part

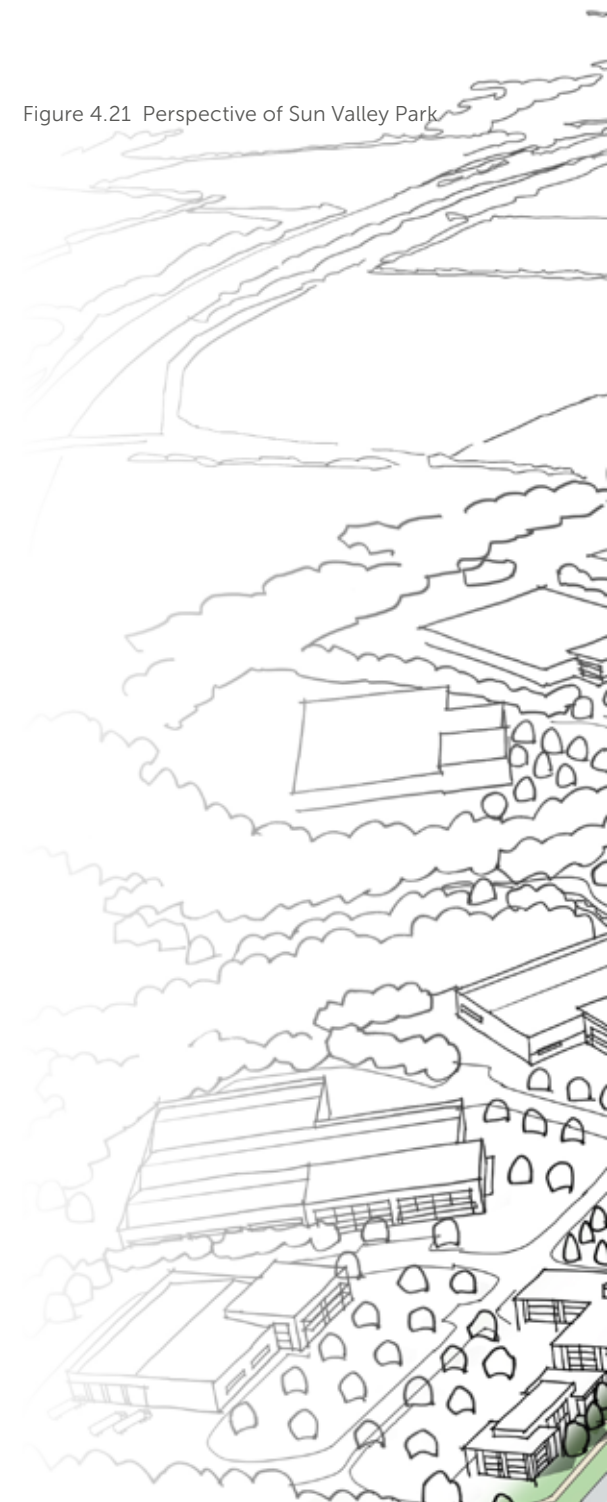
Education Campus

Hierarchy of new and retained waterways

Re-aligned Marston Vale Trail

- 4.65 Homes within Redlands will be at a variety of densities including lower densities towards Lidlington and increased densities along the primary streets and within the community hub to give enclosure to the main routes through the development. Density ranges will be between 25–45 dph. Building heights will increase in the centre of Redlands up to 15m, particularly around the community hub and school campus
- 4.66 Strong pedestrian and cycle connections and public transport routes will ensure Redlands is linked to the other destinations and to the existing villages, helping encourage community integration.
- 4.67 The mixed-use amenities will have a strong visual and physical connection to the main formal open space so it reads as part of the village centre. This hub of sports pitches and potential sports facilities leads through to the more naturalistic park of the waterway corridor. This juxtaposition of the formal space and the informal waterway park creates a focal destination within 'Sun Valley Park' at the half-way point between Brogborough and Stewartby Lakes. The formal open space provides an opportunity to create a gateway to Sun Valley Park from Redlands village centre, making it an accessible and thriving asset for this key neighbourhood. It is well accessed from the 'Cross Vale Link' as well as water-based modes using the waterway network.
- 4.68 Sun Valley Park follows and is centred upon the route of the proposed waterway. With its north eastern gateway at Station Road, it is to be read as a continuation of the Millennium Country Park, allowing this established parkland environment to permeate through into the site, bringing with it the qualities of the country park and pedestrian and cycle routes meandering alongside the waterway through into the core of Marston Valley. As a multifunctional corridor the character of Sun Valley Park will be rich and varied. The Marston Vale Trail will be a pivotal route through Sun Valley Park, facilitating the strong sense of continuity with the Millennium Country Park. Minor diversions will ensure the route takes advantage of the varied landscape and waterway setting of this park and through Redlands.
- 4.69 Characterised in the main by large arable fields, the existing tramways, ditch courses and associated hedgerows are the few defining features in this part of the site. With the waterway park and navigable waterway having such a close relationship to Redlands, the water network has been the most influential factor in designing this place.
- 4.70 Taking a design cue from the existing ditch course network and the proposed section of the B&MK Waterway, Redlands will contain a number of additional new watercourses, creating a hierarchy connected of waterways. This waterway network will be a defining feature of the place. It is intended that a substantial part of the network will be navigable, in some places for broad beam boats, and in others just small craft, it will create a unique living and community environment.
- 4.71 The waterway network will provide the opportunity for a number of different design responses in Redlands as are articulated on the Illustrative Master Plan. The waterways will also function as part of the surface water drainage network.

Figure 4.21 Perspective of Sun Valley Park





Marston Vale Trail
route through park

Redlands
sports pitches

Elstow Brook

New and retained
woodlands and grassland

B&MK Waterway

Brogborough
Lakeside

Figure 4.22 View of Redlands Community Hub





RESPONDING TO THE WATERWAYS

- Waterside living – properties addressing the main navigable waterway with views over Sun Valley Park.
- Small waterways provide perfect opportunity for homes to have direct access to waterfront with personal moorings facilitating canoe and small craft trips.
- More canalised, formal features in community areas, allowing cafes and businesses to benefit from a waterfront setting. Leisure routes fronting the waterways will help animate the spaces and keep businesses viable.
- A mix of design responses through the green infrastructure – wider open waterway with softer landscaped edges in more natural, informal open spaces, and hard vertical sided canal through more formal open spaces.





LOWER MILBROOK



Figure 4.23 Places Plan



Figure 4.24 Extract of Parameter Plan

4.72 The most north eastern part of the site sits adjacent to the Millennium Country Park and is separated from the wider Marston Valley site by Station Road. Containing Lidlington Pit CWS and a further large pond to the east of the main pit which are surrounded by young woodland and scrub and grassland mosaic habitats, this part of the site has a more bucolic, natural character. The more vegetated and ecologically rich areas are located to the south east and eastern edges of this area. To the north and up to the site boundary with Station Lane, agricultural fields are more reflective of the Vale floor character.

4.73 Lower Millbrook has been designed to respond to this rural edge character, utilising the flat, open agricultural land for the main development area whilst retaining the most valuable vegetated areas around the waterbodies and to the south east of the lake, where topography is more varied, as informal open space. It is a place of sufficient scale to support its own community hub with local facilities and a lower school is also positioned in Lower Millbrook to both meet education needs but reinforce the sense of community for this area.

4.74 The 'Cross Vale link', which is a key part of the primary street network, forms a central spine through Lower Millbrook to its junction with Station Lane. The development area frames both sides of this street to ensure that it retains a residential character. The community hub and lower school are to be positioned in close proximity to this primary street to aid legibility and secure a sense of identity.

4.75 Given the character of this area, by virtue of its landscape setting, it is intended that there is an opportunity for residential development in this location to be of a lower density with a more informal character. This is demonstrated by the Illustrative masterplan which suggests a more fragmented form of development, particularly towards the lake edges. There is the potential for self-build plots and more contemporary experimental architecture in this pocket of development, where homes are framed by gladed woodland and with views across and access to the lake.



Figure 4.25 Extract of the Illustrative Master Plan



Community Hub

Millbrook Station

Cross Vale Link

Existing and new green infrastructure to establish Millbrook Park

Opportunity for contemporary architecture & self build homes

Location of former Marston Valley brickworks

Improved pedestrian and cycle access through environmental areas with viewing points

Figure 4.26 View of Lower Millbrook - lakeside homes





4.76 Millbrook Park will provide an environmentally rich, substantial landscaped setting to Lower Millbrook, reinforcing its more rural character. It will help contain the development area and provide a green buffer to the railway edge. Incorporating the most valuable retained and enhanced open space, with pockets of new and existing woodland, it extends from the Marston Road Railway crossing in the south to Millbrook Station in the north. This, informal, naturalistic parkland includes the retained permissive route linking Marston Road to Millbrook Station. Green buffers to lake and pond edges have been retained to help protect their ecological and landscape value. This park is likely to involve minimal intervention to ensure that the integrity of its current mosaic habitats and ecological value are retained, which are reflective of its informal regeneration from previous brick-making activity.

4.77 The design of Lower Millbrook will respond positively to the existing Marston Club and associated open space which is intended to be retained. It is proposed to be enhanced and extended as part of the proposals for formal sports provision. The Illustrative Master Plan suggests that this formal sports provision could be well related to the lower school. The existing PRoW leading from the existing sports club to the railway edge is likely to be subject to minor diversion to ensure it can provide a strong footpath connection from the existing properties on Station Road to the community hub in Lower Millbrook, helping integrate the communities.

4.78 As shown on the Illustrative Master Plan, Lower Millbrook will facilitate pedestrian connections to the Millennium Country Park.

4.79 A former tramway feature connects this part of the site to Redlands in the central part of Marston Valley. This has been retained as a linear water feature for both its aesthetic and ecological value.





SOUTH WEST MARSTON MORETEYNE



Figure 4.27 Places Plan

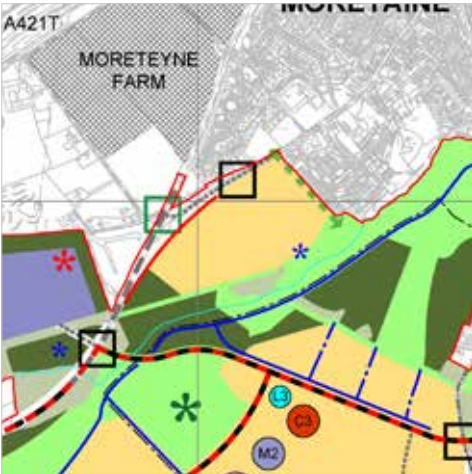


Figure 4.28 Extract of Parameter Plan

- 4.80 This is a residential area on the edge of the Marston Valley site. It has a direct relationship to the existing settlement of Marston Moretaine and therefore is designed as a sympathetic extension to the village. Direct connections to Redlands will also mean it is well integrated with the wider Marston Valley community and can easily access the new facilities and services in Redlands.
- 4.81 This neighbourhood fronts on to the existing Elstow Brook corridor and proposed Sun Valley Park incorporating the new Waterway. This water based setting will characterise the southern extent of the parcel with a more informal, organic layout with plots orientated to take advantage of the views over Sun Valley Park. This area performs an important transitional role of a rural-urban edge. While it is sympathetic in design to Marston Moretaine, it will allow the landscape led ethos of Marston Valley to permeate into the parcel.
- 4.82 The form and density of development will be complementary to that in Marston Moretaine. The retention of the hedgerow and creation of a permanent green corridor, with additional planting, will help maintain a buffer to the properties on Manor Road.
- 4.83 Vehicular access will be taken from Woburn Road, including the creation of a new improved junction onto the C94.
- 4.84 Properties in this parcel will benefit from direct access to the widest part of the Sun Valley Park where it opens out to incorporate pockets of gladed woodland planting, meadows and informal amenity space. The Marston Vale Trail PRoW sits at the heart of the Park and will lead up to connect with the Millennium Country Park at the new Station Road Crossing of the waterway.

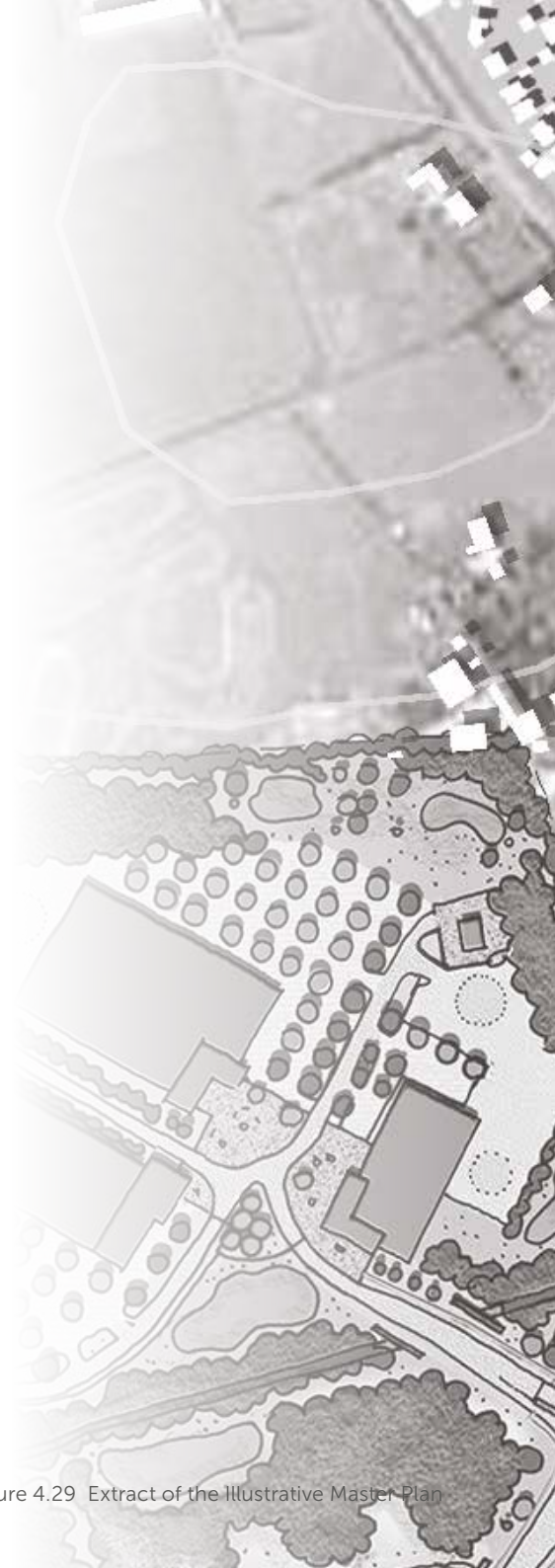


Figure 4.29 Extract of the Illustrative Master Plan



Woburn Road

C94

Green Corridor

Sun Valley Park incorporating B&MK
Waterway and Elstow Brook





WOOD END BUSINESS PARK



Figure 4.30 Places Plan

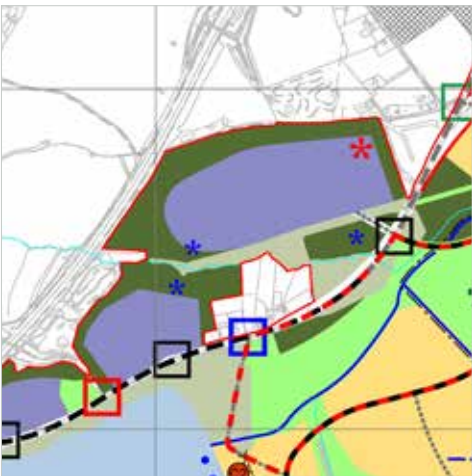


Figure 4.31 Extract of Parameter Plan

- 4.85 One of the key assets of Marston Valley is its accessibility from the C94 which runs through the site. This, together with the prominence of the site from the strategic road network along the A421, creates an ideal location for a high-quality business park as part of a wider knowledge intensive cluster along the Oxford to Cambridge Corridor.
- 4.86 Wood End Business Park has been positioned within Marston Valley so that it benefits from direct access to the C94 and can achieve a number of large consolidated employment parcels. This provides flexibility to potential occupiers and ensures they are located in the most prominent location within the site.
- 4.87 The development extents have been informed by retaining ecological corridors and responding to the existing 'Cranfield Tributary' of the Elstow Brook. A substantial belt of gladed woodland planting will help soften the backdrop to this employment cluster, protect ecological habitats and establish an attractive parkland setting for the commercial units.
- 4.88 Minor diversions to the existing PRow will ensure that Wood End Business Park is well connected for pedestrians and cyclists to the wider Marston Valley villages. Public transport will be routed to enable new and existing residents to access the employment area.
- 4.89 The location of the business park, and increased building heights will maximise the potential for elevated southerly views over Brogborough Lake.

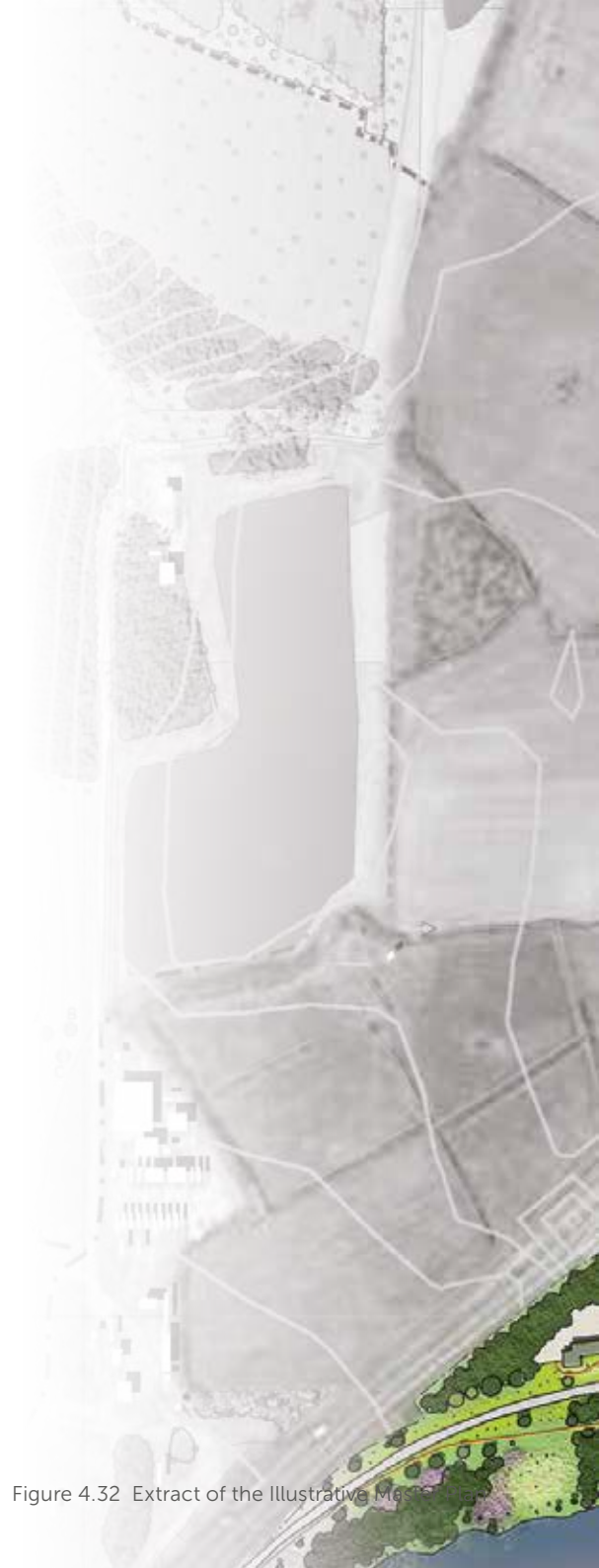


Figure 4.32 Extract of the Illustrative Masterplan



Wooded
backdrop

A421

Cross Vale Link

Traffic calmed C94

Sun Valley Park

Southerly views over
Brogborough Lake









Part C Design

5.0 DESIGN

5.1 This section of the DAS sets out the overarching principles related to design and access. It provides details on the approach to:

- Amount
- Layout
- Scale and Density
- Appearance
- Landscape
- Sustainable Design
- Sustainable Drainage
- Access

SITE WIDE DESIGN PRINCIPLES

5.2 There are seven key site wide design principles which should underpin any development at Marston Valley. Undertaking development in accordance with these will help ensure the places are created as intended and deliver a high quality environment. These principles provide a guide to good design and supplement the 'Spatial Principles' that are fixed as part of the development specification.

5.3 These overarching principles will inform future reserved matters applications. They should be read alongside the Central Bedfordshire Design Guide and subsequent 'Infrastructure Design Codes' and 'Village Pattern Books':

1. **A green and blue infrastructure setting** – ensuring the varied character of the Marston Vale permeates into and influences distinctive design across the villages. The landscape proposals should: enable green infrastructure to pervade throughout the development and help contribute to FoMV objectives with tree planting; create water focused environments with both leisure and surface water drainage functions; facilitate access to high quality and diverse open spaces

for recreation; retain and improve valuable ecological habitats and exploit opportunities for food production.

2. **Distinctive built form** – the density, form and massing of development should respect and respond to the landscape setting. Medium density family housing should prevail allowing for a more relaxed village character, good sized gardens, on-plot parking wide verges and plentiful informal open space with generous shrub and tree planting. Densities should be increased in more accessible locations and close to facilities to reinforce the formality in these areas.
3. **Sustainable Design** – ensuring the scheme responds to all the components of sustainable development, in particular resource efficiency of water, energy and soils will be employed.
4. **Vibrant, mixed and integrated communities** – create places to live, work, learn, socialise and play. Ensure that each place has the amenities to facilitate community cohesion and establish early phasing of infrastructure (for example schools, play and sports facilities) to kick-start social integration with new and existing residents from the outset.
5. **Walkable Neighbourhoods and permeable and legible network of routes** – the design will prioritise pedestrians and cyclists and will structure the development to enable the majority of people living here to walk, cycle or have easy access to public transport to meet their daily needs. Providing a clear hierarchy of routes and using the built form and tree planting to reinforce formality of key streets.
6. **Active streets and animated frontage** – streets and public spaces should be overlooked with active frontages. Mixed uses in key destinations will help ensure high levels of activity throughout the day.

7. **Block Structure and Enclosure** – the built form should be designed to create a sense of enclosure with clear definition between public and private spaces. Regard should be had to 'Secured by Design' principles.

AMOUNT

5.4 The Outline Planning application for Marston Valley seeks permission for a mix of uses and a range of floorspaces as set out in the Development Specification accompanying the application.

5.5 The quantum of development for which permission is sought is accommodated on the Parameter Plan as shown on figure 5.1. This has been subject to testing through the Environmental Impact Assessment which determined that this amount of development could be accommodated and any necessary environmental mitigation measures could be effectively secured. The relationship between the Parameter Plan and other illustrative material - the Indicative Framework Plan and Illustrative Master Plan is explained earlier in this DAS.

5.6 The amount of development has been derived from spatial master planning taking account of the environmental capacity of the site; ensuring a balanced mix of uses and creating places that are self-sustaining in nature.

5.7 The non-residential floorspace schedule is set out in Table 5.1 below. These figures are expressed as maxima in order to provide flexibility. There is the potential to the precise mix of uses to be defined as the scheme is built out and respond to local priorities and market demand. This is important for a scheme of this scale to accommodate the necessary design refinements at detailed planning stages.