

creating new residential environments

LAND WEST OF KEMPSTON DEVELOPMENT BRIEF

- *approximately 1000 new homes*
- *shop and school*
- *part of western bypass*
- *employment area*



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Land West of Kempston Development Brief

This development brief is consistent with the adopted Bedfordshire Structure Plan 2011 and with the Bedford Borough Local Plan adopted 20th October 2002. It has been revised in the light of the comments received during the consultation exercise held in May and June 2002. The brief was adopted as supplementary planning guidance by the Borough Council on 29th January 2003.

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This document has been prepared by the Policy Team within the Planning Services Group
with the assistance of colleagues in other sections of the Borough Council.

The brief may be viewed on the Council's website: www.bedford.gov.uk/planning
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INVESTOR IN PEOPLE



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ਜੇ ਤੁਹਾਨੂੰ ਇਹ ਚਿੱਠੀ ਜਾਂ ਲੀਫਲੈੱਟ ਸਮਝ ਨਹੀਂ ਆਉਂਦਾ ਅਤੇ ਇਸ ਬਾਰੇ ਤੁਹਾਨੂੰ ਹੋਰ ਜਾਣਕਾਰੀ ਦੀ ਲੋੜ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਇਨ੍ਹਾਂ ਨੂੰ ਨਾਲ ਲੈ ਕੇ ਟਾਊਨ ਹਾਲ ਆਉ ਜਾਂ ਸਾਡੇ ਨਾਲ ਸੰਪਰਕ ਰਾਹੀਂ ਸਾਨੂੰ ਮਿਲਣ ਦਾ ਸਮਾਂ ਤੈ ਕਰੋ। ਅਸੀਂ ਤੁਹਾਨੂੰ ਮਿਲਣ ਸਮੇਂ ਇਕ ਤਰਜਮਾਕਾਰ ਦਾ ਪ੍ਰਬੰਧ ਕਰਾਂਗੇ।

اگر آپ کو اس خط یا لیفلٹ کے سمجھنے میں مشکل پیش آئے یا آپ مزید معلومات حاصل کرنا چاہیں تو براہ مہربانی اس خط یا لیفلٹ کے ساتھ ٹاؤن ہال میں تشریف لائیں یا اپائنٹمنٹ حاصل کریں ہم ان معلومات کی وضاحت کیلئے مترجم کی خدمات حاصل کریں گے۔

এই চিঠি/প্রচারপত্র বুঝতে যদি অসুবিধা হয় এবং বিশদ তথ্য জ্ঞানতে চান, তাহলে সেটা সঙ্গে নিয়ে টাউন হলে আসবেন অথবা একটি আপয়ন্টমেন্টে করার জন্য আমাদের সাথে যোগাযোগ করবেন। তখন আমরা একজন ইন্টারপ্রেটারের ব্যবস্থা করব। তিনি আপনার কাছে এই চিঠি/প্রচারপত্রের বিষয়বস্তু ব্যাখ্যা করবেন।

" જો તમને આ પત્ર કે પત્રિકા સમજવામાં તકલીફ પડતી હોય અને તમે વિશેષ માહિતી મેળવવા માંગતા હોય તો મહેરબાની કરીને ટાઉન હોલમાં આ પત્ર કે પત્રિકા લઇને આવશો અથવા એક એપોઇન્ટમેન્ટ માટે અમારો સંપર્ક સાધશો. આ માહિતીના ભાષાંતર (ઇન્ટરપ્રીટેશન) માટે અમે વ્યવસ્થા કરશું."

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1 Purpose of Development Brief

1.1 Introduction

1.1.1 The Council intends that the development of this site will create a planned extension to the town. It will be an attractive place to live, offering a range of housing types, convenient access to local shopping, recreational facilities, a new school and will provide employment opportunities. It will also make a major contribution to providing the Bedford Western Bypass which will benefit the town in establishing a more robust strategic highway network. In addition, with the bypass in place it will be possible to promote measures to encourage alternatives to the car as a way of reducing congestion and improving accessibility for other modes of transport. The development offers an exciting opportunity to establish a distinctive design style which has a positive impact on the area and creates new gateways and landmarks on the urban edge.

1.1.2 It is most important that this site looks forward to more sustainable ways of living. The developer will be expected to respond positively to the challenge to create a greener, more sustainable environment.

1.1.3 The Council wants to create an urban extension based on sustainable development principles which will achieve:

- a locally distinctive, high-quality development which gives identity to the new urban edge
- a mixed and balanced community
- priority for pedestrians, cyclists and public transport access
- the greening of the residential environment
- energy efficient development.

1.2 The Need for Development West of Kempston

1.2.1 Development west of Kempston is specifically needed for the following reasons:

- to provide housing and contribute to the housing requirement set by the Bedfordshire Structure Plan 2011
- to focus development west of Bedford in accordance with the Structure Plan

- to contribute towards the provision of the Bedford Western Bypass.

1.3 The Extent of the Area covered by the Brief

1.3.1 The brief concerns land on the western approaches of the urban area of Bedford/Kempston. The site is situated on land which lies between the A421 trunk road and the River Great Ouse. The Bedford Western Bypass will run through the site forming the southern leg of a link between the A421 and A428. The total area covered by the brief is approximately 137 hectares (338 acres).

1.4 The Status of the Brief

1.4.1 This Development Brief has been adopted by the Council following public consultation on a draft brief which took place between 5th May and 20th June 2002 with a wide range of statutory bodies, local organisations and local residents. The brief provides advice for prospective developers who will need to demonstrate that they meet the brief's objectives and accord with the supplementary design guidance for the site to be prepared as part of the outline planning application.

1.4.2 The site is in three main ownerships. The landowners have made a joint application with the landowners of the Biddenham Loop site for outline planning permission. Thereafter, it is likely that the site will be divided into a number of plots for sale to individual house builders. This brief has therefore been prepared primarily to guide the determination of the outline application but recognises the need for it to be capable of being applied to separate applications at reserved matters stage.

1.5 Relationship to the Biddenham Loop Development Brief

1.5.1 The development of this site and the land at the Biddenham Loop allocated under Policy H6 of the Local Plan are linked by the need to finance the provision of

the Western Bypass. The two briefs have been prepared in parallel.

1.6 Structure of the Brief

1.6.1 The brief comprises the following:

Section 2: Context

Section 3: Site appraisal

Section 4: Development influences.

Section 5: Key principles

Section 6: Local distinctiveness and urban design principles

Section 7: A mixed and balanced community

Section 8: Routes and movement

Section 9: Greening the residential environment

Section 10: Implementation.

2 Policy Context

2.1 Bedfordshire Structure Plan 2011

2.1.1 Adopted in March 1997, the Bedfordshire Structure Plan 2011 sets the context for the Local Plan which covers the Borough.

2.1.2 Policy 32 of the County Structure Plan states that provision will be made for about 16,200 net additional dwellings in Bedford Borough in the period 1991-2011 of which 11,700 are required by 2006.

2.1.3 Policy 33 states that new housing provision will be focused on locations in and adjoining major urban areas and in strategic corridors. Of the new housing provision required 8,900 dwellings are directed to locations in and adjoining the urban area of Bedford and 2,700 of these dwellings are to be provided in a strategic location of West Bedford. The land west of Kempston will contribute to the provision west of Bedford during the Local Plan period up to 2006 and beyond. The deposit draft Bedfordshire Structure Plan 2016, published in November 2002, also identified the area west of Bedford as a strategic location for housing.

2.2 Bedford Borough Local Plan

2.2.3 The Bedford Borough Local Plan was adopted on 20th October 2002. The Plan has been prepared in accordance with the Structure Plan and allocates 730 dwellings to the land west of Kempston.

2.2.4 Policy H7 sets out the key principles of development to include:

- i] the completion of the distributor link southwards across the River Great Ouse to the A421 prior to the occupation of the 201st dwelling sanctioned by this policy. A planning obligation will be required: a) to secure the funding and phasing of the provision of the link b) to ensure that the link will in fact be provided;*
- ii] sufficient land should be reserved to enable this road to be built and fully upgraded to dual carriageway to the satisfaction of and dedicated to the highway authority on the issue of the first planning permission;*

- iii] access via the local road network with associated on and off-site highway improvements as required by the highway authority;*
- iv] the provision of a network of footpaths/cycle routes incorporating the Sustrans route and including safe crossing points with the proposed distributor road. This should connect: a) the new development with the existing built up area of Kempston; b) the new housing with the other uses on the site including on-site open space and community facilities; c) the new development and the Community Forest to the west and south;*
- v] the provision of extensive structural landscaping to assimilate the development into the wider landscape, and to provide a satisfactory interface with the existing edge of Kempston;*
- vi] contributions to the aims of the Marston Vale Community Forest consistent with the creation of a gateway to the urban area, and to provide adequate softening of the approaches to Bedford/Kempston;*
- vii] the provision of adequate community and educational facilities including a local centre but excluding any retail development over and above that required to meet the needs of this site;*
- viii] the provision of a network of open space located within easy access of the new housing;*
- ix] the provision of open space and playing fields on the periphery of the development. Ancillary car parking and changing facilities will also be required;*
- x] adequate noise attenuation in conjunction with landscaping for the distributor road to protect the enjoyment of future residents;*
- xi] in accordance with policy H31 the Borough Council will negotiate for an appropriate amount of affordable housing to be provided on this site.*

2.2.5 The role of this brief is to demonstrate how the principles set out in the Local Plan will be achieved. The brief sets out in more detail what facilities and infrastructure will be required as part of the development and addresses issues relating to the phasing and timing. In addition to Policy H7 there are a number of other Adopted Plan policies which will need to be addressed in planning applications for the site. These are set out in Appendix 2.

2.2.6 The allocation of 730 dwellings was made prior to the publication of PPG3 which advocates higher density development. The Council anticipates that when the new guidance is taken into account it is likely that the capacity of the site will rise above 730 dwellings. Increased capacity will however only be acceptable where reserved matters applications (following outline approval) demonstrate that higher density schemes fully accord with the principles embodied in this brief, the Local Plan and other relevant supplementary guidance published by the Council.

2.3 Additional Design Guidance

2.3.1 The Council has published supplementary planning guidance on a variety of design matters relevant to this site. Of particular note are the following:

- Achieving Quality in Residential Layouts
- Parking Standards
- Traffic Calming - Streets for People
- Landscape Design Guide
- Water Conservation and Waste Management
- Mobility Housing

This brief is written having regard to this guidance. Potential developers are advised to refer to the full documents, however, which are available from the Borough Council. Developers will also be expected to take account of:

- Cycleway Design and Maintenance Guide (Bedfordshire County Council, June 1996)
- Schools Travel Strategies and Plans (DETR Guide)

Other relevant guidance includes:

- By Design - Urban Design in the Planning System: Towards Better Practice (DTLR)
- By Design - Better Places to Live (DTLR companion guide to PPG3)
- The Urban Design Compendium (English Partnerships and the Housing Corporation, DETR)
- Places, Streets and Movement (DETR companion guide to Design Bulletin 32)

It should be noted that the County Council is preparing revised highways design guidance (including revised parking standards) and this will also be of relevance.

3 Site Appraisal

3.1 Existing land uses

3.1.1 Most of the site is in agricultural use. Bell Farm, The Bury, Walnut Tree Cottages and the Bury Cottages along with a number of dwellings off Church Road are the only existing residential properties on the site. Kempston Rural Lower School is situated on the north western edge of the site. The south orbital sewer crosses the site running north-west to south-east. On its eastern side the site adjoins the sports fields associated with the Police Headquarters and the Hastingsbury School and Community College. Between the school and Ridge Road the boundary runs to the rear of properties in Hill Rise.

3.1.2 Planning permission has been granted for the Bedford Western Bypass. The bypass will run through the site from a junction on the A421 forming new junctions with Ridge Road and Cemetery Road leading to a river crossing near Kempston Church End.

3.2 Access strategy and movement

The Highway Network

Strategic movement

3.2.1 Bedford Western Bypass is of strategic importance to the town as it will:

- provide a route for through traffic without the need to pass through Bedford town centre thus building on the benefits of the southern bypass
- give some relief to the town centre directly and provide the opportunity to implement further elements of the transport strategy for Bedford based on traffic demand measures which will provide alternatives to the car
- provide access to this development and the land at Biddenham Loop thus facilitating the implementation of Structure and Local Plan strategies.

Due to the need to secure these benefits and to limit the impact of the new housing development on the existing trunk road network the Highways Agency has advised that it will only allow 200 dwellings to be built on the site prior to the completion of the bypass between the A421 and A428.

Local Movement

3.2.2 The development site lies between three arterial routes into Kempston: Cemetery Road, Ridge Road and the A421.

Rights of Way

3.2.3 Several public footpaths cross the site. In addition, planning permission has been granted for the Milton Keynes to Sandy (Sustrans) cycle route to cross the site. A more detailed route is shown in this brief. The precise route will be determined through the development control process.

Bus services

3.2.4 Kempston is currently served by two main bus services which terminate in the nearby Williamson Road area. The Local Transport Plan supports the enhancement of bus facilities in the Kempston area.

3.3 Ecology

3.3.1 The majority of the area is farmland, including hedgerows and grassland. There are also significant groups of trees around The Bury and north of Cemetery Road. Whilst arable fields may generally be assumed to support a low range of species, there may be rare arable weeds and breeding farmland birds present. Both these groups are declining nationally. Another declining species, the water vole, may be associated with the brook at the southern end of the site.

3.3.2 The great crested newt population associated with the pond at The Bury is a protected species and will be subject to mitigation procedures to be agreed with English Nature.

3.3.3 There are a number of interconnecting hedgerows on the site which may be of importance under the criteria for the Hedgerow Regulations. In any case, such hedges provide habitat corridors for birds and small mammals.

3.3.4 In the northern part of the site a number of trees are protected by Tree Preservation Orders.

3.4 Utilities

3.4.1 The following information suggests that the relevant services can be provided to serve the area covered by the brief but is for guidance only. The information has been compiled in consultation with the statutory undertakers and is subject to further confirmation:

Gas

It is expected that the development will be served from the existing gas main which crosses the site.

Electricity

Eastern Electricity does not envisage a problem supplying electricity to the site.

Water

Off-site major reinforcement works will be required in order to service the site. On-site water mains will also be required.

Foul Water Drainage

The foul drainage from the site can be accommodated in the south orbital sewer which runs through the site. However, in order to safeguard the sewer and any future maintenance needs, it will be necessary to reserve a strip extending five metres either side of the sewer, which must be clear of buildings, trees or any other obstructions which might impede access. The sewer should where possible be located in adoptable highway or public open space.

3.5 Surface Water Drainage

3.5.1 The land drains naturally in an easterly direction to Elstow Brook south of Bell Farm and to Kempston and the River Great Ouse to the north. Responsibility for the drainage of the area is split between the Bedfordshire and Ivel Internal Drainage Board (Elstow Brook) and the Environment Agency (River Great Ouse).

Area draining to the Elstow Brook

3.5.2 Much of the area south of Bell Farm lies within the Bedfordshire and River Ivel Internal Drainage District. The Bedfordshire and River Ivel Internal Drainage Board (the Board), is the drainage authority for this part of the site and certain of the watercourses

that cross the site or run along the boundary are maintained by the Board under its permissive powers. The watercourses in question are the Bott End extension and Woburn Road ditch.

3.5.3 A significant area at the south east corner of the development is within the flood plain of the Bott End Extension and Woburn Road Ditch.

3.5.4 Part of the flood plain lies within the area designated for community forest. The landscape design for this area must take into account the need to maintain existing flood plain storage, minimise the risk of blockage of the watercourses and culverts due to debris washed in off the flood plain, and provide for Board access to watercourses.

3.5.5 The other part of the flood plain lies within areas shown for development. Map 1 shows the extent of this area. Development of this area will not be permitted unless compensation flood storage is provided to replace any storage occupied by the development.

3.5.6 Through the Surface Waters Plan (2001) the Internal Drainage Board, in a partnership with the Forest of Marston Vale, the Environment Agency and Local Authorities known as the Marston Vale Surface Waters Group, is seeking to promote strategic solutions to surface water attenuation and flood defence in the interests of long term sustainability. This group has produced the Marston Vale Surface Waters Plan which has been accepted by the local authorities as a material consideration in the planning process. Developers will be expected therefore to adopt a strategic solution to surface water attenuation for the development brief area taken as a whole rather than piecemeal solutions on a sub-site by sub-site basis, in accordance with the recommendations in the Surface Waters Plan.

3.5.7 The Board has recently assisted developers with investigation of potential opportunities for implementation of a comprehensive scheme for surface water attenuation and flood defence involving the Bedford Western Bypass and other proposed developments west of Kempston. Any new scheme must integrate with the works that are presently being developed. Further information on the parties involved in this study is available from the Board.

3.5.8 The developer will be required to undertake a strategic flood risk assessment in accordance with PPG25 in order to determine the exact flood risk area.

3.5.9 The Board will require developers to demonstrate that a reasonable freeboard to proposed floor levels, car parks, paved areas and roads is to be provided to protect proposed buildings and roads from flooding. Attention is drawn to the consideration being given by government and the insurance industry to increasing the standards of protection afforded to new development from flooding, as evidenced by PPG25.

3.5.10 The following advice from the Internal Drainage Board should also be noted:

- Surface water run-off may be discharged to the Board's maintained watercourses subject to attenuation to estimated natural rates of run-off existing prior to development to avoid increasing flood risk upstream and downstream and satisfactory arrangements for long-term maintenance of the system being put in place.
- All discharges and associated outfall structures require the consent of the Board.
- The principle of attenuation of run-off by balancing ponds is accepted by the Board provided satisfactory arrangements are made for maintenance.
- In the view of the Board satisfactory long term arrangements for maintenance can only be achieved by adoption of the facility by a public body, utility company or similar body. Balancing ponds cannot be within the flood plain and must not be subject to flooding from watercourses.
- The Board may in certain circumstances allow direct discharge to watercourses subject to prior investigation and implementation of compensation works and/or payment for increased maintenance.
- All discharges of surface water to watercourses and associated outfall structures within the Drainage District will require the consent of the Board in addition to any permission that may be granted.

Area draining to the River Great Ouse

3.5.11 None of the area proposed for residential development within the brief area has been identified by the Environment Agency as being within the floodplain. The area to the north of Cemetery Road is identified as being within the floodplain but the Agency does not consider that any issues within the development brief will compromise the floodplain

storage and/or floodplain flow within the area provided compensatory storage is maintained.

3.5.12 Prior to the commencement of any development a scheme for the provision and implementation of surface water drainage must be agreed by the Environment Agency and the Bedfordshire and River Ivel Internal Drainage Board. The developer will be expected to demonstrate that sufficient capacity is available in the receiving system to accept the surface water discharge from the proposed development without causing or exacerbating flooding at times of extreme circumstances. This must be without detriment to the water environment and the current flood attenuation provision.

3.5.13 Any proposed development must demonstrate that it will not be at risk from flooding and that it will not cause nor exacerbate flooding elsewhere. Provided that an agreed surface water drainage system is properly implemented and maintained, the Environment Agency considers that it is unlikely that any known flooding or drainage problem will be exacerbated by the development.

3.6 Landscape and topography

3.6.1 The position and setting of the site within the landscape is an important consideration in terms of any future development proposals. The site is principally arable fields with some undulation and containing a number of hedgerows with individual and groups of trees. The two main elements in the landscape character of the site are the river corridor and the urban fringe.

3.6.2 The urban fringe in the southern part of the site is characterised by an open landscape with views across arable fields and the urban edge of Kempston visible from the A421 approach. North-east of the A421 the land rises gently towards Bell Farm. From the higher ground of Bell Farm itself there are long views back across the urban fringe towards the distant but prominent Cardington Hangars.

3.6.3 Ridge Road lies on a second spur of higher land which separates the two water courses crossing the site.

3.6.4 North of Ridge Road towards the river the landscape becomes more intimate in scale. The fields

are smaller and more undulating and tree and hedge cover increases. The Bury is situated on a third ridge of high ground and is set within a parkland which has an open elevated character interspersed with mature trees.

3.6.5 On the northern boundary of the site are the Causeway and Ladies Walk footpaths lined with mature lime trees which are prominent visual features in the river landscape.

3.7 Historic Landscape and Archaeology

3.7.1 The Brief area is of considerable archaeological interest. The area around The Bury is known to contain extensive and important remains of Roman and

medieval settlement. The rest of the area does not contain any known remains but evidence from the surrounding area suggests that it has archaeological potential and is likely to contain previously unknown sites and features.

Historic Buildings

3.7.2 Walnut Tree Cottages, The Bury Cottages and the garden wall at The Bury are listed as being of special architectural importance. The garden wall is in poor repair and is on the Bedford Borough Buildings at Risk Register. In addition there are further buildings of historic interest on the periphery of the development area at Church End and Green End, and the Kempston High Street area has been designated as a conservation area.

4 Development Influences

The developer will be required to:

4.1 Existing Land Uses

- Incorporate appropriate measures to mitigate against the adverse impact of noise generated from the Bedford Western Bypass.
- Maintain a 5 metre easement from the centre line of the south orbital sewer which must be clear of buildings, trees or any other obstructions which might impede access.

4.2 The Strategic Highway Network

- Contribute towards the implementation of the Bedford Western Bypass from A421 to A428 in accordance with the approved planning application.
- Ensure that no more than 200 dwellings are occupied before the bypass is fully open to traffic.

4.3 Rights of Way

- Establish an integrated, safe and coherent network of pedestrian and cycle routes.
- Incorporate the Milton Keynes to Sandy (Sustrans) cycle route including the provision of a suitable bypass crossing.

4.4 Bus Services

- Secure bus services to the new development.
- Incorporate bus priority measures into the internal road network.

4.5 Ecology

- Consider the environmental impact of the development upon existing ecology and implement appropriate mitigation measures.
- Undertake a baseline phase I and II habitat for the area not covered by the Western Bypass survey. This should include a check of the field margins for rare arable weeds and notes of breeding farmland birds. The brook at the southern end of the site could also be surveyed for the presence of water voles.

- Protect and enhance the more ecologically important areas identified, such as hedgerows, mature trees and wildlife corridors. All farmland hedgerows that are over 20 metres in length or which meet another hedgerow at each end are subject to the Hedgerow Regulations 1997. These should therefore be assessed according to the Regulations criteria. Where possible these should be retained within the development proposal.
- Take account of the Bedfordshire & Luton Biodiversity Action Plan in formulating conservation mitigation plans.

4.6 Utilities

- Ensure that appropriate measures are implemented to service a mixed use development of around 730 new houses, an employment area and a local centre including a Lower School.
- It should be noted that water mains should be provided of adequate capacity to supply fire hydrants with sufficient water for firefighting purposes in addition to the expected residential and commercial needs. The minimum size of mains that will accommodate the fixing of a hydrant is 90mm and the number and location of hydrants will depend on a number of considerations including: the prevailing risk, the distance between hydrants, the number and location of any existing hydrants, the size of the main and the pressure and flow rates to meet the current British Standard. The advice of the Bedfordshire & Luton Fire and Rescue Service should be sought.

4.7 Landscape and Topography

- Respond to, and reinforce the inherent qualities of the surrounding landscape setting.
- Implement advance planting to create a structural landscape framework.
- Retain existing landscape features, hedges and trees.
- Build upon the strategy and objectives set out within the Marston Vale Community Forest Plan.
- Ensure that existing hedgerows and trees are fully protected during the development and building process.

- Provide a hierarchy of linked open spaces and woodland which brings the community forest into and through the development incorporating/maintaining wildlife corridors.
- Provide a basic vegetation survey of the site to identify the important trees, hedgerows and other areas worthy of retention to be agreed by the local planning authority.

4.8 Historic Landscape and Archaeology

- In line with PPG16: Archaeology and Planning, and Local Plan policies BE24 and BE25, an archaeological field evaluation will be required in order to define the character and extent of archaeological remains prior to a planning application being submitted. The Council expects this to be undertaken on behalf of the developer by professionally qualified field archaeologists. Where the Borough Council decides that the physical preservation of archaeological remains is not justified and that development should proceed, proposals should minimise the effect on archaeological remains and ensure satisfactory provision for the excavation and recording of the remains. In the absence of an adequate evaluation, planning permission will be refused. Further details regarding archaeology can be obtained from the County Archaeological Officer, County Hall, Bedford.
- In those areas where development is proposed which is likely to affect sensitive areas, further evaluation is desirable. In the first instance this should take the form of field walking, field survey and limited geophysical sampling. Subject to the results of this work the next stage would take the form of trial trenching and pitting. This would aim to identify and date archaeological deposits and determine their degree of survival.
- Undertaking this work may lead to one of two conclusions: either the sites are badly damaged and further excavation would add little or nothing to what evaluation itself revealed, or that there are deposits of interest and value that would be worthy of management. In the latter case four main options could be explored: preservation in-situ, total excavation, partial excavation and watching briefs during groundworks. Given what is already known it is likely that a combination of these four options could be used.

4.9 Historic Buildings

- Demonstrate how the garden wall at The Bury will be preserved and integrated into the development.
- Preserve and enhance the setting of listed buildings.

4.10 Community Safety

4.10.1 To reduce crime and increase community safety requires an overall approach to ensure sufficient provision is made for social inclusion. The design and layout of the external environment can also play an important part in reducing opportunities for crime, the fear of crime (including fire related crime and disorder) and the potential for anti-social behaviour. The following general principles can be identified.

- *Integrated approach* - the development's overall design and layout should be considered as a whole from the outset.
- *Legibility and identity* - take account of existing and proposed features and facilities to ensure that pedestrian routes have a clear reason and will attract a purposeful usage. Unnecessary paths which could be used to gain unobtrusive access and escape should be avoided.
- *Environmental quality and sense of ownership* - a high quality environment is more likely to engender pride in its users, who will tend to feel comfortable and safe and have a sense of shared ownership and responsibility. Public areas will tend to be well used, which is itself a safety element. However, care needs to be taken to avoid inadvertently creating opportunities for crime through providing hiding places or by poor positioning and choice of planting, walls and fences.
- *Layout and building details* - key factors include: natural surveillance; the creation of defensible space; the use of physical boundaries; and the strength of materials used in construction.
- *Maintenance of public areas* - it is important that ownership and responsibilities are clearly identified and sufficient resources made available to adequately maintain buildings and communal spaces. High standards of maintenance will encourage active use and engender a sense of pride.

- *Public lighting* - there is a strong link between the standard of lighting and fear of crime. Different sources and patterns of lighting need to be considered for different environments and deep shadows should be avoided. Lighting is particularly important in the street environment, public footpaths and cycleways and in car parks.
- *CCTV* - closed circuit television surveillance may be an appropriate measure in certain situations, although it can be perceived as intrusive and a restriction on privacy and personal freedom.

4.10.2 Developers will be expected to take account of these principles in the detailed design and layout of the development.

4.11 Bedford Milton Keynes Canal

4.11.1 The Council has confirmed its support in principle for the Bedford to Milton Keynes Canal on condition that the route of the canal does not bypass the town of Bedford. The Council recognises the benefits to the Borough of the new canal and sits on its project board.

4.11.2 British Waterways has to date been unable to secure the voluntary agreement of landowners for the introduction of a safeguarded route through the new

developments. Nor has British Waterways secured any agreement from landowners or other sources to fund the cost of construction. Moving the canal from concept to reality is made more uncertain as British Waterways has not yet confirmed a preferred route alignment and has not established a verified budget or confirmed that it will underwrite any financial losses.

4.11.3 There will remain a future opportunity to provide the canal in the green space to the west of the distributor road (subject to the agreement of the landowners) which would match one of the route alignments (route A) proposed by British Waterways, and supported in principle by the Council. Accordingly, the Council will facilitate meetings with British Waterways and landowners with a view to achieving voluntary agreements.

4.12 Fire Safety Issues

4.12.1 Developers should consider the opportunities for and benefits of introducing fire sprinkler systems in new buildings including those which are currently beyond regulatory requirements. They are also advised to seek the advice of the Arson Reduction Co-ordinator and Fire Safety Projects Officer of the Bedfordshire & Luton Fire and Rescue Service in relation to design measures to prevent fire related crime and disorder.

5 Key Principles

5.1 Key Principles

5.1.1 In accordance with current government advice the Council wishes to promote the creation of more sustainable residential environments. The Council will expect the development to follow a number of sustainable development principles which are set out below.

5.1.2 PRINCIPLE 1

Achieve a locally distinctive high quality development which gives identity to the new urban edge.

Aim 1 To create a locally distinctive community which displays the best in current design.

Aim 2 The development should establish a landscape character which achieves a transition from the rural area to the urban setting of Kempston and gives identity to the new urban edge whilst respecting the surrounding countryside.

Aim 3 The development should be designed to enhance community safety.

5.1.3 PRINCIPLE 2

Encourage a mixed and balanced community.

Aim 1 The development will provide social and community facilities and employment alongside housing development in order to ensure that a mixed and balanced community is created.

Aim 2 The development should incorporate a range of different housing opportunities in terms of tenure, size and affordability.

5.1.4 PRINCIPLE 3

Give priority to pedestrians, cyclists and public transport access.

Aim 1 The development should give priority to pedestrians, cyclists and public transport.

Aim 2 The development should incorporate a network of direct, safe and convenient paths and cycle routes along with bus priority measures.

Aim 3 Ensure that the local centre is readily accessible by pedestrians and cyclists.

Aim 4 The development should incorporate measures to minimise the environmental impact of traffic from the development on the surrounding area.

Aim 5 The development should deliver the construction of the Bedford Western Bypass.

5.1.5 PRINCIPLE 4

Give priority to the greening of the residential environment.

Aim 1 The development should provide a network of open spaces linked by foot and cycle routes.

Aim 2 The development should incorporate measures which will reduce the demand for water and use of local water sources.

Aim 3 The development should maximise renewable energy provision.

5.1.6 PRINCIPLE 5

Promote energy efficiency.

Aim 1: Minimise energy consumption through attention to the layout and design of buildings.

Aim 2: The development should use land efficiently and incorporate a range of density levels.

6 Local Distinctiveness and Urban Design Principles

6.1 Introduction to urban design principles

6.1.1 The development of a substantial urban extension incorporating the provision of the Western Bypass presents the opportunity to establish a locally distinctive development and the chance to give identity to the new urban edge at Kempston by establishing new gateways and landmarks and incorporating landscape measures to soften the approach to the urban area.

The development of the site will be based on the following design parameters:

- a place which reinforces local character
- a place which is easy to get to and move through whilst respecting community safety considerations
- an urban area with a network of connected open spaces and safe routes for pedestrians, cyclists and vehicles
- a clear distinction between public and private space
- landscape is integral to the design and helps to achieve the transition from the rural area to the urban setting of Kempston.

6.1.2 The development will incorporate a range of housing arrangements and character areas across the development site. The local centre will provide a central urban focus to the development. The urban character will continue south of Ridge Road reflecting nearby Kempston High Street. The Bury parkland will be the dominant influence on development to the north of the local centre. The edge of the development along Cemetery Road should retain a rural feel.

6.2 Local distinctiveness

6.1.2 In order to identify those elements which would make the new development locally distinctive, there is a need to consider the context within which the development sits.

Urban Character

6.2.2 In order to explore the potential for promoting and reinforcing local distinctiveness a useful starting point is Kempston High Street. This area (mainly the northern side which has been designated a conservation area)

comprises long established and attractive development. The pattern of development and local building forms and details contribute to its distinctive qualities.

6.2.3 An analysis of this area identifies a number of design approaches or 'cues' which can be incorporated into the higher and medium density areas of the new development. These are described below.

- 1½, 2 and 2½ storey dwellings with irregular building lines
- short stretches of continuous frontage
- occasional terraces at right angles to the road and buildings set back create external spaces



Character -

Terrace runs at right angles to the street creating interesting external spaces

- a mixture of dwellings with small front gardens and those on the back of the footway
- gables projecting to back edge of footway
- variety of building forms



Character -

Curved road line creates a series of changing vistas

Landmark and taller building create interest

An interesting roof line and building silhouette along the street

A variety of building shapes including projecting gables

Roofs are generally steep pitched

- wide frontages
- prominent landmark buildings within the streetscene
- a mixture of boundary treatments including stone and brick walls and hedging.

Rural Character

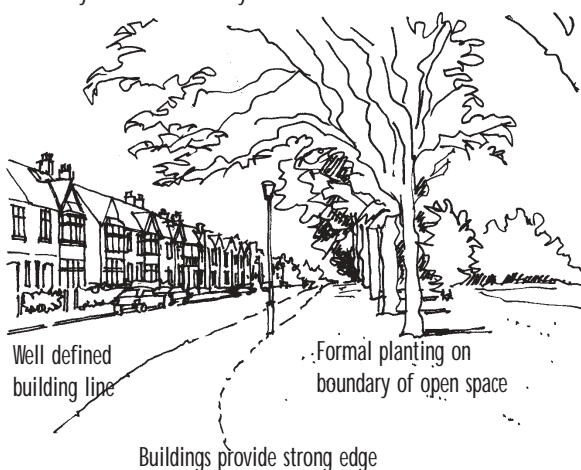
6.2.4 The parkland landscape associated with the former Bury house is typified by:

- an undulating landscape
- stands of mature trees
- a landscape overlooked by The Bury house, set on rising ground
- a listed wall surrounding the garden and curtilage of The Bury
- straight, formal drive from Cemetery Road to The Bury
- a lodge or gatehouse at the start of the drive.

6.2.5 These reference points suggest that the lower density development which will frame the parkland and setting to the listed wall should be semi-formal in character. A good example of semi-formal development is found in Shaftesbury Avenue and Russell Avenue adjacent to Russell Park in Bedford. The main characteristics of this type of development are described below:

- semi detached and detached buildings
- 2 -2½ storeys high
- a well defined building line
- consistency in building type, materials and architectural style

Consistency in architectural style



- modest front gardens enclosed by walls/hedges
- more formal planting on the boundary of the open space
- access from the front of the buildings
- almost continuous frontage creates a strong edge to the space
- buildings with balconies and bay windows to maximise views out over open space.



Bay windows and balconies maximise views out over open space

6.2.6 The dispersed groups of dwellings at Box End, Green End, Keeley Lane and Wood End are the most immediate examples of rural development.

6.2.7 Buildings are generally 1, 1½ and 2 storeys in height. Spacing between buildings is more generous than in the urban area and there is variety in the building line. In certain cases, buildings are located on the back of the pavement with no front gardens. Others may be set well back into the plot. Whilst the majority of the dwellings front onto the street, occasionally dwellings are turned through ninety degrees thus presenting a gable end to the street.

6.2.8 Front gardens and boundaries are defined by brick, hedging, picket fencing and wooden gates. Buildings are a mixture of brick and tile, lime-washed render and thatch. Building frontages are interspersed with the occasional farm building including some black stained weatherboard/pantile barns.

6.3 Key urban design principles

6.3.1 In May 2000, the Department of the Environment, Transport and the Regions and the Commission for Architecture & The Built Environment published *By Design - Urban design in the planning system: towards better practice*.

6.3.2 The aim of the guide is to promote higher standards of urban design and it provides a companion to the Government's policy for design as set out in Planning Policy Guidance Note 1 and other Planning Policy Guidance notes.

6.3.3 It concludes that successful streets, spaces, villages, towns and cities tend to have common characteristics. These factors have been analysed and distilled into a series of principles or objectives for good urban design. They are:

Character

A place should have its own identity and a character that is locally distinctive in terms of both townscape and landscape.

Continuity and Enclosure

A place should have public and private spaces which are clearly defined by development and which promotes the continuity of street frontages.



Continuity and Enclosure -

Housing forms a perimeter block
Development turns the corner to achieve a continuous built frontage

Quality of the Public Realm

A place with attractive and successful public spaces and routes which are safe, attractive and accessible by all members of society including disabled and elderly people.

Ease of Movement

A place that is easy to get to and move through, which promotes accessibility and permeability, connects with its surroundings, puts people before traffic and integrates land uses and transport.

Legibility

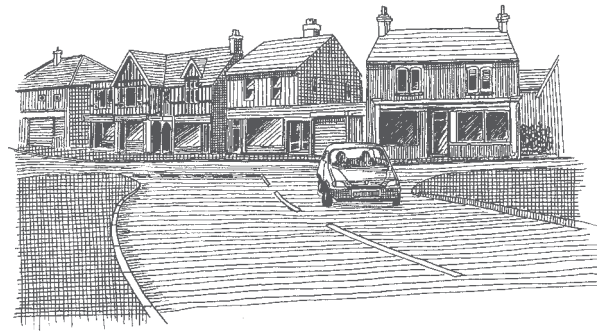
A place that has a clear image and is easy to understand by incorporating recognisable routes, junctions and landmarks.

Adaptability

A place that can change easily in response to changing social, technological and economic conditions.

Diversity

A place with variety and choice through a mix of different land uses.



Diversity -

Mixed use with retail on the ground floor and residential above

The proposed development to the west of Kempston provides an opportunity to incorporate each of these principles into the detailed designs for the scheme.

6.4 Urban design framework

6.4.1 This section sets down the Council's vision of how the key urban design principles should be applied to this site.

Character

6.4.2 The new development must respect local distinctiveness and create a series of areas that in themselves are distinctive. This will also help to create a development that is highly legible and easily understood. The main elements that contribute to local distinctiveness include built form, materials and landscape.

Continuity and Enclosure

6.4.3 The relationship between buildings and public spaces is crucial if a successful place is to be created. Buildings and landscape features should define spaces. Buildings with live edges created by shopfronts, with doors directly onto the street and with residential upper floors enable people to keep an eye on public space and make it feel safer.

6.4.4 The development should be laid out so that there is a clear distinction between public and private

space with the public domain being both overlooked and accessible. This is best achieved by subdividing the layout into a series of perimeter blocks.

6.4.5 Figure A shows how the residential areas could be laid out to create a series of perimeter blocks arranged within an irregular street grid. This block pattern creates opportunities for natural surveillance at all times of day and this assists community safety. There is no reason why every element of the grid must be a through route.

Quality in the Public Realm

6.4.6 It is important that the development includes a series of high-quality public spaces in terms of their

use, design, landscaping and materials. It is also vital that a mechanism is put in place to ensure that these are maintained to a high standard in perpetuity.

6.4.7 Figure B indicates the main open space network within the development which comprises a number of elements. The land to the west of the bypass and north of Ridge Road will remain open. Playing pitches will be provided within this area to the north of Ridge Road. In the heart of the development area running from north to south are a series of connected spaces of different character. The parkland area in the north is connected by a series of streets and spaces to a further strategic

Fig A Block Structure - Perimeter Blocks



open space in the south. For part of its length this link will incorporate a greenway which brings the Sustrans cycle link through the development.

Ease of Movement

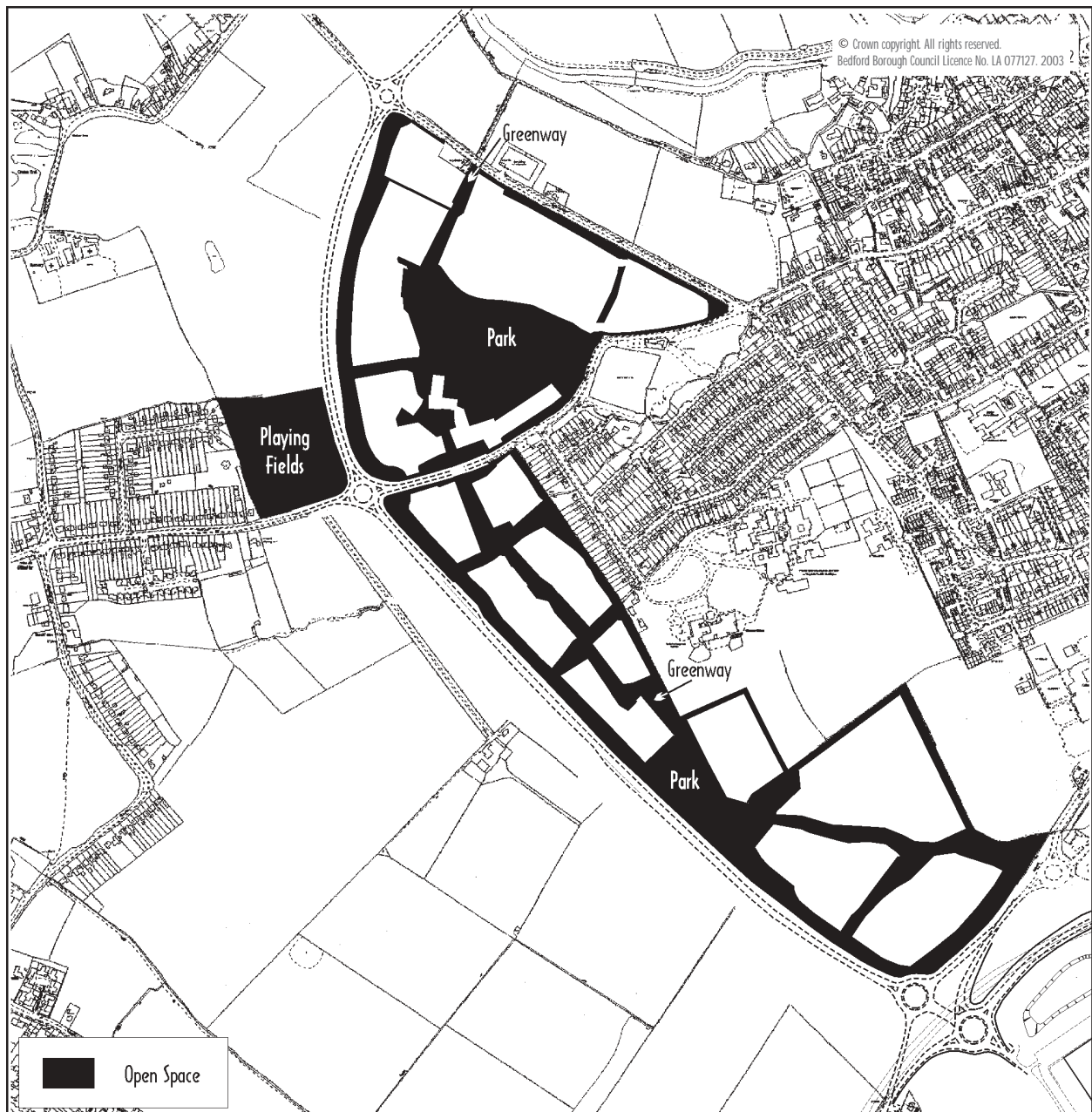
6.4.8 This principle has three distinct elements – connections, permeability and the integration of land use and transport.

6.4.9 Firstly, it is vital that the proposed development provides good connections to the existing urban area of Kempston.

6.4.10 Secondly, the layout of the site should incorporate an appropriate amount of permeability and choice of routes. Routes should be clear and direct, be overlooked and busy and should not undermine the defensible space of particular neighbourhoods.

6.4.11 Thirdly, it is important that the different uses on the site are easily accessible on foot, by cycle and by public transport. It is also important that links are created with other facilities such as schools and shops in the locality as well as with the open countryside beyond. Safe routes to school should be an integral part of any scheme. Figure C shows the main points of connection and the footpath/cycle network.

Fig B Open Space Network



Legibility

6.4.12 Legibility relates to how well a development is structured so as to help people find their way around. New development is often criticised for offering little to remember when moving through it. This results in a lack of orientation and a poor 'mental image'. Research has shown that five types of physical features which play a key role in establishing a strong mental image of a place. These are Paths, Nodes, Landmarks, Edges and Districts.

Paths - These are channels of movement and relate primarily to main roads.

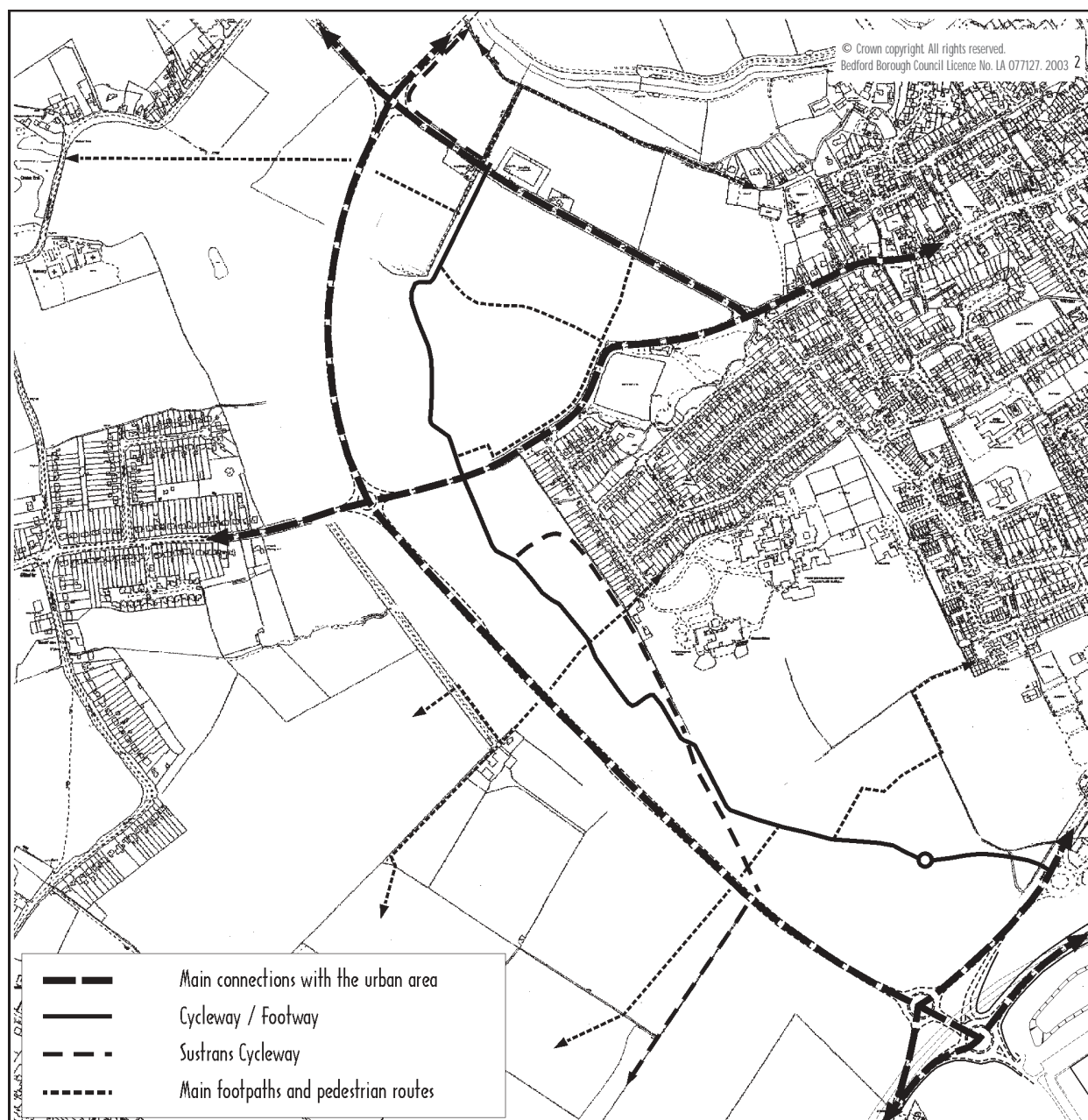
Nodes - These are focal points such as junctions or public spaces.

Landmarks - These are reference points and could be prominent buildings, particular uses or landscape features.

Edges - These divide areas of different character or uses and are often linear in nature. They include buildings, main roads, rivers etc.

Districts - These are sections of the town which have a distinctive character. This character could be derived from the physical nature of the buildings and spaces as well as the uses and activities associated with those areas.

Fig C Connections



6.4.13 Figure D shows a legibility analysis of the development using all of these elements.

6.4.14 The most significant path will be the western bypass which forms the western and southern boundary of the site. Other main paths include the existing roads viz. Cemetery Road and Ridge Road. To a lesser extent, the highway network within the development and the Sustrans route will also act as paths in legibility terms.

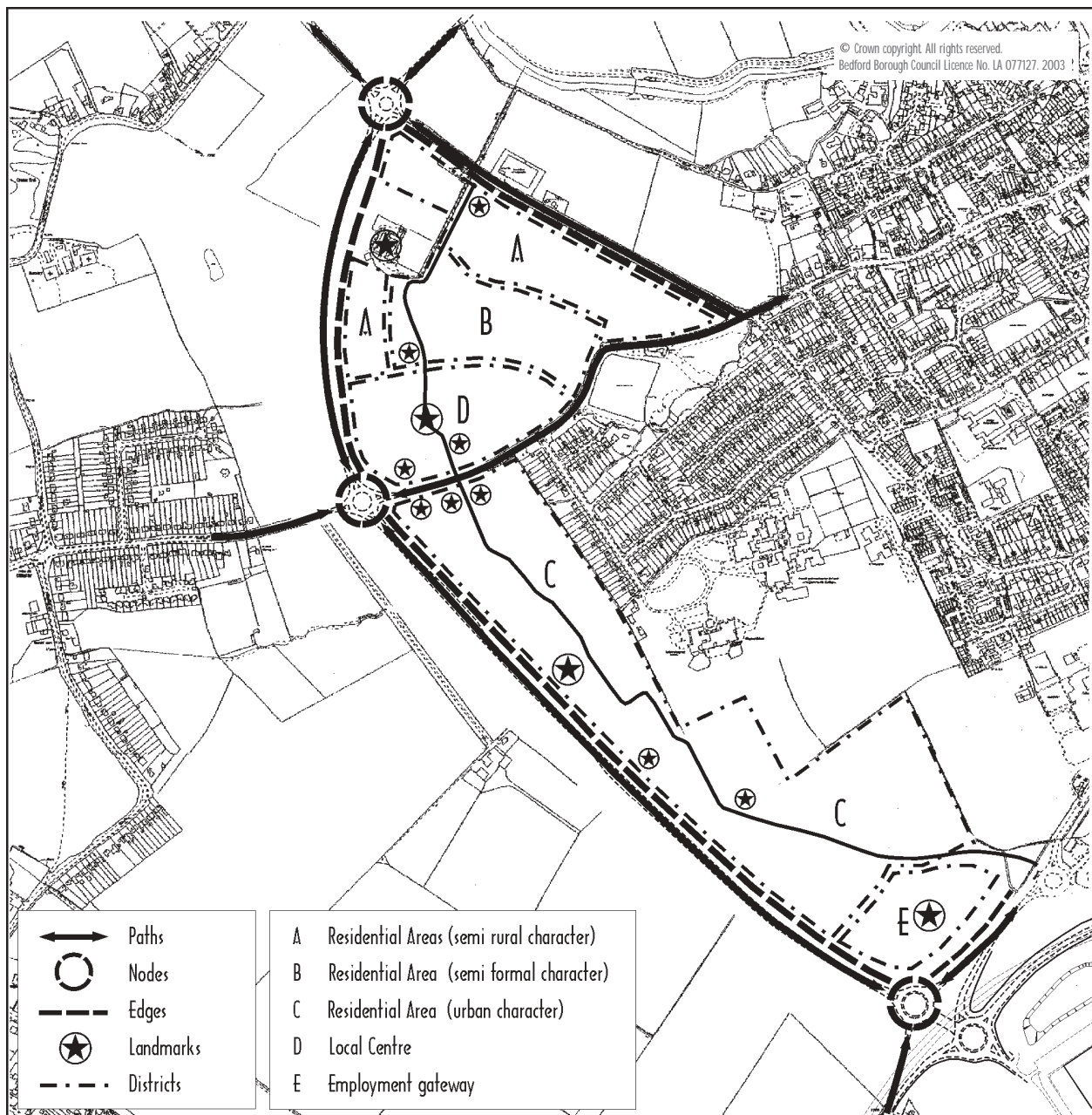
6.4.15 There will be three main nodes located at the intersection of the western bypass and Cemetery Road, Ridge Road and the Woburn Road/A421. In the case of the Ridge Road node, this will also act as the main

focus for educational and community facilities within the development. On a smaller scale, the main routes within the site will create a series of linked nodes of differing character.

6.4.16 The development provides a number of opportunities to establish landmarks which will help to orientate people moving within the site and also along the western bypass. These include:

- Kempston Bury - a prominent building in the landscape which will be incorporated into the development.
- The local centre - the main focus of the development and the location of the main public buildings.

Fig D Legibility Analysis



- Bell Farm - this represents the highest point on the site and there is scope to introduce a physical or landscape feature to reinforce this.
- The employment area - this will act at a major gateway into the development.
- Other lesser landmark buildings shown on the masterplan (Map 2) and Fig D.

6.4.17 At the present time, the built-up extent of Kempston provides the edge to the urban area. This will be superseded by the highways on the periphery of the development which will create a distinctive edge to the urban area and mark the transition with the countryside beyond. On the northern edge of the site development will front Cemetery Road and will look out over fields towards the River Great Ouse. In order to be sensitive to this setting this edge should be characterised by semi-rural development.

6.4.18 Along the western bypass edge character is not expected to be established primarily through built form. A landscaped bund between the bypass and new housing with variety in width and height will need to be provided in order to provide a green edge to the development. Consideration will need to be given to providing variety in the roofscape which will be visible behind the bunding. This can be achieved by the consideration of building orientation to the road and inclusion of chimney stacks to punctuate the skyline and give vertical rhythm.

6.4.19 The new development will create four potential districts. These are:

- The residential area to the north of Ridge Road.
- The local centre.
- The residential area between Ridge Road and the A421.
- The employment area to the south of the site.

Adaptability

6.4.20 Buildings and spaces should support a range of different activities and have the flexibility to change over time.

Diversity

6.4.21 Whilst the majority of the development will be in the form of housing, it is fundamental to the sustainability of the scheme that a mix of uses is created with good access on foot, by cycle and by public transport. The employment area to the south of

the site is well located in relation to the strategic highway network and the existing Woburn Road industrial area. The greatest opportunity to create mixed use is however to be found in the local centre which will include residential, retail, workshop, community and educational uses.

6.5 Urban design objectives for individual districts or areas

6.5.1 Urban design objectives for individual districts or areas are set out in Appendix 1.

6.6 Landscape masterplan and strategy

6.6.1 Landscaping, both hard and soft, plays a key role in achieving a high-quality development. It can be used to integrate the development into the wider landscape, frame views, enhance local distinctiveness and improve legibility.

6.6.2 As part of the outline planning application, the developer will be required to undertake a landscape assessment of the site. This assessment should identify existing landscape features of note, including trees and hedgerows and, where appropriate incorporate them into the new development. In addition, a landscape masterplan and strategy should be prepared and agreed in advance of the grant of outline planning permission which will:

- Include design principles and proposals for the urban 'edge' created at the interface between the built development and the western bypass. This edge will form the western edge of the urban area and in landscape terms, should create a smooth transition between the open countryside and the built-up area. A hard urban edge should be avoided and this will require extensive landscaping between the bypass and the built development to soften views from the north, west and south.
- Include design principles and proposals for the greenways which run through the site.
- Demonstrate how the landscape proposals for the western bypass will be integrated with proposals for this development to provide a comprehensive landscape solution for the whole site.
- Show how the approaches to Bedford can be softened through extensive planting to the west of the western bypass.

- Demonstrate how the landscape measures will be used to establish character and identity in particular through the creation of gateways and other focal points. A view of The Bury house and listed wall will be established through the creation of the northern park.
- As far as possible retain and strengthen existing hedgerows and tree belts and establish the ridges running east/west from The Bury and Bell Farm as green wedges into Kempston.
- Contribute to the aims of the community forest.
- Set out an appropriate treatment for balancing ponds and other water features. Ponds should have gently shelving banks and varying bed depth, with appropriate planting around them.

6.7 Design guidance / implementation

6.7.1 Map 2 shows an indicative master plan which draws together the urban design principles and legibility analysis described in sections 6.3 and 6.4.

6.7.2 The Council will require the developers to prepare the following documents to show how the key urban design principles have been incorporated into their proposals. These are:

- A development framework plan and land budget.
- A landscape master plan.

- Detailed design guidance which the Borough Council will adopt as supplementary planning guidance before the issue of outline planning permission.

This guidance will:

- Include specific guidance for key areas within the development including the residential areas, the local centre, the employment area, the main routes (vehicular, pedestrian and cycle) and the main edges. Such guidance should include a detailed legibility analysis for each area and a series of fully illustrated design concepts.
- Provide a clear vision of how the urban design requirements will be met and how the development will be distinctive in terms of character whilst achieving a balance and mix of dwelling types.
- Include detailed design codes giving details of the materials 'palette', public spaces, landscaping of amenity areas, play areas and gateways, boundary treatments, street furniture, lighting, car parking areas and the road hierarchy giving street cross sections for the different types of route.

6.7.3 The Council will encourage the lead developer to use restrictive covenants to ensure that individual land parcels are developed in accordance with the detailed design guidance.

7 A Mixed and Balanced Community

A planned urban extension such as this should be well connected to the community it adjoins and take advantage of the opportunity to share existing local facilities and services. At the same time the new development should have a range of housing tenure types and a mixture of land uses including shops and employment enabling it to function as a mixed and balanced community in its own right. This section details the development and design requirements for the local centre, employment and housing areas.

7.1 Local Centre

7.1.1 The local centre provides the opportunity to create a form of mixed-use development based on a traditional high street, with the scale of the buildings and spaces reflecting its importance as the main focus for community life. The centre will incorporate social and community facilities and services and the local shopping needs of the development area. These uses should be fully integrated with housing and play provision within the centre.

Education

7.1.2 A Lower School will need to be provided on the site. A site of at least 1.3ha will be required to accommodate a 300 place school. A Middle School will also be required in conjunction with development at Biddenham Loop. A site for the Middle School will be reserved at Biddenham Loop with the cost to be apportioned between the two developments. The Lower School site should be designed and located to take advantage of the foot/cycle network and ensure the provision of safe routes to school throughout the development. In particular this will include the provision of a pedestrian and cycle crossing at Ridge Road. The school should be in place by the completion of the 350th house. There will also be a need for a pedestrian and cycle crossing at Cemetery Road to provide a safe route to the Middle School at Biddenham Loop.

Community/ Health provision

7.1.3 As the new community develops there will be a need for a community meeting place. In the earlier phase of development this might take the form of a

temporary facility located within a dwelling which could later be converted back into a house. The permanent community hall will be located within the local centre. It will provide approximately 550sq m of meeting space comprising a hall with sufficient space to accommodate 2 badminton courts, meeting rooms, toilets, kitchen and storage facilities. The hall should meet the appropriate specification for use by pre-school groups. Land should also be set aside for the provision of primary health care facilities consistent with the requirements of the NHS Primary Care Trust (0.4ha). A temporary health facility will also need to be provided before the occupation of the first dwelling. The needs of young people should also be taken into account through the provision of outdoor multi-functional kickabout spaces and play areas/youth facilities.

Shopping

7.1.4 Provision of up to 300 sq m (net) retail floor space (convenience only) should be fully integrated within the local centre.

7.1.5 The potential to incorporate workshops and/or live-work units should also be explored. Work units should be built to shell and made available at an affordable rent. They should be designed to enable conversion to other uses should no occupiers be found before the development is completed.

CCTV

7.1.6 Discussions have been held with the Police and they have advised that, provided sufficient coverage could be achieved, an extension to the town's CCTV system would be beneficial for community safety. Any such extension would have to be funded by the developer. Developers should therefore consider the introduction and extent of CCTV coverage in conjunction with Bedfordshire Police and the Borough Council.

7.2 Employment

7.2.1 The employment area provides an opportunity to create a major gateway into the development from the south. It is strategically linked and provides an

important gateway into the urban area of Kempston and is prominent in terms of its location.

7.2.2 Approximately two hectares of employment land is available within the site. The employment area should be planned comprehensively as a landscaped business park and developed for class B1 uses providing a high quality environment appropriate to its strategic location.

7.3 Housing

7.3.1 A variety of dwelling types, sizes and styles will be required to ensure that the varied needs of the community are served and also to ensure that visual diversity is achieved in the overall character of the housing development. House types that promote homeworking to reduce the need to travel and life-time occupation will be encouraged. This may be in the form of live/work units or through the installation of necessary infrastructure such as telecommunications. Dwellings (and other buildings) should incorporate internet connections as part of the initial build. The developer should undertake an assessment of broadband availability and should ensure that broadband is provided for.

7.3.2 The Local Plan estimates that the site can accommodate approximately 730 dwellings suitable for a range of housing needs. PPG3 sets out government expectations about higher housing densities. The guidance anticipates that from now on new development should generally achieve densities of 30 dwellings per hectare and above. In this context and to accord with the Government's requirements, a site capacity of 1000 dwellings may be achievable but as stated in para. 2.2.6 above this can only be confirmed through the development control process.

7.3.3 In practice the density of development will vary across the site. A possible distribution of densities is

illustrated in Map 3. There should be subtle transitions between the higher density areas around the local centre and the lower density areas. Housing densities should not be uniform across any one housing district but should include a variety of built form with a proportion of lower and higher density housing which may range from 30 – 40 dwellings per ha.

7.3.4 Precise densities will be determined on the submission of reserved matters applications. These applications will need to demonstrate that the densities proposed can be achieved through the use of appropriate layout and built form and that a satisfactory mix and range of dwelling types and sizes can be provided. It is important that all applications have regard to Policy H32 of the Local Plan which expects the mix and range of housing types and sizes to reflect the needs of the community, in particular those who require smaller homes. Applications will also need to accord with the landscape strategy and design guidance for the site.

Affordable housing

7.3.5 Affordable housing will be provided in accordance with Policy H31 of the Local Plan which sets a target of 30% of housing to be affordable. Of this, 25% will be sought as social rented housing and 5% for market subtenures involving equity ownership. Affordable housing should be phased and integrated within the housing areas in small groups. It should be designed and built so as to reflect the main design elements of the private housing so that it is indistinguishable.

Accessibility

7.3.6 The site should also make provision for a proportion of the dwellings to be built to mobility housing standards in accordance with Policy H34 of the Local Plan and the Council's supplementary planning guidance on this topic.

8 Routes and Movement

8.1 Introduction

8.1.1 The main routes through the site, both by vehicle and on foot/cycle should be planned as a network of connected public spaces or nodes which will vary in character. Some will be 'housing streets' with separate provision for vehicles, cycles and pedestrians within the same corridor of movement, Others will be in the form of softer, well-landscaped 'greenways' which are linked with the open space network and enable pedestrians and cyclists to use alternative routes.

8.2 Pedestrians and cycling

8.2.1 The site lies within the Forest of Marston Vale where improving access is a priority. It is important to ensure that this site has good connections both with the wider Forest area to the west but also with Kempston and Biddenham to the east and north. It is particularly important that pedestrians and cyclists are able to cross the bypass at Ridge Road and Cemetery Road. On the basis of the approved bypass application the following will be provided:

- An underpass on the north side of Ridge Road
- A route from the north side of the Cemetery Road footway to the proposed river bridge where people will be able to pass under the bypass.

8.2.3 In order to facilitate access through the site and promote connections with routes beyond it, the site will incorporate a greenway which will have a number of functions including:

- providing part of the safe route to school for the Lower school and Hastingsbury School.
- connecting the two major open spaces on the site
- incorporating the Sustrans route
- giving access to the local centre
- accommodating the easement for the south orbital sewer
- providing an attractive edge to the development adjacent to existing properties in Hill Rise. The greenway will also serve to move the new

development away from the rear gardens of the properties in Hill Rise, thus assisting in protecting their residential amenity.

8.2.4 The Milton Keynes to Sandy (Sustrans) cycle route (National Cycle Network route 51) is a strategic cycling facility which already has planning permission. The route will also be suitable for use by pedestrians. The developer will be required to incorporate the route into the greenway, make provision for a segregated crossing of the Western Bypass and make a connection with Hill Rise/Hastingsbury School. The advice of Sustrans should be sought on construction standards. In addition, connections with Kempston would be improved by the establishment of a footpath and cycle link with Dennis Road and developers will be encouraged to provide such a link.

8.2.5 The provision of pedestrian and cycle routes should also have regard to the following:

- the need to provide safe routes to school
- cycle parking facilities should be provided at all public destinations
- paths should be overlooked by housing where possible to allow natural surveillance to improve safety
- paths should generally be lit (with lighting directed downwards)
- the need to ensure that any tree planting does not damage the routes.

8.3 Public transport

8.3.1 A number of measures will be required to give priority to buses. The developer will need to enter into discussion with the bus operators to establish how existing services will be extended to run through the development.

8.3.2 Within the development the design of the highway should ensure that priority is given to buses. Bus stops and shelters as appropriate should be located so that the maximum walking distance to a stop from any dwelling is 400m. The advice of Bedfordshire County Council should be sought on bus routes.

The developer will be required to:

- contribute to the capital cost of bus priority
- contribute to the revenue cost of extending bus services into the area.

8.4 Highways

8.4.1 In order to limit the environmental impact on Kempston in particular, the access strategy for the development should:

- direct through traffic to the western bypass
- discourage through traffic using the access roads to the development as a rat run.

8.4.2 The planning policy for the site allows 200 dwellings to be occupied before the bypass is fully open to traffic. Further development will not proceed until the bypass, including a new junction with the A421 and new junctions at Ridge Road and Cemetery Road and the river crossing and link to the A428, are complete. The bypass will direct north/south through traffic away from the development and the Kempston area. The road has been designed to be capable of upgrading to dual carriageway at a future date if required. Facilities proposed adjacent to the route should not prejudice future dualling although this should not prevent essential landscaping.

8.4.3 The developer will be responsible for ensuring that the effect of actual and predicted noise levels from the bypass on the development are within acceptable limits.

8.4.4 Alterations to the Arquati roundabout will be required to provide a southern access into the development.

8.4.5 Access roads to the residential and employment area will be designed to encourage low vehicle speeds and thus discourage non-local traffic.

Traffic Calming

8.4.6 Within the development road design must focus on the quality of the places and living environment created and give priority to the needs of the pedestrian and cyclist rather than car movement and parking. Developers should have regard to the DETR publication 'Design Bulletin (DB32) and Places, Streets and Movement' and the Council's own guide 'Traffic Calming – streets for people'. Traffic calming will be

achieved through a combination of highway and urban design using features such as visual pinch points and narrowings. There should be an emphasis on horizontal measures to achieve traffic calming wherever possible.

8.4.7 The layout will not promote the unnecessary use of the private car for short journeys but maximise the opportunities to walk and cycle.

8.4.8 Road design must utilise the lowest order of road configuration possible. Shared surfacing with pedestrian priority should be considered with the use of appropriate materials for road surfacing to correspond with the layout. The use of seating and informal open space adjacent to shared surfacing should be positively considered to reinforce the priority of pedestrians and create safer 'home zones'. Within the residential area vehicle speeds shall be constrained by design of the highways to a maximum speed of 20mph.

8.4.9 Significant generators of traffic such as shops and schools should produce travel plans in line with the requirements of PPG13. Such plans will include proposals to promote the use of public transport, cycling and walking.

Parking Strategy

8.4.10 In response to Government guidance contained in PPG3 Housing, it will be important to minimise the provision of off-street car parking across the site in seeking to achieve more sustainable communities. In high-density areas it is considered that cars should be accommodated either within limited on-street parking for visitors, or incorporated into appropriately designed dwellings such as mews/courtyard developments located to the rear building line and accessed via the frontage development and overlooked by dwellings. Through routes within parking areas should be restricted. Advice from the Police Architectural Liaison Officer is that residential parking courts should be lit and have lockable gates. On-street parking should be informal, but planned, and located to maintain highway safety and to maximise its potential to assist in traffic calming.

Travel Assessments

8.4.11 A travel assessment will be required from developers to ascertain the impact of travel to and from the development. The travel assessment should consider the provision for travel by walking, cycling, public transport and the mobility impaired before the needs of

the private vehicle. Any proposals should seek to minimise the need for and distances travelled, particularly by the car. It should give priority consideration to providing opportunities to encourage modal shift. Prospective developers are advised to agree the scope of the travel assessment with the relevant Highway Authority at an early stage. The information contained within the travel assessment must be sufficient to enable an assessment of:

- how well the development meets general and specific policy objectives contained in the Local Transport Plan, other national and local policy guidance

- the specific measures to encourage access and movement by public transport, walking and cycling
- the nature and scale of any changes required to the travel networks and services to and near the development
- particular consideration given to safe routes to existing and proposed catchment area schools and need for any associated infrastructure improvements
- any financial or other contributions that the developer might make towards the cost of such changes needed.

9 Greening the Residential Environment

9.1 Greening the residential environment includes actions such as:

- integrating the development into the existing landscape
- providing for the formal and informal recreational needs of the development
- protecting and supporting wildlife thus increasing biodiversity
- reducing the use of energy, water and other resources
- minimising pollution
- contributing to the aims of the Forest of Marston Vale.

Landscape and wildlife issues are considered in sections 4.5 and 4.7. This section focuses on open space and energy.

9.2 Open Space

9.2.1 In accordance with the standards set out in Local Plan Policies LR15, LR16 and LR17 and based on a development of a total of 1000 dwellings, 7.5 - 8.5ha of open space will be required for the development. The table below shows how this is derived. Should the capacity of the site exceed 1000 dwellings additional contributions will need to be provided on a pro rata basis.

Type of provision and standard	Requirement for 1000 dwellings
outdoor sport 0.4 - 0.45 ha per 100 dwellings	4.00 - 4.50 ha
outdoor equipped play space 0.05 - 0.075 ha per 100 dwellings	0.50 - 0.75 ha
informal play space 0.1 - 0.125 ha per 100 dwellings	1.00 - 1.25 ha
amenity open space 0.1 ha per 50 dwellings	2.00 ha
Total	7.50 - 8.50 ha

9.2.2 It must be remembered that the usefulness of open space relates to the manner of its distribution in terms of size of individual areas, the facilities they contain and their location and accessibility to users. Open space must therefore be distributed throughout the housing areas. Playing pitches are to be provided to the west of the bypass on the north side of Ridge Road. The developer will also be required to provide changing facilities and ancillary car parking. Changing facilities and other permanent features should be located outside the land required for future dualling. The pitches will be accessible by pedestrians via the underpass on the north side of Ridge Road.

9.2.3 In accordance with policy LR16 provision for children's play will follow the NPFA guidance which defines three types of play areas. These are the LAP (Local Area for Play), LEAP (Local Equipped Area for Play) and NEAP (Neighbourhood Equipped Area for Play). LAPs and LEAPs will be distributed throughout the housing areas. In addition NEAPs will be provided on two areas of strategic amenity/play space identified on Map 2.

9.2.4 The location of a NEAP in the northern sector of the site between Ridge Road and Cemetery Road will, as well as creating an amenity and play area, preserve the existing parkland at The Bury and provide a focal point for this sector of the site.

9.2.5 The NEAP within the southern sector of the site is well located for access from the main foot/cycle routes and will form part of an open space area which will enhance the character and identity of this area.

9.2.6 In addition to providing for recreation needs, open space should also be used to:

- emphasise visual links between the Forest of Marston Vale and built development through the provision of green wedges
- enhance the character and identity of the built areas of the site
- retain and enhance features of landscape and nature conservation interest by providing wildlife refuges and green corridors
- explore the potential for incorporating measures to control surface water run-off, such as rivers/streams and balancing ponds, and reed bed technology for treating surface water

- identify opportunities to incorporate public art.

9.2.7 The Borough Council will wish to be satisfied that adequate provision for the future management and maintenance of all open spaces, play and youth facility provision, amenity and sports areas is made. If these are to be offered for adoption from a private developer then a financial sum to ensure management and maintenance will be required.

9.3 Energy

9.3.1 The Council is keen to promote the efficient use of scarce energy resources. In particular, it will seek to achieve energy efficient residential layouts and minimise waste. Supplementary planning guidance on this issue is being prepared. The Council will require the environmental assessment that accompanies the planning application for the development to specifically address energy, natural resource and waste minimisation impacts.

9.3.2 Developers will be required to prepare and submit with the outline planning application an energy statement to include:

- minimisation of energy use
- use and implementation of renewable and innovative solutions to energy
- water conservation and waste recycling
- the provision of recycling facilities
- the provision of composting bins for dwellings
- the provision of water butts for dwellings

- provision of energy generation by use of solar panels or photo-voltaic cells
- an eco-homes rating of 'very good' for residential buildings
- a BREEAM rating of 'good' for commercial buildings
- the use of secondary or recycled aggregates and sustainable materials.

9.3.3 The principles contained in the energy statement will need to be reflected in the detailed design guidance that is to be submitted prior to the grant of outline permission.

9.3.4 In addition to the 'bring' sites to be located in the local centre, a second 'bring' site will be needed elsewhere in the development to ensure that residents do not have far to travel to their nearest site and to provide the opportunity to recycle a wide range of materials. In addition, sufficient provision should be made at individual properties for storage of recyclables. The space to store materials and source segregation has been identified as the most effective way to increase recycling levels. The Bedfordshire & Luton Waste Strategy states that waste collection will move to a three-stream system in the near future. This will involve collection of various wastes from households in separate containers. Accordingly, dwellings in the proposal should have sufficient storage space for off-street storage of up to three waste receptacles. In view of the scale of development proposed at Biddenham Loop and land west of Kempston, Bedfordshire County Council has requested that a site for a 'tidy tip' of 0.6ha be included in one or other of the sites, or failing this, a financial contribution be given in lieu.

10 Implementation

10.1 Key objectives

10.1.1 The key implementation objectives which developers will be required to address are to:

- secure by way of binding agreements and other mechanisms as appropriate, the development of the site including the provision of the strategic distributor road in accordance with the Local Plan and this Brief;
- adopt the appropriate mechanisms for achieving and maintaining a high-quality, distinctive development with a full range of appropriate infrastructure, affordable housing and facilities within acceptable time limits.

10.2 Submission Requirements for Outline Planning Application

Outline Planning Application

- Development Framework Plan
- Land budget (with floorspace for non-residential elements)
- Landscape Masterplan and Strategy (see section 6.6)
- Strategic Highways Plan
- Contractual arrangements for the delivery of public transport improvements
- Travel Assessment
- Energy statement (see section 9.3)
- An environmental monitoring scheme to control nuisance (noise, dust etc) during construction
- A draft legal agreement.

Supporting Information

- Environment Statement:
 - Habitat Surveys
 - Archaeological Surveys (see section 4.8)
 - Landscape Assessment (see section 6.6)
 - Water Management Strategy (see para 9.6.3)
 - Noise Study.

10.3 Planning Obligations and Conditions

10.3.1 The following matters will need to be dealt with by condition or if necessary by planning obligation.

- The timing and phasing of the development.
- The delivery of the strategic distributor road including the transfer of the land (including land for dualling) to the Highway Authority and contractual commitment to completion.
- Structural landscaping and contributions to the aims of the community forest.
- The provision and timing of all elements of the local centre including Lower School, retail, community and other elements.
- The provision and timing of contributions to the construction of the Middle School and library at Biddenham Loop.
- The provision of on- and off-site transport improvements.
- The provision of bus facilities and contributions to bus services and green travel initiatives.
- Green Travel Plans for significant traffic generating uses.
- The provision of open space, pitch and play facilities.
- Contributions to public art.
- Affordable housing provision.
- The provision of fire hydrants.
- Ongoing management and maintenance of community facilities, including commuted sums as necessary for the amenity land and landscaped areas, public open space, play and youth facilities, roads, footpaths and cycleways.

10.4 The Strategic Distributor Road

10.4.1 The developer will be required to enter into a planning obligation to secure:

1. The funding of the strategic distributor road

- The planning obligation will require the payment of monies to secure the full cost of acquisition and transfer of land, including transfer of land for future dualling, and the full construction costs of the strategic distributor road (payments to be on the basis of land sales) and will set out an arrangement for the holding of capital contributions. The method for establishing costs will be agreed by the applicant/developer with the Local Planning Authority and Highway Authority.
- Prior to the occupation of the 500th dwelling (on the basis of dwellings built in total on this site and land to the north allocated under Local Plan Policy H6)
 - i) all the necessary funds will be in place and held by the Bedford Borough Council to fund the full construction costs of the strategic distributor road
 - ii) details of pre-contract works will be submitted to the Highway Authority.

2. The provision of the strategic distributor road

The planning obligation will ensure that the strategic distributor road is provided within the following timescale.

- Prior to the implementation of development all of the land necessary to complete the strategic distributor road, including land for future dualling, will be dedicated to the Highway Authority and transferred at that stage or thereafter on demand by the Highway Authority as it requires.
- The strategic distributor road will be completed and open to traffic within the following timescale:
 - i) before occupation of the 902nd dwelling within the site (Local Plan Policy H7) and land allocated for development to the north (Local Plan Policy H6), or within two years of completion of 500 dwellings on the site and the land allocated to the north (H6), of which no more than 201 shall be occupied within the site (H7), or
 - ii) before occupation of the 201st dwelling on the site (Local Plan allocation H7),

whichever is the sooner.

10.5 Design Guidance and Landscape Guidance

10.5.1 There will be a requirement to produce supplementary planning guidance in relation to design and landscape matters for approval by the Council before the issue of outline planning permission. The scope of these documents is set out in paras 6.2.2 and 6.7.2.

10.6 Phasing

10.6.1 In the interests of delivering planned urban expansion and establishing an early community focus for the site the Council will expect residential development to commence in the northern part of the site (between Ridge Road and Cemetery Road) focussed on the local centre. The employment area could come forward early subject to satisfactory access being achieved from Woburn Road. The capacity of Phase One will be sufficient to trigger the provision of the strategic distributor road.

Phase One

10.6.2 Phase One will comprise:

- a mix of dwelling types and sizes – market and affordable housing
- a local centre including the Lower School
- advance structural landscaping and contributions to the Forest of Marston Vale
- temporary community and medical facilities
- the northern park including a LEAP, a NEAP and youth facilities
- the Sustrans/greenway route between Ridge Road, Cemetery Road and the western bypass.

10.6.3 The timing of development in Phase One shall be as follows:

- Development should commence adjacent to Ridge Road in and around the local centre.
- Temporary community facility (if required) to be completed within one year of the occupation of the first dwelling.
- Prior to the occupation of the 1st dwelling a temporary medical facility (if required) to be completed.

- The provision of a LEAP before the completion of the 51st dwelling.
- Before the completion of the 200th dwelling or within 3 years of the development commencing, whichever is the sooner:
 - transfer of serviced land for a medical facility at a date to be agreed with the PCT
 - serviced land for the shop and public square to be made available
 - the road linking Ridge Road and Cemetery Road (incorporating the Sustrans route/greenway) to be completed to an adoptable standard
 - the detailed design and specification of the community hall to be agreed following consultation with local residents and the construction sum agreed. Full payment to be lodged with the Council before the occupation of the 301st dwelling
 - the completion of the strategic distributor link from A421 to A428 prior to the occupation of the 201st dwelling
 - playing fields and changing facilities
 - the provision of the Lower School by the completion of the 350th dwelling.

Phase Two

10.6.4 Phase Two will comprise:

- a mix of dwelling types and sizes – market and affordable housing
- the remaining areas of the local centre as necessary
- structural landscaping
- the southern park
- play provision.

10.6.5 The timing of development in Phase Two shall be as follows:

- Structural landscaping and contributions to the Forest of Marston Vale in accordance with the landscape strategy
- Provision of pitch and children's play space in tandem with development.

10.7 Submission Requirements for Reserved Matters Applications

10.7.1 All reserved matters applications should be accompanied by statements explaining how the requirements of the supplementary design guidance, landscape strategy and energy strategy have been incorporated into the design of the scheme.

10.8 Management

10.8.1 The Council will wish to ensure that effective mechanisms are in place at the outset of the development for the management and maintenance of the following:

- Community facilities.
- Amenity land and landscaped areas.
- Surface water storage areas (a maintenance sum to cover costs for 30 years will be required).
- Public open space.
- Roads, footpaths and cycle routes and other highway infrastructure.

These mechanisms will need to be agreed before the grant of outline planning permission. Discussion will be needed with the Highway Authority concerning the adoption of highways.

Appendix 1 Urban Design Principles

LOCAL CENTRE

The local centre should be developed in accordance with the following design principles:

Character

- The local centre provides the opportunity to create a form of mixed use development based on a traditional High Street. Building scale and landmark features should be used to reflect the importance of this area as the focus for community activities.
- It is essential that residential use forms an integral part of the centre and that this is located above shops in order to maximise surveillance and liveliness. The housing should also have direct access to the public realm.
- Use local materials, building methods and details in order to enhance local distinctiveness.
- Narrow plot widths should be used to promote more active frontages, increase the sense of enclosure and allow for higher densities.

Continuity and Enclosure

- Development should be arranged in a series of streets and blocks and thus create a clear distinction between public and private space.
- Street frontages should be continuous with a minimum of blank walls and gaps between buildings thus maximising the extent to which the street is overlooked. Buildings should also front onto public space to enhance liveliness and community safety. Within the centre, buildings (including community and retail uses) should be fully integrated into the High Street frontage, and should not 'stand alone' in their own grounds.
- Buildings and trees should be used to enclose public space and provide a strong sense of definition.
- Private space, including service areas, should be enclosed by the backs of buildings.
- The primary access to buildings should be from the street and building entrances should be easily identifiable.

Quality of the Public Realm

- The local centre should also include a new public space that is well overlooked and is designed to

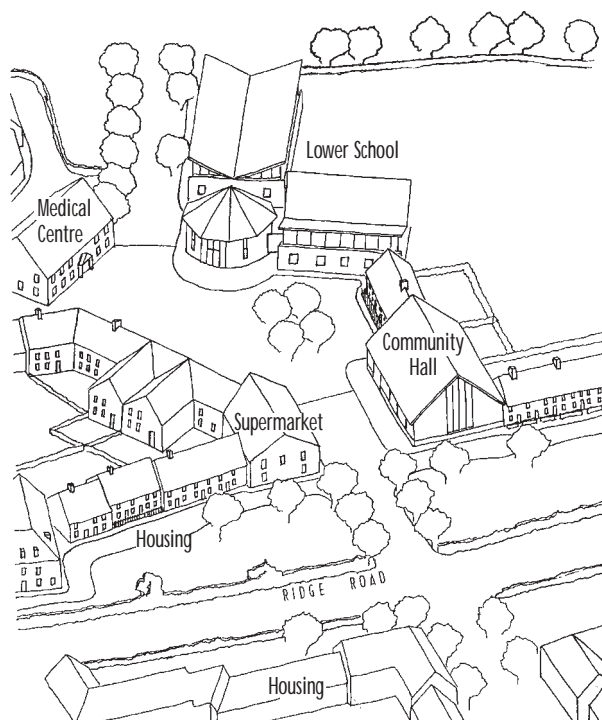
support a wide range of activities. Spaces should be kept as small as possible to encourage liveliness and a sense of human scale.

- Building entrances should be at frequent intervals so as to create activity.
- The fronts of buildings should be orientated around the main pedestrian flows to enhance security and vitality.
- Works of art and well-designed street furniture should be used to create identity and enhance the sense of place. Extensive seating opportunities should be incorporated into the design.
- Street furniture should be co-ordinated in order to avoid clutter. Maintenance, resistance to vandalism and access to underground services should also be considered.
- Account should be taken of microclimate including sunlight and daylight, wind, temperature and frost pockets.

Ease of Movement

- The local centre should be a major intersection for footpath, cycle and public transport networks.

Fig E Local Centre



- Higher residential densities should be located around the local centre so as to support greater public transport use.

Legibility

- Legibility should be enhanced by using larger scale civic/community buildings to define public spaces, by the use of landmark buildings and by careful orientation in terms of views and vistas.
- Legibility should also be enhanced through the detailing of buildings, street furniture and floor materials.

Adaptability

- Consideration should be given to floor to ceiling heights and building depths. These influence how easy it is to convert a building to other uses. It should be recognised that the composition of the centre will change over time and this should be facilitated in building design.

Diversity

- For the centre to be successful, it must accommodate a range of different community, retail, residential and workshop units. This will support a wide range of activities during the day/evening.

EMPLOYMENT DISTRICT

Character

- The design quality of the buildings and landscaping should be of the highest order and should give character and identity to the gateway area.
- The fronts of the buildings should be orientated towards the key road linkages (the western bypass and the A421).
- The site should include extensive peripheral landscaping to soften the visual impact of the buildings and avoid a hard urban edge being formed.
- Consideration should be given to incorporating principles to enhance community safety.

Legibility

- The building designs and landscaping should incorporate landmark features at the two key intersections with the A421 to assist legibility when viewed from surrounding roads.

RESIDENTIAL DISTRICTS

Character

- A variety of dwelling type sizes and styles should be provided to ensure that the varied needs of the community are met and that visual diversity is achieved.
- The character of the residential districts should reflect the character of existing housing areas within Bedford and Kempston. It should reflect local building forms including distinct housing types, spatial relationships, boundary treatments, building lines, roof slopes, window types and gardens. These are set out in section 6.2.
- Three distinct character areas have been identified. The urban character area south of Ridge Road and around the local centre, the semi-formal areas fronting onto the park adjacent to The Bury and the semi-rural area fronting onto Cemetery Road.

The Urban Character Area

Here it will be appropriate to reflect some of the traditional elements found in Kempston High Street. The development will be expected to have the following characteristics:

- 1½, 2 and 2½ storey dwellings with irregular building lines
- short stretches of continuous frontage
- occasional terraces at right-angles to the road and buildings set back to create external spaces
- a mixture of dwellings with small front gardens and occasionally those on the back of the footway
- occasional use of gables projecting to back edge of footway
- variety of building forms
- wide frontages
- prominent landmark buildings within the streetscene
- a mixture of boundary treatments including stone and brick walls and hedging.

The Semi-Formal Character Area

This will be expected to have the following characteristics:

Fig F Semi-formal development overlooking parkland



- semi-detached and detached buildings
- 2 - 2½ storeys high
- a well defined building line
- consistency in building type, materials and architectural style
- modest front gardens enclosed by walls/hedges
- more formal planting on the boundary of open space
- an almost continuous frontage creating a strong edge to the space
- balconies and bay windows to maximise views out over open space.
(see Fig F)

The Semi-Rural Character Area

New development will be expected to:

- display an informal pattern of development to reflect and reinforce the strong rural character
- display a variety of building forms
- range from 1 to 2 storeys in height
- have individual and clusters of dwellings
- have an organic relationship to adjacent buildings. This could involve setbacks, changes in frontage angle, variation in width between buildings
- have variety of front garden size and length

- define boundaries by low brick walls, hedges or picket fences and incorporate the existing hedge along Ridge Road
- use a range of materials, including thatch, render, brick, stained timber, plain tile and pantile.

Continuity and Enclosure

- Development should be arranged in series of streets and blocks and thus create a clear distinction between public and private space.
- Street frontages should have a minimum of blank walls and gaps between buildings thus maximising the extent to which the street is overlooked. Buildings should also front onto public space to enhance liveliness and community safety. This can be achieved by the use of separate slip roads where access is restricted eg. where development fronts onto a main road or onto open space.
- The primary access to buildings should be from the street.
- Private space should be enclosed by the backs of buildings. Rear gardens should back onto other gardens rather than roads, footpaths or service areas. This will make them more secure.
- Parking/garage areas at the rear of dwellings should be avoided unless access to them is controlled by means of gates or by overlooking.
- Clearly define public space by means of walls, fences, railings, gates, arches, signage and paving.

- In the case of housing, position the less private rooms (such as the living room) so as to face the street, especially at ground floor level.

Quality of the Public Realm

- Streets and spaces should be overlooked so as to maximise natural surveillance. This is particularly important in the case of play areas, communal space and parking areas.
- Public space within residential areas should include footpath and cycle corridors as well as larger green open spaces, together with informal recreation facilities. There should be extensive seating opportunities and seating must be provided adjacent to equipped play areas.
- Works of art and well designed, high-quality, durable street furniture and surfacing materials should be provided to create identity and enhance the sense of place. Maintenance, resistance to vandalism and access to underground services should also be considered.

Ease of Movement

- The layout of housing areas should maximise accessibility to public transport. Higher densities should be located at key nodes and in relation to public transport routes. In general, vehicles, pedestrians and cyclists should share the same movement corridor rather than be geographically segregated.

Legibility

- Use prominent buildings to enhance legibility. Consider how detailing of boundary treatments,

surfaces, building materials, windows, and doors etc. can be used to make the areas more legible.

Adaptability

- Public spaces should be designed so as to support a range of different uses and activities.

Diversity

- To promote social inclusion, affordable housing should be fully integrated into the development.

GREENWAYS

Character

- All routes should have 'live' building edges with primary building entrances directly accessible from them as well as being overlooked.

Continuity and Enclosure

- **The Greenway** runs through the heart of the development connecting the main open spaces and community facilities. For some of its length the greenway runs alongside the main spine road, elsewhere it is accommodated within the green corridor associated with the south orbital sewer. Along its full length development should face onto the greenway to ensure natural surveillance. Away from the main spine, softer edges to the street blocks would be appropriate (achieved through changes in building orientation, set backs and landscaping), access roads should be kept narrow to preserve the character of the greenway and large front gardens should be avoided.

Appendix 2 Local Plan Policies

The following Bedford Borough Local Plan policies relate to the area covered by this Brief.

Policy

Strategy

- S3 Urban area boundary
- S8 Supplementary guidance
- S9 Community and other facilities

Natural Environment

- NE3 County wildlife sites
- NE4 Trees and hedges
- NE6 Trees and woodland
- NE8 Replacement of natural history sites
- NE12 Retention of landscape features
- NE13 Safeguarding and future management of landscape features
- NE15 River protection area
- NE16 Flooding
- NE17 Urban open space
- NE18 Protection of built character, open space and wildlife habitat
- NE20 Landscape and environmental improvement
- NE24 Protection and enhancement of water resources

Built Environment

- BE3 Self-sustaining communities
- BE5 Area of special restraint
- BE8 Energy efficient layouts
- BE23 Ancient monuments and important archaeological sites
- BE24 Archaeology
- BE25 Archaeology
- BE29 High standard of design
- BE30 Material considerations
- BE31 Statement of design principles
- BE32 Development on the edge of urban areas
- BE33 Gateways
- BE34 Development adjoining main road and rail routes
- BE35 Achieving quality in residential layouts
- BE38 Landscaping
- BE39 Landscaping
- BE40 Landscaping
- BE43 Public spaces
- BE44 Public art

Policy

- BE45 Community safety
- BE48 Accessible environments

Housing

- H7 Land west of Kempston
- H31 The provision of affordable housing
- H32 The mix and range of housing type and sizes
- H34 Mobility housing

Employment

- E1 Proposed employment sites
- E14 Working from home

Shopping

- SH7 New local shopping facilities

Transport

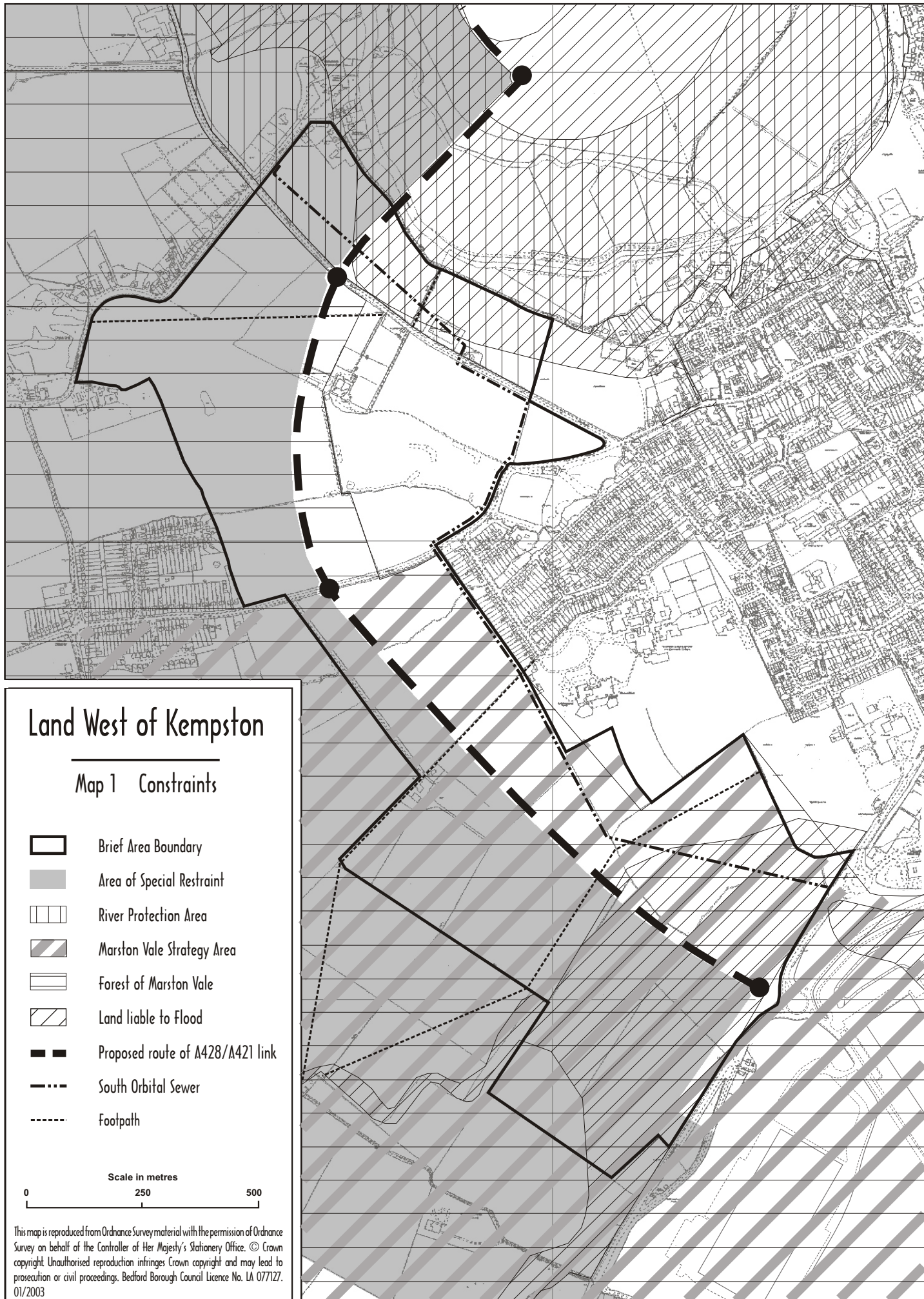
- T1 Strategic road network
- T2 Highway network improvements
- T4 Highway impact
- T6 Public transport infrastructure
- T7 Developer contributions
- T13 Pedestrian routes
- T14 Cycle routes
- T15 Parking
- T17 Park & Ride facilities
- T20 Safety and traffic calming
- T21 Accessibility for the disabled

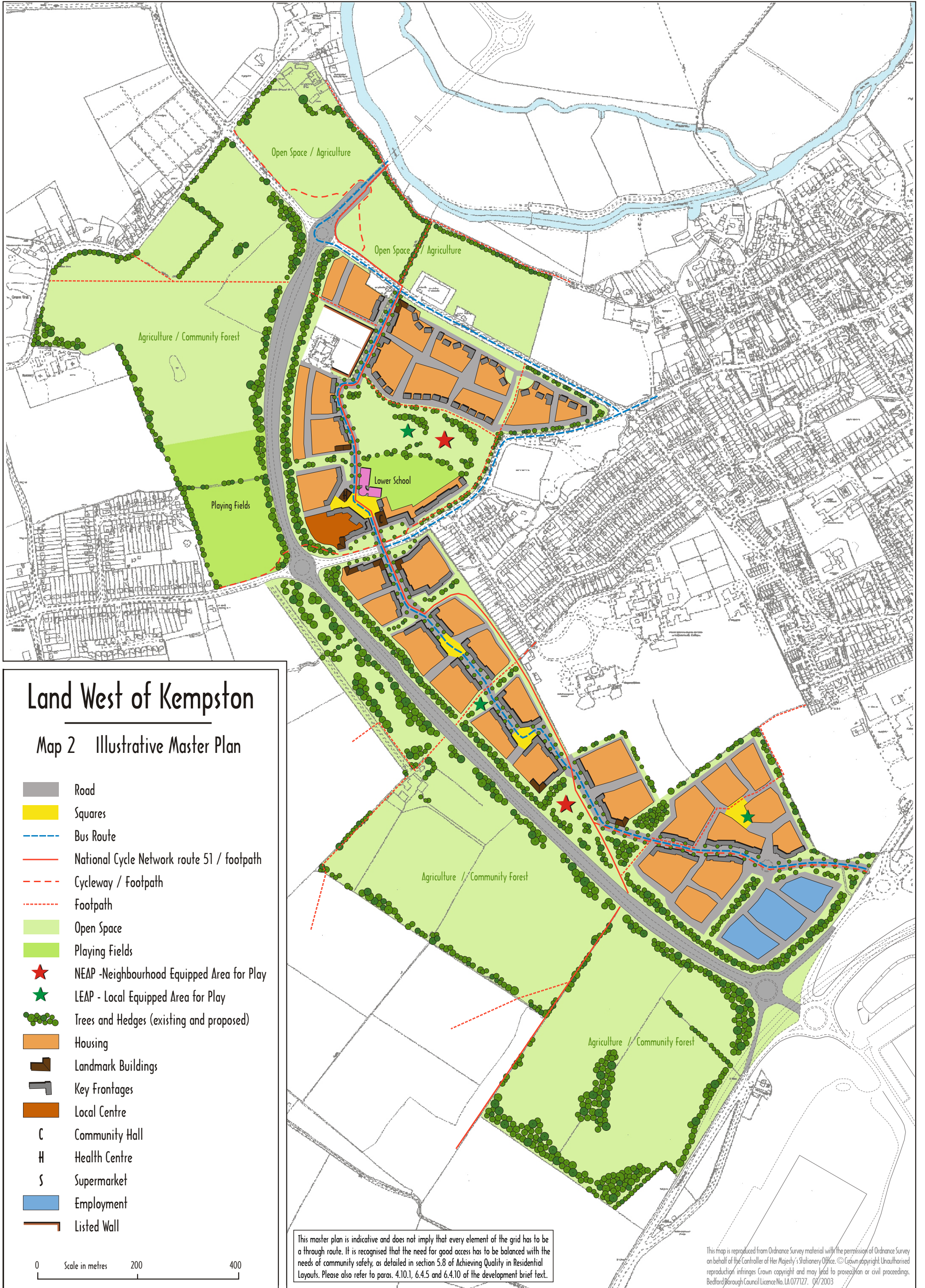
Leisure & Recreation

- LR7 Use of River Great Ouse
- LR9 Moorings
- LR10 Access to countryside
- LR15 Provision of outdoor playing space for sport
- LR16 Provision of children's play space
- LR17 Provision of general amenity open space
- LR19 Provision of new community facilities

Utilities

- U2 Flooding
- U3 Waste water management







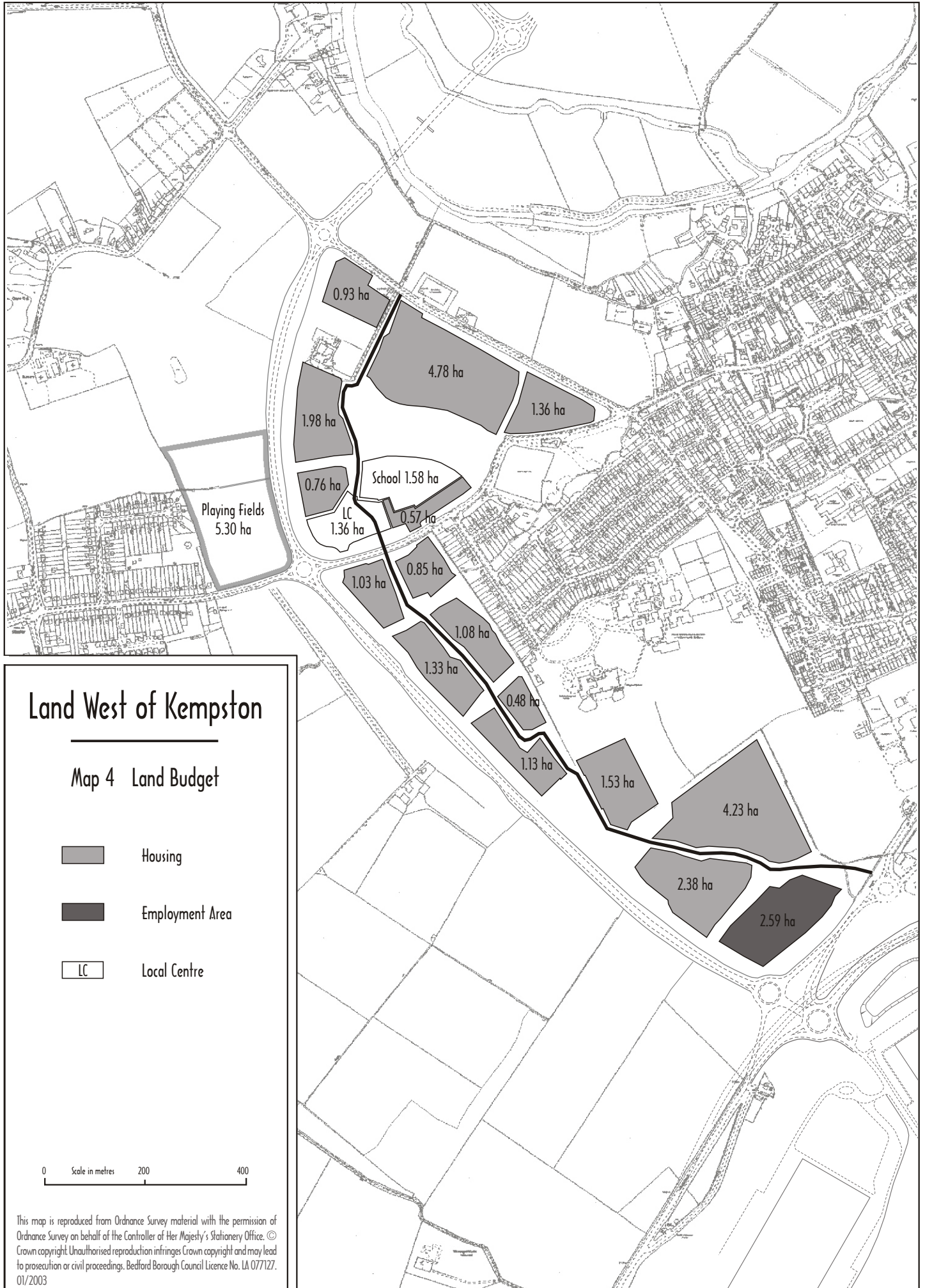
Land West of Kempston

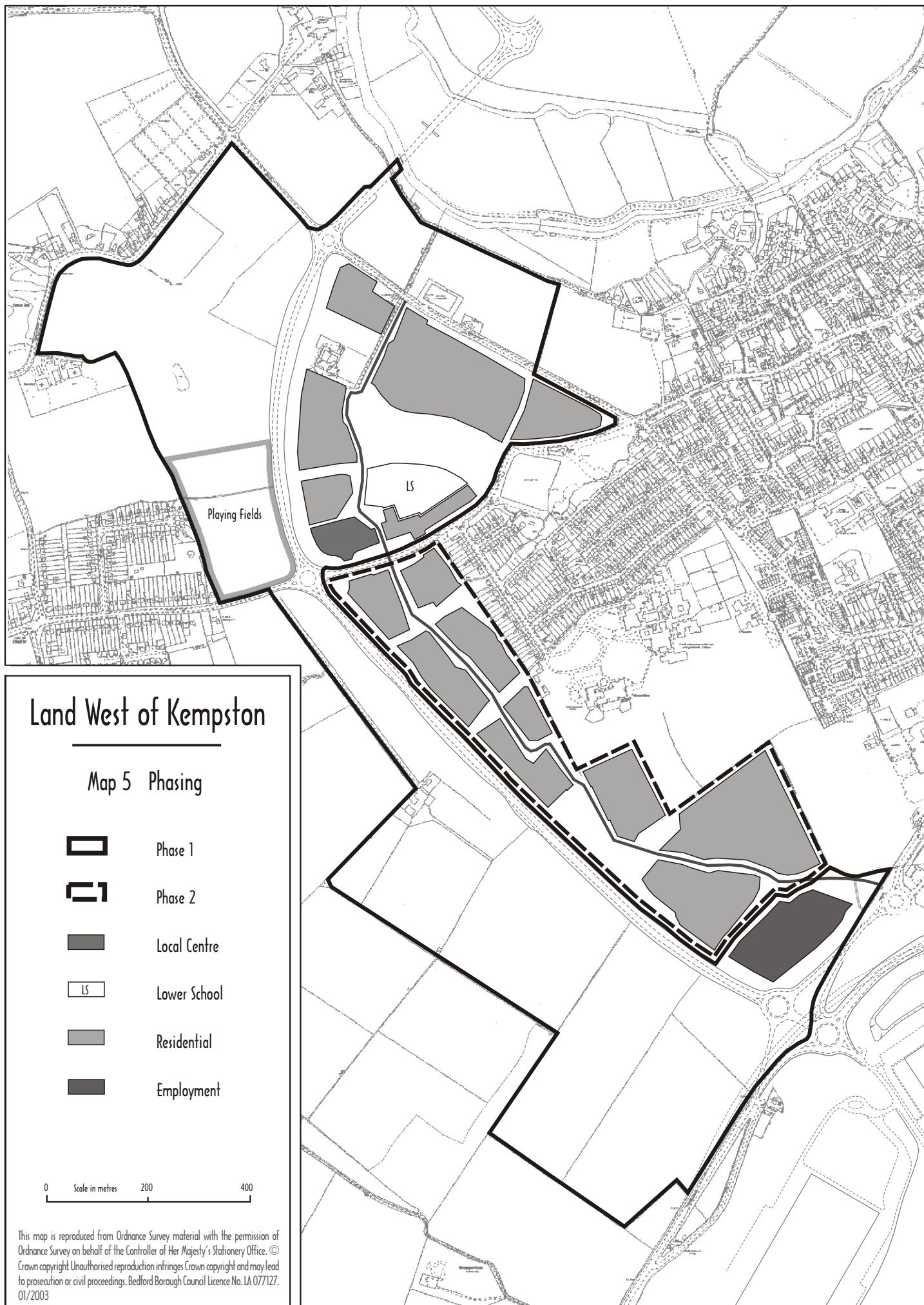
Map 3 Housing Density

-  High Density Housing
-  Medium Density Housing
-  Low Density Housing

0 Scale in metres 200 400

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