

C13259

01/06/03a



BEDFORD BOROUGH COUNCIL

Land off Rousbury Road/Magpie Avenue, Stewartby

DEVELOPMENT BRIEF



BEDFORD BOROUGH COUNCIL

DEVELOPMENT BRIEF FOR
LAND OFF ROUSBURY ROAD/
MAGPIE AVENUE, STEWARTBY

June 1992

D K Bailey, B.Sc. (Hons) Dip TP MRTPI
Borough Planner
Bedford Borough Council *
Town Hall
Bedford

(0234 267422)

* This document was approved by the former North Bedfordshire Borough Council

1. INTRODUCTION

1.1 Purpose and Objectives of the Development Brief

The intention of this brief is to provide firm and clear guidance to prospective developers as to the type and form of development which the Borough Council would like to see on this site. It sets out the known constraints and contains a series of guidelines against which applications for planning permission will be considered.

A draft development brief was prepared by Messrs Chester Ford, Chartered Surveyors and the Anthony Goss Consultancy, Chartered Town Planners, the main provisions of which have been endorsed by the Borough Council. The development brief relates specifically to the site to be developed and should be read in conjunction with the document entitled 'Stewartby 2000: Revised Proposals' : September 1991. This provides a comprehensive package of landscape and other improvements for the whole village and its environs.

The draft development brief was made available for public consultation during February/March 1992 and numerous comments received. A summary of all the comments made is contained in a separate 'Summary of Consultations' document which is available from the Borough Planner, Town Hall, Bedford, MK40 1SJ. Where possible, the development brief has been amended at a result of this consultation exercise.

The objectives of this development brief can be defined as:-

- a) to give greater definition to the proposals already put forward in February 1989, revised in November 1990 and again in September 1991.

- b) to provide a firm planning framework within which London Brick Company, the owners of the land, can release land and the Borough Council control a development which will proceed in phases towards completion by the year 2000.

The creation of a comprehensive development of this scale requires the deployment of a range of skills to secure the effective management of the physical requirements of the project. Also required is the development and the establishment of a philosophy towards the quality of the scheme which must subsist through its progress.

London Brick Company Ltd as the landowner, proposes to set up the necessary organisation which will, in close co-operation with the Borough Council as the local planning authority, ensure strong guidance and control over the quality of design and landscaping of the development. Developers will be required to submit their detailed design proposals to the Company as well as to the local planning authority.

1.2 Location and Setting

The site lies to the north and east of the existing village of Stewartby. Historically, Stewartby was started in the 1920's in order to provide housing for the employees and former employees of the London Brick Company. The site to which this brief relates forms a natural extension to the existing built up area. It is bounded by Broadmead Road to the west, Coronation Pit to the north and the main Bedford-London railway line to the east.

1.3 Size and Ownership

The total area of land proposed to be developed extends to about 59 acres (24 hectares). All of the land is currently in the ownership of the London Brick Company. Most of the land

lies within North Bedfordshire (45 acres) with the remainder within Mid-Bedfordshire.

1.4 Planning Status

The North Bedfordshire Borough Local Plan was placed on deposit from 28th January to 14th March 1991. Representations were considered at a Public Local Inquiry which was held between November 1991 and May 1992. This statutory Local Plan covers the period up to 1996 and was certified as being in general conformity with the County Structure Plan as approved at the time of deposit.

Policy H1 of the Local Plan identifies part of the site for 100 dwellings. In the proposed changes submitted to the Local Plan Inquiry, it was accepted that this figure could be increased to 165 dwellings. Paragraph 5.8 of the Plan acknowledges that this allocation forms part of a much larger development. It states:

"Several of the sites listed in Policy H1 form the first phase of larger developments. These include land..... off Rousbury Road/Magpie Avenue, Stewartby. Whilst the whole of these sites is shown on the Proposals Map, only part of the development will be built within the lifetime of this plan. The figures shown in Policy H1 are therefore an assessment of the number of dwellings on each site which are likely to be provided by the year 1996. Detailed phasing of the remainder of these sites will be considered when the Local Plan is rolled forward to 2001. In the meantime, the residual land will be reserved for future development."

2. DEVELOPMENT GUIDELINES

2.1 Proposed Land Uses

The site will be developed predominantly for housing with ancillary open space and landscaping. Potential also exists for the provision of a Public House to serve the new development. The main allocations are set down below:

	North Bedfordshire (acres)*	Mid Bedfordshire (acres)*
Housing	28.5	8.0
Open Space	4.5	2.2
Public House Site **	0.7	-
Structure Planting	5.4	3.3
Reserve Sites	5.9	-
Totals:	45.0	13.5

* Approximate figures

** if required

Housing and associated development is divided into three phases. The first phase of housing - up to the end of 1995 - will be for 165 houses within the North Bedfordshire part of the site. None of the housing in the Mid Bedfordshire part of the site is to commence before 1996; however, approvals will be required from Mid Bedfordshire District Council for landscaping and infrastructure at an earlier stage to enable the development in the North Bedfordshire part of the site to proceed before.

Two sites are proposed as reserve sites and would be unlikely to be required for development before the year 2000. The larger of the two adjoins Broadmead Road, part of which is currently used as allotments. The other, smaller site to the east is reserved to provide an alternative for the relocation

of these allotments. Both of these sites will be held in reserve until future requirements are known.

2.2 Description of the Scheme

The Outline Development Plan shows proposals which aim to follow through the general principles of the original layout of Stewartby Village.

At the eastern end of the site, a roundabout leads through to a new crescent of amenity open space before joining with an extension of Magpie Avenue and the completion of the existing roundabout at the eastern end of Pillinge Road.

From the connection with the extension of Magpie Avenue, the road curves more informally towards Broadmead Road but with a further connecting road southwards to Park Crescent, alongside the playing field of the Primary School; in this way, traffic can be more evenly spread through the village.

The illustrative Outline Layout seeks to establish a close association between the form and layout of the new development and that of the existing village. The new crescent of open space, in the core of the extension, echoes the main Village Green, though on a smaller scale, and the housing around the crescent seeks to emphasise its form. The extension of Magpie Avenue is treated in a formal way, with a tree-lined avenue leading to a small close which terminates the view at the northern end.

2.3 Landscape

High standards of landscape design should be regarded as an integral part of the scheme. A variety of landscaped areas are to be included:

Structure Planting

Belts of native and indigenous trees will provide structure, screening and an improved micro-climate for the development. Belts of Structure Planting, 30 metres in width are proposed to the northern and eastern boundaries; elsewhere, 10 metre wide belts will help to subdivide the development into smaller groups of houses. Planting on the boundaries should be complementary to planting schemes and landscape improvements for Coronation Pit.

Open Spaces

The major area of amenity open space straddles the boundary between North and Mid Bedfordshire. This will include a range of spaces, sub-divided by existing hedgerows and trees and new planting. A full landscaping scheme will be required for this important area.

New Roads

All principal roads within the development are to have broad landscaped margins, including mounding, tree and shrub planting and footpaths. These will help to maintain the existing pattern of Stewartby and create additional green fingers into the new housing.

Landscape within Housing Areas

Within each housing layout, tree and shrub planting schemes are to be developed to create attractive and varied environments. Attention should be paid to providing focal points, enclosure, privacy and safety. Landscaping schemes should comply with current British Standards and Code of Practice but should also be of a consistently high standard so as to provide an integrated approach throughout the development. Smaller areas of public open space should be provided within the housing developments to enhance the amenity of the area. A hierarchy of childrens' play areas

will to be provided in accordance with the requirements of the local authorities.

Throughout the development, existing trees and hedgerows should be retained wherever possible.

2.4 Housing

Housing in Stewartby Village consists mainly of two storey dwellings arranged formally, with relatively continuous frontages to streets and closes and with dwellings either semi-detached or in short terraces. An attractive scheme of single storey bungalows for old people, who are former employees of London Brick Company, occupies the south-eastern corner of the village. The whole of the southern sector of the village is a Conservation Area, with generous sized gardens and open space.

The forms of layout used for new housing should relate to the street and open-space forms already existing, thus completing the original concept of a garden village and avoiding the appearance of a large housing development tacked on to the existing village.

The Outline Development Plan shows the phases of development proposed and the location of ancillary uses. Within each phase, a mix of house sizes and types should be provided ranging from one and two person dwellings for smaller households to two, three and occasionally four-bedroomed houses. The dwellings should mostly be of two storeys but the incorporation of a small number of single-storey dwellings (for example, a small sheltered housing scheme with resident warden, may also be appropriate.

Social housing, for shared ownership and for rent and capable of management by a Housing Association, Trust or similar body - should be incorporated within each phase of the scheme. The attention of developers is drawn to Policy H2 of the deposit Borough Local Plan which is applicable in this case. Following

the representations received in respect of this document, it is proposed to recommend a change to this policy to read as follows:-

"Policy H2

Before determining an application for planning permission for the erection of 25 dwellings or more, the Borough Council will seek to negotiate with the developer to include an element of social housing for rent or sale within the scheme. In such cases, legal agreements may be necessary to ensure the initial low-cost benefits will be enjoyed by subsequent occupants as well as the initial occupier".

Densities within each phase should be varied, with nett densities ranging from 10 dwellings per acre to 16 dpa, but averaging about 12 dpa for the overall scheme.

After outline planning permission for the whole scheme has been obtained, an illustrative housing layout for the first phase of the scheme should be prepared. This will illustrate one possible layout solution which would conform to the above criteria; however, it is emphasised that there may be other solutions which could be equally valid. Developers will be required to produce their own layouts and design proposals for approval by the London Brick Company as well as their submissions for detailed planning permission to the Borough Council.

A high standard of design, layout and landscaping will be required for each part of the total scheme, relating closely to the character and design of Stewartby, particularly the older part of the village with its Conservation Area status. Following outline planning permission for the scheme as a whole an Illustrated Design Guide will be prepared in consultation with the Stewartby Parish Council and the London Brick Company. This will guide all intending developers and their consultants and provide a firm basis for maintaining

high design standards and compatibility with the character and design of the older part of Stewartby. The design guide will provide guidance on such topics as Architectural character, scale, garden sizes, materials and layout.

2.5 Access

The development of the site will take place in conjunction with the construction of a new road linking Rousbury Road and Broadmead Road. In addition, this new spine road will be linked to the existing built up area of the village with connections to Magpie Avenue, Pillinge Road and Park Crescent. All roads must be laid out to full County Council specifications for adoption. All construction traffic associated with the development must gain access to and egress from Broadmead Road. Access via existing village roads will not be permitted. This requirement will be secured by means of a legal agreement.

In order to accommodate increased levels of traffic resulting from the development, improvements to the junctions of the A421 and the B530 may be required. A detailed Traffic Impact Study will be needed to ascertain the exact nature of the improvements involved. The development of the site also provides an opportunity to improve the local public transport system. Consideration should be given to improving car parking facilities at Stewartby Railway Station, as well as improving the bus service between Stewartby and Bedford.

Within the new housing areas, it is intended that a greater balance is achieved between the needs of vehicles and pedestrians/cyclists. In particular the needs of the disabled, the very young, the elderly and the partially sighted will be taken into account. The proposed layout should not be highway dominated and the segregation of pedestrian and vehicular routes should be avoided.

2.6 Car Parking

The Borough Council will be seeking to achieve imaginative approaches to the provision of car parking - for both residents and visitors. In the case of larger family accommodation at least one on site garage space is desirable plus one casual space for visitors. In the case of social housing, a lower level of car parking provision may be appropriate. Off-street parking for all residential development will be provided to the relevant standards as adopted by the Borough Council.

2.7 Open Space

The Parish Statement for Stewartby which forms part of Appendix 1 of the North Bedfordshire Borough Local Plan refers to the large areas of grassed open space which are an integral part of the design of the existing village. These are:

- A: The sports and recreation ground
- B: Land to the rear of the United church
- C: The Village Green to the south of Stewartby Way
- D: Churchill Close

The village is thus well endowed with open space.

Amenity open space for informal recreational purposes is provided in the extension area to a total of 6.7 acres (4.5 acres in North Bedfordshire and 2.2 acres in the Mid-Bedfordshire part of the site). Local Plan Policy (RL9) requires, for 430 dwellings, a total of about $2\frac{1}{4}$ acres of additional amenity open space (0.25 acres for every 50 dwellings). The proposed provision will therefore be substantially more than the standard requirement.

In the case of recreation areas, the Local Plan requires 0.4

ha per 100 dwellings. The existing Sports and Recreation Ground is approximately 5 ha in area, so this provision is sufficient for about 1250 dwellings. It is estimated that the total number of dwellings in the village when the scheme is complete, including that part which is technically within Mid Bedfordshire, will be no more than 900 dwellings to that existing provision is more than sufficient for the village when the extension is complete. In addition, both the Secondary and Primary Schools in the village have their own separate playing fields. It is therefore proposed, rather than providing further outdoor recreation areas in the extension, that improvements should be made to the existing Sports and Recreation Ground, secured by a Section 106 agreement.

2.8 Shop

Within the area of land to be included in Phase I, a site will be reserved for a shop. When built, this could form part of a residential unit and be designed to revert to residential use if required.

2.9 Public House

Should the need arise, potential exists for the provision of new public house to serve the development. This should be located completely within the new development and should not adjoin the existing residential properties in Stewartby. The detailed location of the Public House should be considered in consultation with the Stewartby Parish Council. For the purposes of this brief it is assumed that this would be located within the North Bedfordshire part of the site.

2.10 Wildlife

There are no areas of woodland within the site. Wildlife habitats of a minor nature are mainly confined to existing hedgerows which are to be retained wherever possible. New belts of structure planting are to be created, especially to

the east and north of the site. These will not be designed for general public access and will therefore create valuable additional wildlife habitats for flora and fauna.

Coronation Pit lies to the north of the site and has been identified as a Prime Site of Nature Conservation Importance (PSNCI) by the Bedfordshire and Cambridgeshire Wildlife Trust in collaboration with English Nature. This is a non-statutory county level designation, applied to sites that are of greater than local significance, but which do not meet the criteria for national designations such as Sites of Special Scientific Interest (SSSI). It is important that the value of this site in terms of wildlife is not reduced as a result of the new development. Developers will be required to submit details of measures proposed to prevent uncontrolled access, litter, fly tipping and changes in water quality. Detailed advice should be sought from English Nature in this respect.

2.11 Coronation Pit

Should Coronation Pit be used in the future for tipping operations, it is important that the potential impact on the proposed development is taken into account. It is recommended therefore that developers should enter into an agreement with the owners of the Coronation Pit to prevent the disposal of waste within 250m of the development site. Further advice should be sought from the Borough Council's Environmental Health Division.

2.12 Railway Noise

A full report has been prepared on railway noise considerations by AIRO - Acoustical Investigation and Research Organisation Ltd. Measurements of the prevailing railway noise levels on the site have indicated that the noise levels can be quite high at positions close to the four-track railway line, the existing free-field noise level being of the order of 63 dB(A) LAeq24hr at a distance of 30 metres from the track, but perhaps in the region of 3 dB(A) higher once

buildings have been erected due to reflection effects.

Informal discussions carried out by the noise consultants with the Environmental Health Officers of both the North Bedfordshire and Mid Bedfordshire authorities have indicated that neither authority exercises a fixed policy in relation to noise from railways which may affect residential developments, each case usually being judged on its merits. The noise consultants' review of standards used by other authorities indicates that residential properties should not be exposed to railway noise levels in excess of 65 dB LOAeq24hr and effective planning measures should be incorporated which minimise the impact such noise may have on housing.

The noise consultants therefore recommend that all new residential properties should be positioned at least 50 metres away from the nearest railway track. Noise-sensitive rooms should be located on the screened side of buildings; those which have to be located on exposed facades should incorporate enhanced sound insulation and suitably silenced ventilation facilities. Appropriate recommendations will be incorporated in the illustrated Design Guide for the scheme.

2.13 Drainage

This must be to adoption standards. Prospective developers will be invited to discuss both highway and drainage matters with the Borough Engineer at the appropriate time.

2.14 Utility Services

There are no known inherent difficulties in providing water, gas, electricity and telecommunications services for the whole of the site area. Full details of these services, including connections, will be provided for prospective developers.

2.15 Phasing of Development

Within the development brief site, it is intended that new

housing etc is developed in three phases. These are:

Phase I (1993 - 1995)

This includes the provision of 165 dwellings as identified in the Deposit North Bedfordshire Borough Local Plan (as amended). Phase I includes land adjoining Rousbury Road, Magpie Avenue and Montgomery Close.

Early in this phase, or prior to its commencement, a landscaping scheme of structural planting is to be carried out along the whole of the northern boundary of the site and alongside the railway embankment on the eastern boundary, including the land within the Mid-Bedfordshire boundary.

A site for a new shop will also be reserved during this first phase.

Phase II (1996 - 1998)

Housing in Phase II would consist of a further 100 dwellings in North Bedfordshire and 50 in Mid Bedfordshire. The laying out and landscaping of the proposed open space will also be carried out within this phase.

Phase III (1999 - 2001)

The remainder of the housing - 65 dwellings in North Bedfordshire and 50 in Mid Bedfordshire would be completed during this phase.

It is important that off-site facilities and improvements are provided in tandem with the new housing development. The Borough Council will therefore wish to ensure that community benefits are provided early on in the development programme. Detailed phasing of both on and off site development will therefore be secured by means of a legal agreement.

2.16 Design Requirements

This site provides an opportunity to create a development which is sympathetic to the character of Stewartby. Further guidance will be included in the illustrated Design Guide. Standard approaches to housing design and layout are unlikely to be either successful or satisfactory. The proposed development should follow the following design principles:-

- a) The proposed layout should achieve a balance between vehicles and pedestrians. Traffic calming measures should be incorporated into the scheme as an integral part of the design. The purpose of these measures will be to reduce traffic speeds in order to provide a safe pedestrian environment and to discourage through traffic. Such measures could include:
 - i) narrowing carriageways to single lane width at pedestrian crossing points;
 - ii) changes of direction;
 - iii) speed humps and tables, particularly at main pedestrian crossing points;
 - iv) raised and paved sections of roadway at junctions;
 - v) the use, on roads, of paving or changes of texture/colour, especially in residential cul-de-sacs and closes.

Advice and recommendations on these matters as they apply to Stewartby will be included in the Design Guide, but they should be seen as an inherent part of the detailed design process.

- b) The proposed layout should be such that the buildings and the spaces between them form the dominant feature, rather than the highway system.
- c) Where possible, the segregation of vehicular and pedestrian routes should be avoided. The possibilities of using shared surfaces should be considered. A wide variety of surfacing materials, in terms of colour, shape and texture

should be used.

- d) Buildings should normally be no greater than two storeys in height and should front onto the street so as to create a more attractive, lively and secure environment. Streets should consist of both public space, and semi-private space in the form of front gardens. Garden space at the rear of the dwellings should be predominantly private, with limited public access.
- e) All the play areas and open spaces should be overlooked by adjoining dwellings. There should also be direct pedestrian access between these areas and the new dwellings.

2.17 Off-Site Development

As stated in the introduction to this brief, the proposed development forms part of a comprehensive package of proposals for the whole of Stewartby Village and its environs. Detailed proposals are outlined in the document entitled Stewartby 2000 Revised Proposals : September 1991.

The proposals include substantial off-site development which should be provided in tandem with the new housing development. Detailed phasing will be secured by means of a legal agreement. These off-site works will include the following:-

- a) An extensive programme of landscaping works both on the periphery of the village and within the existing open spaces which are a characteristic feature of Stewartby. This should be extended to the existing tree screens which are used to reduce the visual impact of the brickpits which surround the village. Revised planting schemes should be incorporated using suitable species to replace the existing lines of poplars.
- b) The provision of a new leisure facility to serve the village. This could be in the form of a new sports hall or swimming pool depending on the viability of such

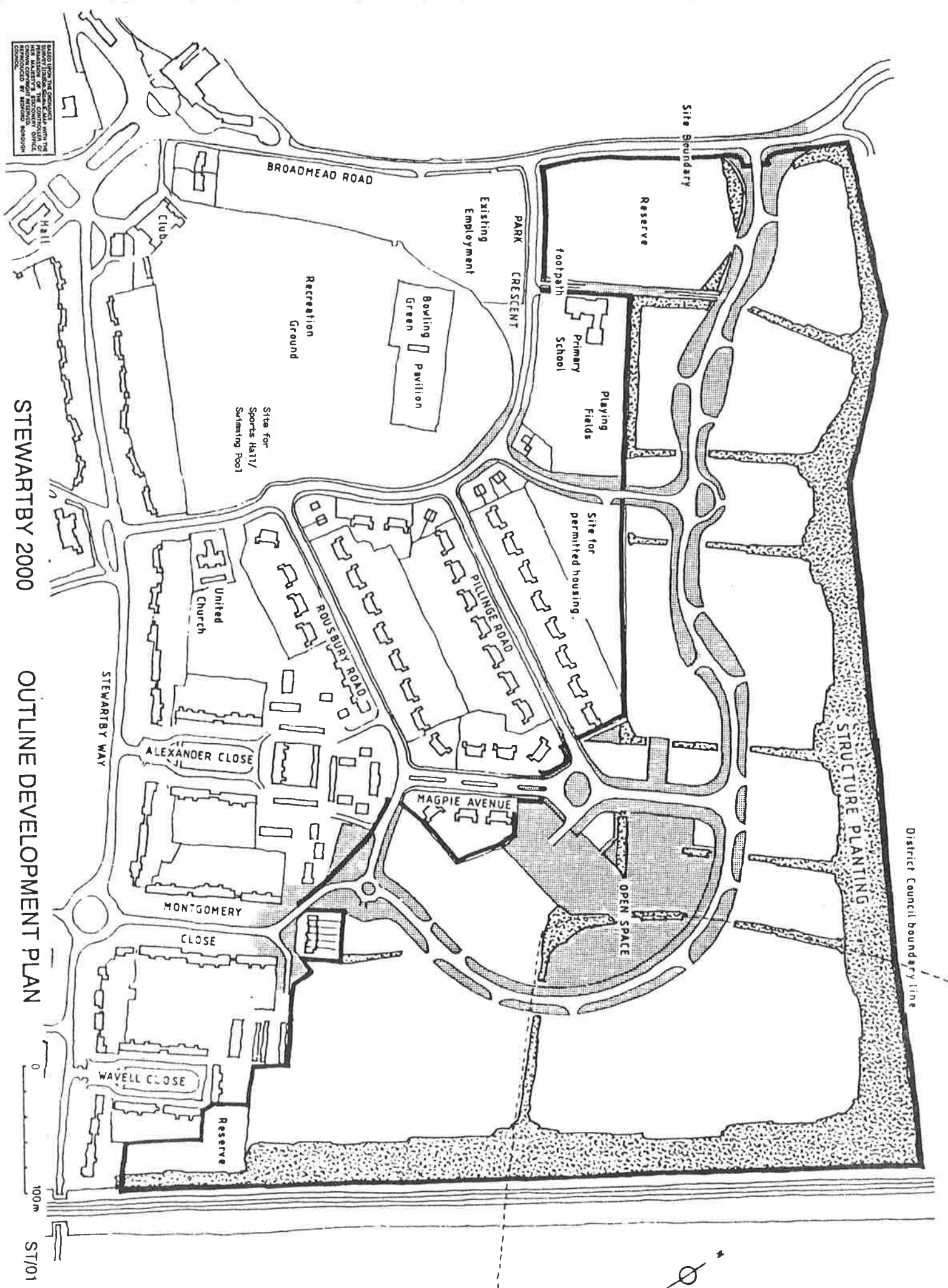
facilities. Further consideration will need to be given to the exact nature of this facility in conjunction with the Stewartby Parish Council. Provision of the facility will be required within the early phases of development.

- c) The provision of adequate infrastructure to serve development including where appropriate junction improvements to both the A421 and B530. In addition, developer contributions towards traffic calming measures on selective roads within the village will also be required. All details to be agreed with the Borough Council and the County Council as highway authority.
- d) In the event of improvements to both the Railway Station car park and the bus service being feasible, developer contributions will be required.
- e) A comprehensive set of improvements for Alexander, Montgomery and Wavell Closes. These to include where appropriate carriageway re-alignment, landscaping and the provision of car parking space to accommodate resident's and visitors' vehicles. These improvements should seek to provide additional parking space over and above current levels of provision.

Z080.733

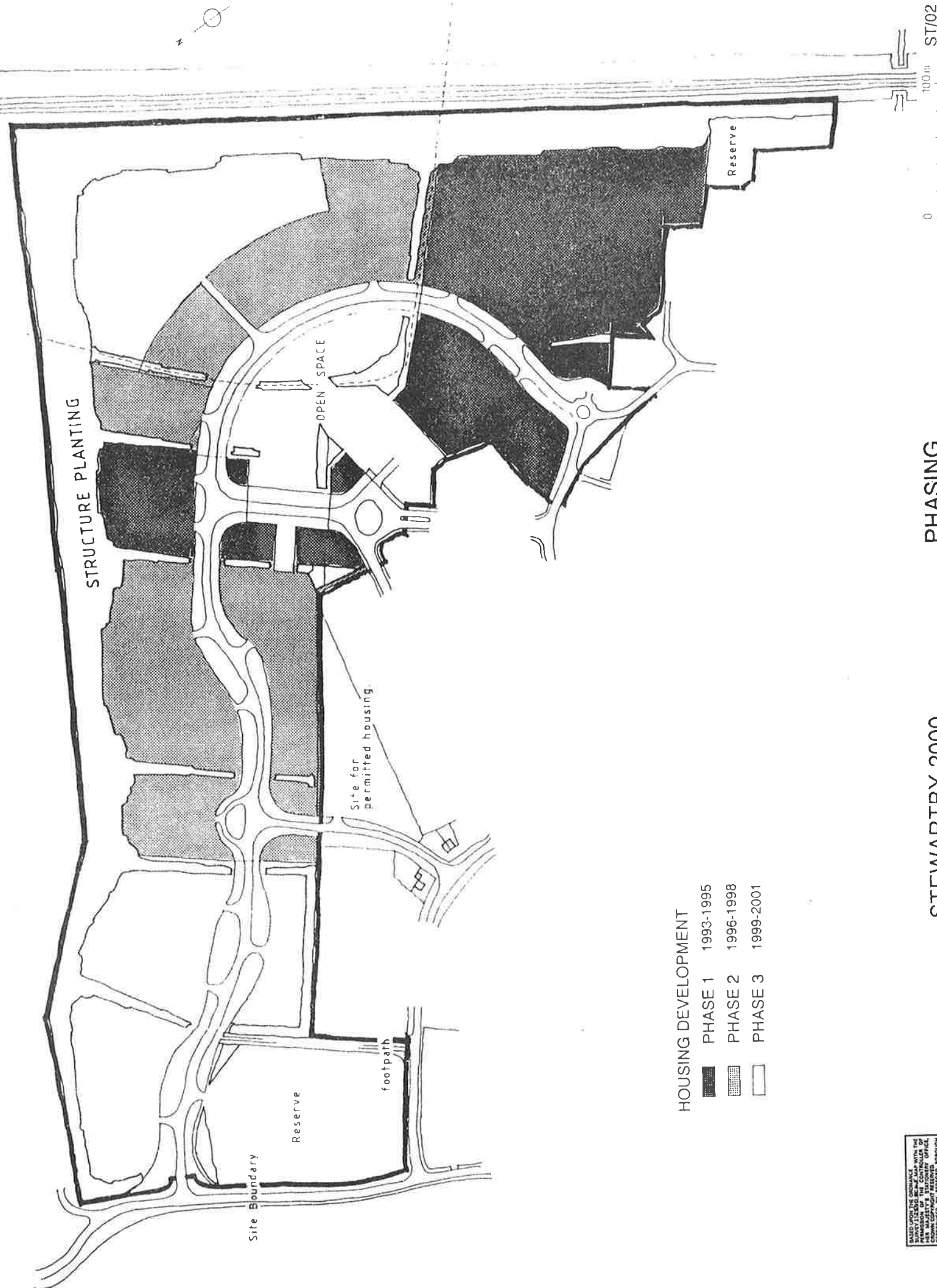
THIS PLAN IS A SUMMARY OF THE OUTLINE DEVELOPMENT PLAN FOR THE STUARTBY 2000 AREA. IT IS NOT A LEGAL DOCUMENT AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.

STUARTBY 2000 OUTLINE DEVELOPMENT PLAN



0 100m

ST/01



BASED UPON THE CURRENTLY AVAILABLE INFORMATION AND THE PERMISSION OF THE CONTROLLER OF THE LANDS AND HERITAGE, THE CROWN COPYRIGHT RESERVED. THIS DOCUMENT IS NOT TO BE REPRODUCED BY ANY OTHER PERSON OR ORGANISATION WITHOUT THE WRITTEN PERMISSION OF THE CONTROLLER OF THE LANDS AND HERITAGE.

STEWARTBY 2000

PHASING





STEWARTBY 2000

AERIAL PERSPECTIVE

FROM THE SOUTH WEST

ST/04

003