

# BEDFORD FORD END ROAD MASTERPLAN REPORT

**BEDFORD BOROUGH COUNCIL**

June 2018



**GL Hearn**

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INTEGRATED DESIGN

## FOREWORD



*In 2017 Bedford Council secured funding from the Government's One Public Estate initiative to pay for a study into the southern and western parts of Bedford town centre. The aim of the One Public Estate initiative is to explore how public assets can be used more efficiently, for the benefit of local people, releasing land and delivering new homes.*

*Bedford benefits from a great strategic location both in terms of its links to London, but also as part of the Oxford-Cambridge Corridor. Unlocking the potential of the dozens of sites in and around the town centre and the station as well as transforming our streets and spaces capitalises on this opportunity. It will help to support the vitality of our town centre, support high quality jobs and improve the quality of life for existing residents.*

*This document is the result of that work and has been prepared by a professional team working with the Council. It has also been informed by public and stakeholder consultation. The team has looked at both the public assets and the wider context, producing a masterplan which brings together many different development opportunities, infrastructure projects and public realm ideas.*

*Some of these projects are within the control of the public sector and give us clear ideas which we can progress. Our team has already been working with the other public sector organisations to involve them in developing the ideas and formulating delivery options.*

*Some of the development opportunities are for sites owned by private land owners - the report highlights the potential open to them and the ways in which development could take place. For these sites the Council will have a role in facilitating the development and managing the design through the planning process, but will not lead on delivering development.*

*A further range of projects relate to infrastructure and public realm improvements. In some cases these can be delivered as part of public sector or commercial developments. For some of the bigger changes this masterplan will be instrumental in helping us to bid for the funding needed to deliver them.*

*All of this work is framed within a series of ten key themes giving us a flexible and resilient approach which sets a positive vision for the future of Bedford.*

*Dave Hodgson  
The Mayor of Bedford Borough*

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**Fig 1** Aerial photograph of the study area



# 1 INTRODUCTION

- 1.1.1 Bedford Borough Council has appointed GL Hearn Ltd, together with its consultancy team Allies & Morrison, Alan Baxter Ltd, Capita and Johnson Associates to prepare a masterplan for the Ford End Road area that comprises the land between the River Great Ouse and Ford End Road, the majority of which is brownfield.
- 1.1.2 The area is experiencing a number of changes, with the recent sale of the Charles Wells Brewery to Marston's; National Grid marketing their land holdings for sale; and NHS Property progressing land disposals.
- 1.1.3 The masterplanning exercise for Ford End Road is a key project within the One Public Estate (OPE) Transforming Bedfordshire Partnership programme. The programme seeks to utilise public sector assets to deliver cost savings to central and local Government, as well as facilitating regeneration through new residential and mixed-use developments. The document is one of two masterplans being produced by Bedford Borough Council, with the other focusing on sites in and around the town centre.
- 1.1.4 The One Public Estate Partnership Board is chaired by the Mayor of Bedford Borough, and includes the Chief Executives from Bedford Borough Council and Central Bedfordshire Council and representatives of Bedfordshire Clinical Commissioning Group, Network Rail, SEMLEP, NHS Property, Bedfordshire Police, Bedfordshire Fire and Rescue Service, Bedford Hospital NHS Trust, Bedford College, and Homes England.
- 1.1.5 The masterplanning process has also assessed the capacity and land use mix of development sites to inform the emerging Bedford Local Plan, which has identified the land at Ford End Road for circa 600 dwellings together with a primary school.
- 1.1.6 This masterplan has been designed to be able to be adopted as a Supplementary Planning Document to the new Local Plan once it is adopted. This document contains design guidance detailing how development should come forward on the site. A separate baseline report provides supporting background material.

## **The Site**

- 1.1.7 The Ford End Road site sits to the west of the town centre and to the west of the train line. The site is adjacent to the River Great Ouse and is therefore generally low lying in a shallow river valley. The site itself contains industrial uses, a small amount of office/business space and a significant area of largely undeveloped land, including the former gas works and railway land. To the west side of the site there is a small community centre and associated sports pitches.
- 1.1.8 Ford End Road itself runs along the northern edge of the site, connecting the area to Bedford Town Centre. Bedford Station is a five minute walk from the northern edge of the site. The neighbourhood is characterised by terraced residential streets with a mix of uses including retail, food and drink and faith uses along Ford End Road.

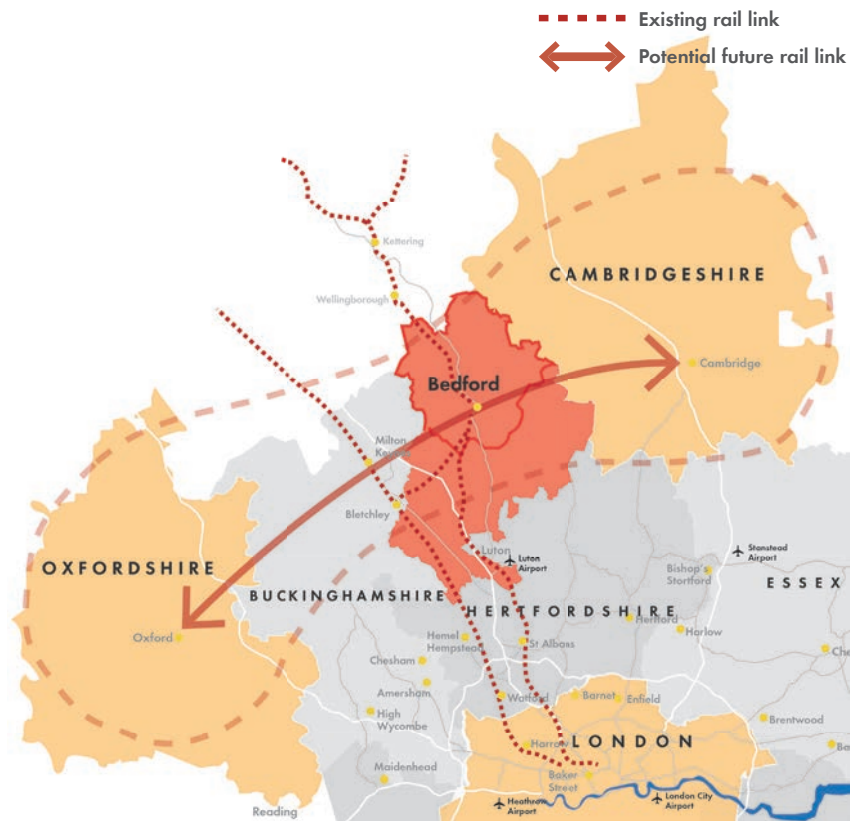
# TOWN WIDE VISION

Nine themes have been identified to set the vision for the masterplan across the town centre, help focus investment on transformational projects and build consensus about how new development should come forward.

## 1. Bedford's Potential

This is a time of significant change and opportunity for Bedford town centre. National policy recognises the growth and potential of the wider Oxford/Cambridge corridor and the town is well placed to take advantage of this positioning by creating new jobs and homes to attract people to this fast growing area.

The town is also very well connected to London and local airports, with fast train and road connections. A transformational scheme at the station with a new entrance, public space, homes and possibly office space will help to raise the profile of the town, improve the experience of arriving in Bedford and unlock the potential of this area.



## 2. Accessible and Attractive

Improving the environment for walkers in the town centre is a key priority to make Bedford accessible for everyone. Regardless of how people travel to the town centre, we all use our pavements and public spaces at some point in our trip. Having public realm investment priorities will help attract funds to improve connections into town on key routes such as Ford End Road/Prebend Street. The road network could be simplified and junctions improved to ease congestion. Cycle connections should also be improved, to help encourage more people to travel into Bedford by bike and ease congestion.

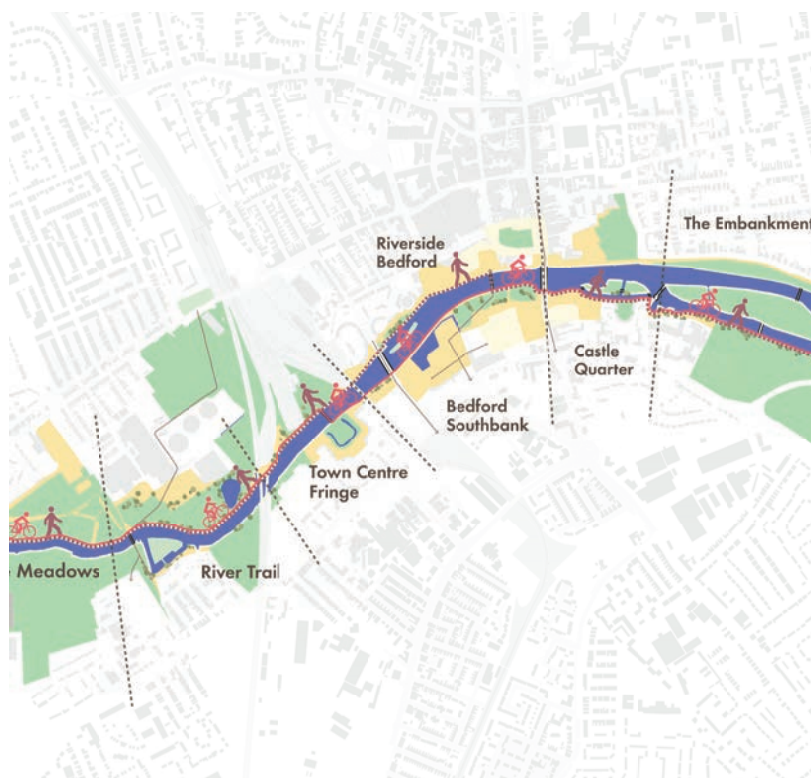




### 3. Celebrate the River Great Ouse

The River Great Ouse is the defining landscape feature in Bedford, with amenity spaces surrounding it. New and existing spaces will create a continuous route along the river, passing through a series of distinct character areas. Some of these will feel natural and connect to the wider countryside, while others will be more town centre focused, with new spaces for leisure uses.

The masterplan will help to create spaces for events, festivals and activities to promote greater use of the riverside in the town centre.



### 4. Affirming the Heritage

The historic street patterns and heritage buildings in Bedford town centre reflect its rich history.

This historic character should be protected and enhanced, with assets such as the Victorian terraced streets revitalised, and new uses found for former railway buildings and other characterful buildings in the town centre such as Shire Hall. The Council will support the Ministry of Justice's search for a viable use for this building. Sustainable future uses must be identified that will breathe new life into these assets.



## 5. An Appropriate Scale

Bedford is a county town with an attractive historic character that can provide an engaging setting for new buildings. Bedford's post-war tall buildings are not its greatest assets, but equally some central streets could be better framed by buildings which are taller than the current two storeys.

The masterplan will help to set parameters for the scale, massing and materiality of new buildings within sensitive areas of the town centre. This is important so that new development is in keeping with the existing character of Bedford and responds to its context.



## 6. Civic Spaces

The masterplan will identify a network of spaces with enhanced links to the riverside. New urban and green spaces will be sought as part of new developments and projects identified for funding bids. Opportunities to create public spaces include an arrival point at Bedford station and improvements to Midland Road. St Paul's Square could also be transformed in the longer term, creating a new public space by better integrating the church with its surroundings.



## 7. Homes for All

Bedford already has some attractive and accessible residential neighbourhoods on the edge of the town centre, which can provide inspiration for new development. The masterplan has identified a significant number of sites that could deliver a range of new homes within a one mile radius of the station and town centre which will help support new shops and services for existing residents.





## 8. A Place for Business

Bedford has a good number of large employers that have remained in the town centre. These will be supported and strengthened by identifying new employment spaces, focused in strategic locations, to help retain jobs in the town centre, and capitalise on the Oxford/Cambridge arc and links to London St Pancras.



## 9. Community infrastructure

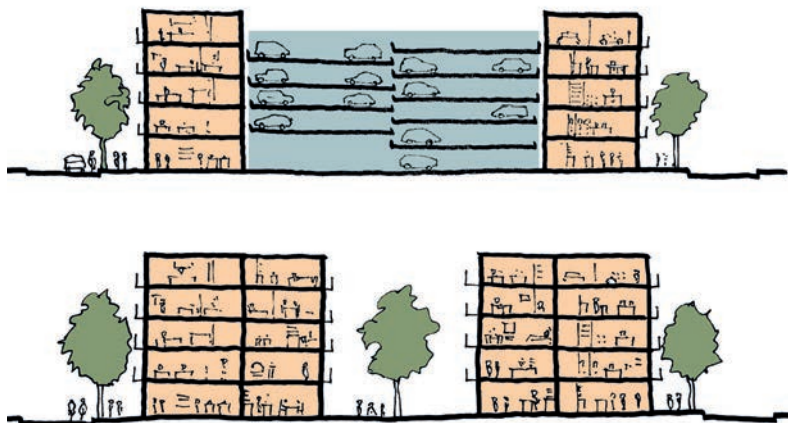
The masterplan has identified a number of sites both on the edge of the town centre and within a one mile radius of Bedford to deliver new homes and create new communities. These new homes will also support new shops and services for existing residents.

The forthcoming Local Plan will have a key role in setting the framework for the delivery of new schools, affordable housing and healthcare provision to support an increasing town centre population. This masterplan has identified key opportunities and the most appropriate locations for new schools and other community services.



## 10. An Adaptable Framework

New developments should be adaptable to cope with an unknown future, to accommodate changes in the property market and technological innovations. The diagram to the right is one example of an adaptable form, others include providing buildings which can adapt to different uses in future, as Bedford's Georgian and Victorian buildings have successfully done.



Decked car parks bring parking together, making sure we can meet today's parking need, whilst releasing land for new homes and jobs. Wrapping them with offices or flats which face out into the street screens them from view. We can also design the structures to be adaptable if driverless cars mean we need less parking in the future.





# THE MASTERPLAN



## 2 FORD END ROAD

### 2.1 THE APPROACH

2.1.1 We have developed an urban design framework and an example masterplan for the Ford End Road site. The urban design framework provides guidance on future development within the site. The masterplan is designed to provide an illustration of how the development principles could be applied and act as guidance for planning applications as they come forward.

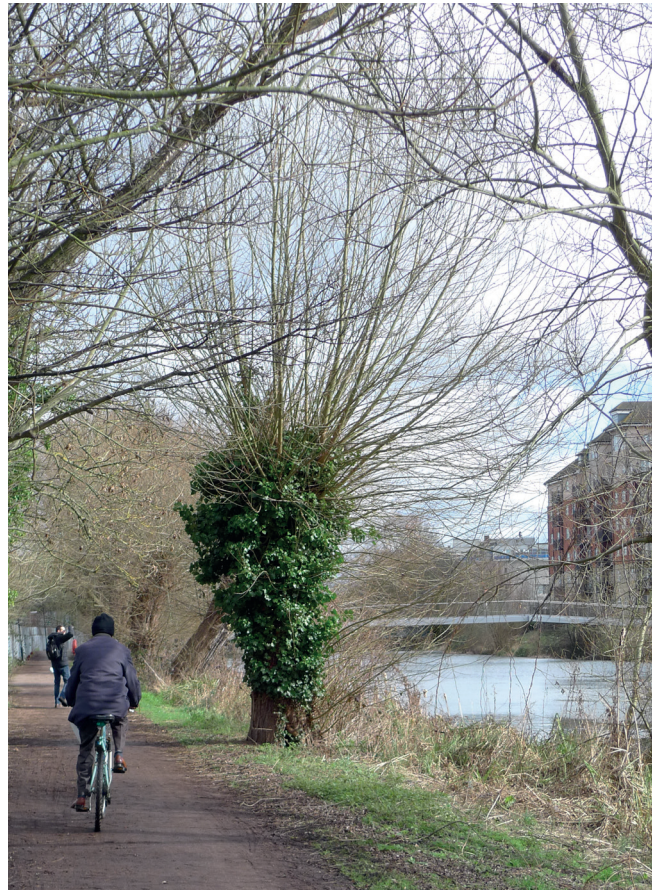
2.1.2 The urban design framework proposes both shorter term physical environmental improvements and longer term development projects, should certain sites within the area come forward. Longer term strategic transport and development projects have also been proposed which would unlock the potential for a greater number of homes in the area.

2.1.3 The emerging Bedford Local Plan has identified the land at Ford End Road for circa 600 dwellings together with a primary school. This urban design framework has assessed the capacity and land use mix of the development sites to provide guidance for separate land owners and the Council to ensure this site comes forward in the best possible way for Bedford.

2.1.4 The framework illustrates the Council's aspiration for the quality of placemaking for Ford End Road. The approach is:

- A masterplan that guides rather than prescribes long-term development.
- Avoiding any disruption to existing homes at all costs.
- Retention of large employers - the Council will continue to work with large employers to retain jobs in the town centre.
- Long term public space improvements are identified for developer investment and future funding bids.
- Transport options are promoted to support future bids for infrastructure funding.
- Above all, development proposals have to be viable and deliverable, working within land ownership boundaries as far as possible.





**Fig2** Photographs of the study area



## 2.2 CONTEXT AND CONSTRAINTS

- 2.2.1 The site at Ford End Road is located at the edge of Queens Park and represents a significant area of brownfield land with redevelopment potential. The site is located west of the railway line, but has good accessibility to Bedford Station and the town centre beyond to the east. Transport improvements are required to facilitate the level of development envisaged, including sustainable forms of transport.

### Landownership

- 2.2.2 The site has six landowners, including the main owner-occupier which is Marston's at Eagle Brewery. The other land is available for development and includes both brownfield and greenfield land. Both National Grid and Network Rail are to retain some land within their respective sites for operational purposes.

### Archaeology

- 2.2.3 A desk-top review of the archaeological assets within the Ford End Road site shows a limited number of previous finds. The key entries from the Historic Environment Record relate to iron-age coins, which are not deemed to be a major constraint on the site's development.

### Flood Risk

- 2.2.4 A desk-top flood risk review of the Ford End Road site reveals that the site is located in Flood Zone 1, 2 and 3. The history of the site shows that in 1947 a larger proportion of the site was affected by widespread flooding and in 1998 up to 50% of the site was affected.

### Tree Preservation Orders

- 2.2.5 Ford End Road has several Tree Preservation Orders. There are two clusters of TPOs at the northern end of the National Grid land fronting Ford End Road. The eastern cluster of TPOs includes 1 ash tree and 3 non common lime trees, and the western cluster includes 1 ash tree and 4 non common lime trees. There is also a cluster on the north side of Ford End Road within the NHS land.

### Noise

- 2.2.6 There are several sources of noise within the Ford End Road site, most notably of which is the Eagle Brewery and the railway line. Appropriate mitigation measures can be introduced for dwellings in close proximity to these sources, including an increased level of glazing for windows and doors, plus acoustic fencing if necessary. A noise assessment would be required as part of a planning application.

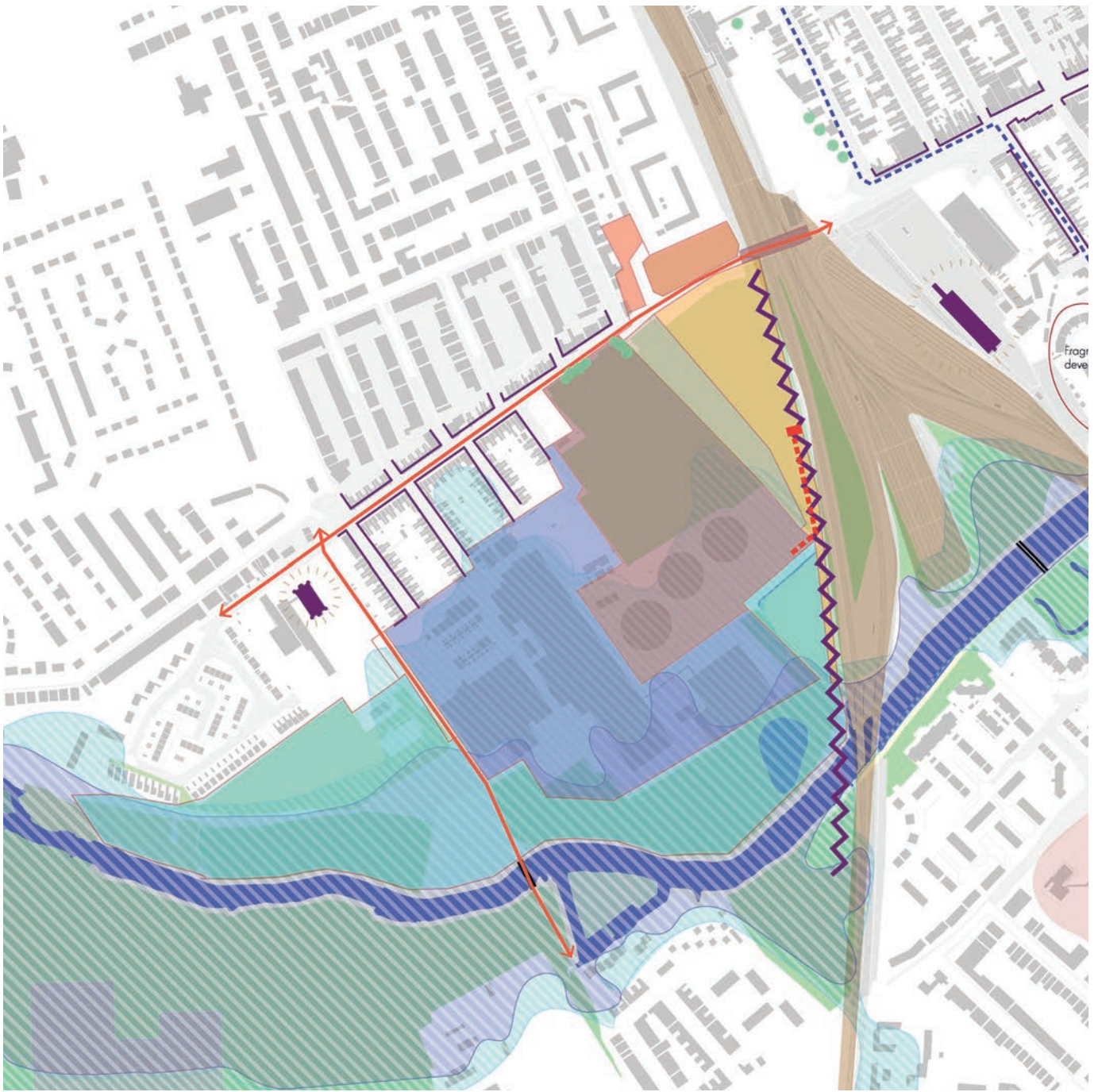
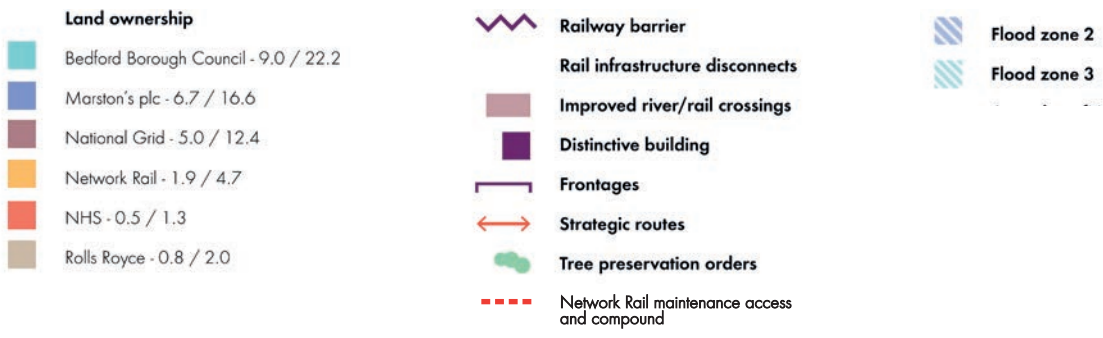
### Ecology

- 2.2.7 The area of vegetation on the site at the southern end has the potential to accommodate species of ecological value which would be identified as part of a planning application for the site.

### Air Quality

- 2.2.8 The Council monitors air quality in relation to the Air Quality Management Area that covers a larger portion of Bedford town centre. As expected air pollution is greater near busy roads, particularly where traffic builds up. Key roads are Bedford High Street, Shakespeare Road, Prebend Street and Ampthill Road. Appropriate air quality assessment would be required as part of a planning application.





**Fig 3** Existing characteristics and constraints

## 2.3 KEY PRINCIPLES

2.3.1 The Ford End Road area presents an exciting opportunity for Bedford Town Centre to create a high quality extension to the existing residential neighbourhood close to the train station, providing new homes and new facilities for the existing and new community.

2.3.2 A series of key principles have influenced the development proposals for the site:

- **Reflect the local scale and character -**  
The block structure of the existing urban terraces provides a series of routes that help to anchor the new development within the existing place and reflect the existing urban grain.
- **Improve connections from south of the river to the station and town centre -**  
The connections to the pedestrian bridge over the River Ouse should be improved, creating a direct connection diagonally through the site. This better connects the residential neighbourhoods to the south of the river and new homes within the site to the train station. Pedestrian connectivity over the bridge across the railway lines should be enhanced. There may also be an opportunity to add a new entrance to the station from the west, accessed via Kempster Close. The proximity of the site to the train station and bus routes makes this site a very sustainable location for new homes.
- **Harness the riverside location -**  
The site presents opportunities for new waterside development and to enhance the riverside and setting of the River Great Ouse. The edge of the river along the southern edge of the site should be enhanced for pedestrians and cyclists. Environmental enhancements should also be explored including habitat retention and enhancement. The site itself

also presents opportunities to bring water features into the development to enhance its character.

- **Homes within a green setting -**  
New development should improve the edge condition and active frontage to the green spaces opening up to the river. Existing spaces should be enhanced and new public spaces should be delivered within the development.
- **Enhance Ford End Road as the local centre -**  
New homes will help to support the existing shops at Ford End Road and opportunities to enhance the environment and setting for the range of shops should be explored.
- **Improve the setting of the Gurdwara Temple -**  
Explore opportunities to enhance the setting of the temple by opening up views to the temple along the route from the river and along Ford End Road.
- **Enhance the civic/community offer -**  
The range of uses to the west of the study area should be enhanced with the potential for a new school in the longer term to utilise some of the playing fields and open spaces
- **Minimising conflicts with the Brewery -**  
Havelock street will continue to be used for access to the Brewery site by larger vehicles. New development on this road should deliver off-street parking to help reduce conflict between these vehicles and residents.



- Building with permission
- Key pedestrian route
- Towpath
- Key frontage
- Trees
- Public realm
- Green space



**Fig4** Urban design framework



## **2.4 ILLUSTRATIVE MASTERPLAN**

- 2.4.1 The potential layout of the Ford End Road area is illustrated below, drawing on the analysis and principles identified in this report.
- 2.4.2 The masterplan assumes that the brewery remains on the site. The new residential blocks have taken influence from the existing residential streets in terms of their size and orientation. The street pattern is a connected grid that forms the edges to a new public park in the centre of the neighbourhood.
- 2.4.3 Denser development is located to the northeast of the site, in the most accessible location closest to the train station, also helping to shield the neighbourhood from the railway tracks.



**Fig5** Illustrative masterplan

## 2.5 PUBLIC REALM

2.5.1 Public realm and open spaces will play a significant role in establishing the setting for new homes; improving the character of the riverside and existing retail street at Ford End Road; and helping to unify new and existing residential streets.

2.5.2 A guiding principle for the strategy is to provide a legible network of walkable streets, connecting the riverside to existing communities. The plan opposite illustrates the variety of streets and spaces proposed within Ford End Road, which are discussed in more detail below.

### Central Park

2.5.3 A new park is located within the centre of the framework with development providing frontage on all sides. A large play space and small community building will help to create activity in the park.

### Riverside spaces

2.5.4 More natural spaces along the riverside should be opened up to improve access to the riverside. Mature trees should be retained and habitats should be enhanced. These green open spaces should connect to the riverside path and on towards bridges linking to neighborhoods to the south of the river. Towards the western end of the site the existing sports fields could be enhanced and expanded in the longer term, if a school were to be delivered in this location.

### Private amenity space

2.5.5 Within development blocks private amenity space should be provided for residents. Balconies and terraces should also be provided within blocks of flats where appropriate. Where blocks consist of terraced houses, private gardens are accommodated within the block.

### Primary routes

2.5.6 The principal new route through the development area will have a boulevard feel with street trees, wide pavements and segregated cycle routes and SUDS treatment along the central reservation of the road. Ford End Road will have improved pavement surfacing and street trees should be introduced.

### Normal connections

2.5.7 A series of new and existing streets will connect Ford End Road and the new principal route through the development area. These streets will have new tree planting in step outs between on-street car parking.

### Shared streets

2.5.8 Streets to the south of the principal route through the area will have a shared surface that will create an environment where vehicles enter into an area of public realm for pedestrians. These streets are the key connectors into the riverside park beyond and should have high quality surface materials, tree planting and SUDS treatment, where appropriate, to soften the character of these residential areas.



- Primary route
- Normal connection
- Shared streets
- Public space
- Private amenity space
- Trees



**Fig 6** Public realm framework

## 2.6 MOVEMENT

### Walking and Cycling

- 2.6.1 The new street pattern will be oriented to existing streets in the area, the existing river path, and desire lines for movement across the site. It will therefore enable permeability for pedestrians and cyclists, and improve north-south links.
- 2.6.2 For cyclists, provision would be a mix of on carriageway and off carriageway. This would apply dependent on location. On carriageway would be a segregated or light segregated cycleway, being more suitable for principle routes running parallel to vehicular traffic. Off carriageway would be a shared cycleway/footway, being more appropriate for quieter routes such as the link to the river path.
- 2.6.3 A key link to the town centre will be across the Ford End Road Bridge. The existing bridge is narrow and unpleasant, with only one footway, and a parallel pedestrian bridge similarly narrow and boxing in pedestrians as they cross the railway. The construction of new homes at the Ford End Road site would require the need for improvements to this connection in highways terms to improve the capacity of this route. A long term opportunity could be to construct a new Ford End Road Bridge, providing a generous route for pedestrians and cyclists by reusing sections of the existing bridge. This will encourage the use of sustainable travel modes, encourage onward journeys to the town centre via Midland Road, and generally improve the public realm and pedestrian experience along a key axis in Bedford. Cycle lanes can also be introduced on Ford End Road, by widening the carriageway between the bridge and Havelock Street.
- 2.6.4 A second key link to the town centre will be the via the existing river path. This may be more direct for residents further to the south.

Additionally, it will enable onward journeys to the extensive paths on both the north and south of the river.

### Public Transport

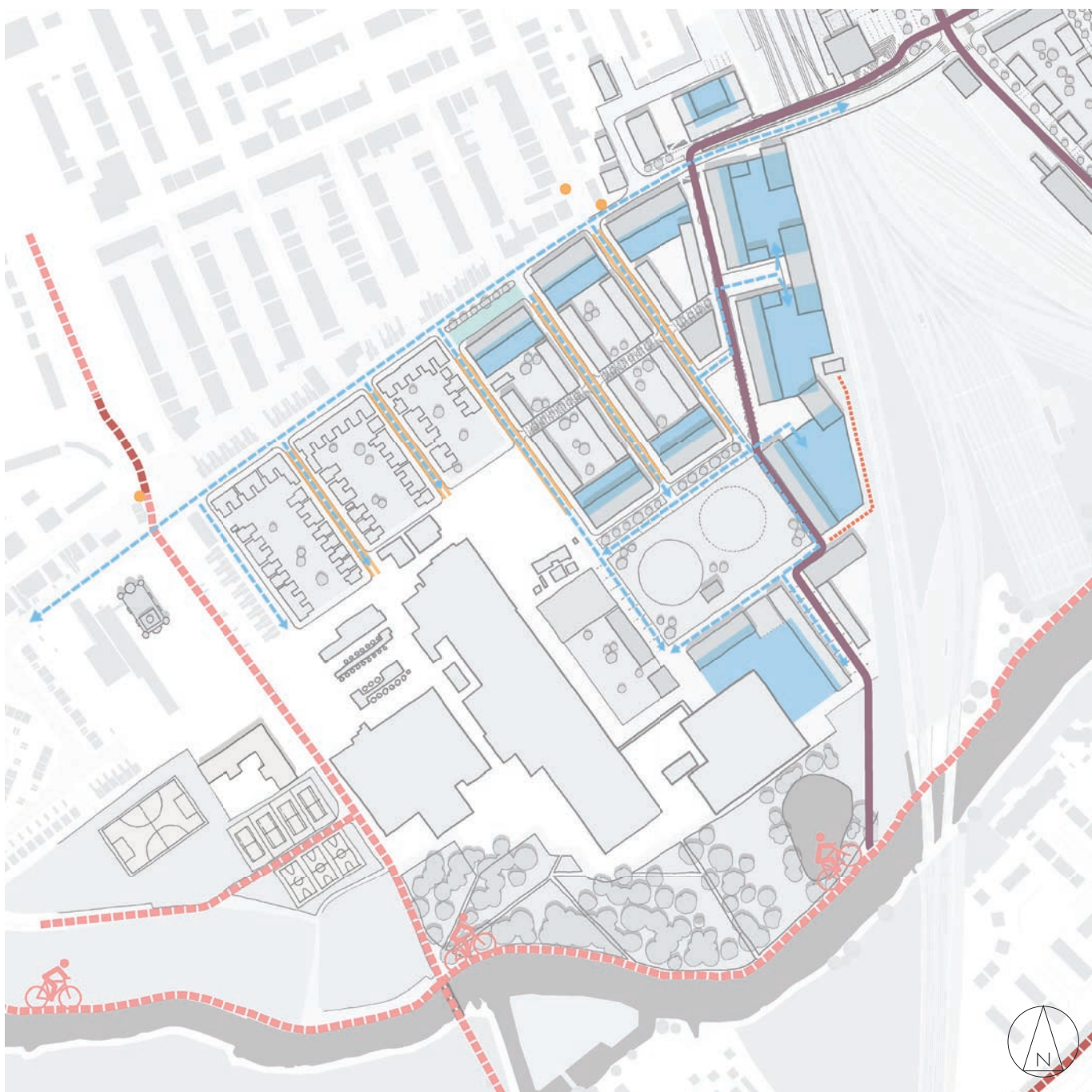
- 2.6.5 The site is within close walking distance of Bedford railway station. With the provision of a new western entrance, and the relocation of the existing station entrance to be further to the south, the route for pedestrians will be much more attractive and direct than the existing condition.
- 2.6.6 Bus provision is good in the area, with the number 8 having two sets of stops on Ford End Road itself, providing a service to the town centre and Bedford coach/bus station. All new residents would be within 400m of a bus stop.

### Vehicle Access and Parking

- 2.6.7 Vehicle access will be via Ford End Road, using two new streets and a southwards extension of the existing Havelock Street. In the long term option the existing Lawrence Street, Nelson Street and Raleigh Street will also be extended within the development. Internal roads will be designed to foster a sense of community, with low vehicular speeds and giving priority to pedestrians. This can be achieved through traffic calming measures integrated with the public realm of the streets. Additionally, some streets to the south will have a shared surface, giving priority to pedestrians.
- 2.6.8 Car parking numbers at Ford End Road will be based on comparable town centre sites in line with existing car parking standards.
- 2.6.9 The creative use of car parking will be used, to soften its effect on public realm. For example alternating parallel spaces with trees/planting, the use of parking courts, or using spaces as a light segregating element for cycle routes.



- - - - - Existing on street cycle provision
- - - - - Existing off street cycle provision
- - - - - Proposed new cycle provision
- - - - - Vehicular route
- - - - - Street parking
- - - - - Service access
- Multi-storey parking
- Undercroft parking
- Surface parking
- Bus stop



**Fig 7** Movement framework



## 2.7 LAND USE

2.7.1 The Ford End Road area will be a high quality extension to the existing residential neighbourhood, providing new homes and new facilities for the existing and new community.

2.7.2 The framework plan below shows the majority of the site delivering new homes, with a small amount of retail focused along Ford End Road. A new school and community buildings are also provided within the park and adjacent to the school.

2.7.3 Denser development is located to the northeast of the site, along the railway and providing frontage to the park which will have a higher proportion of flats. Streets connecting to Ford End Road will be new terraced houses.



Fig 8 Ground floor uses plan

- Residential
- Retail / cafe
- Undercroft parking
- Multi-storey parking
- Community
- First floor terrace



**Fig 9** Upper floor uses plan



## 2.8 BUILDING HEIGHTS

- 2.8.1 The building heights framework reflects the local scale and character of this part of Bedford. The block structure has been designed to mimic that of the existing urban terraced streets. These streets continue the runs of houses which are two storeys. Further towards the station the streets step up to three storey town houses.
- 2.8.2 At the ends of these blocks facing the new public space and primary route these blocks increase to four storeys to help provide frontage to the large neighbourhood park. Similarly, to the north of the site and nearer the station the blocks rise to four and five storeys. The block that meets the bridge where Ford End Road rises over the railway line is shown as six storeys to help provide frontage to the road as it crosses the tracks.
- 2.8.3 Blocks to the south of the park and nearer the riverside are a mix of scales, up to four storeys.

- 6 storey
- 5 storey
- 4 storey
- 3 storey
- 2 storey
- 1 storey

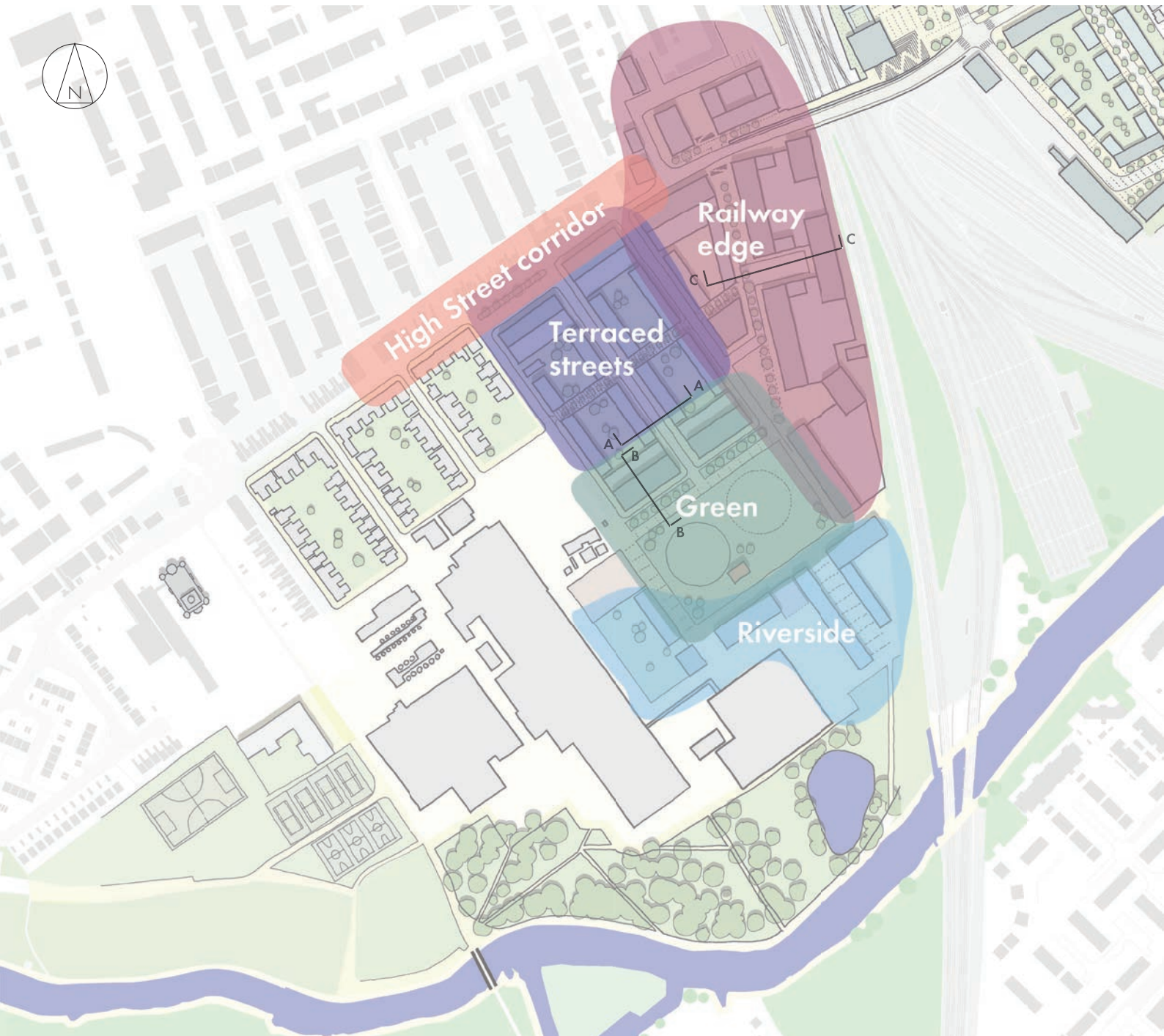


**Fig 10** Building heights plan



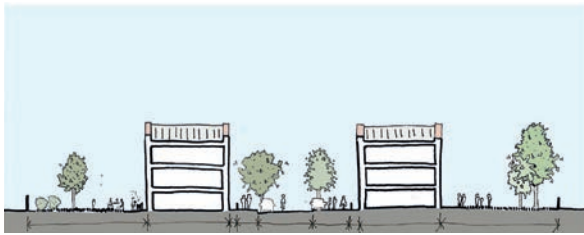
## 2.9 CHARACTER AND DESIGN

2.9.1 The Ford End Road neighbourhood will vary in character in terms of the scale, type of buildings and street design and proportions. Three distinct areas have been designed that will all contribute to one cohesive neighbourhood.

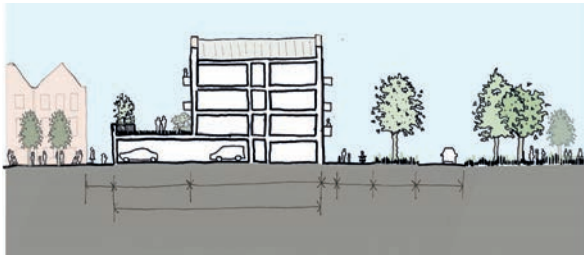


**Fig 11** Character areas plan





Section AA



Section BB



Section CC



**Fig 12** Indicative sections. Please see following pages for larger versions

**Fig 13** Developments at Trumpington Meadows, Cambridge and at Barrier Park, London are embedded within green spaces that help to define the character of the development

### Terraced streets

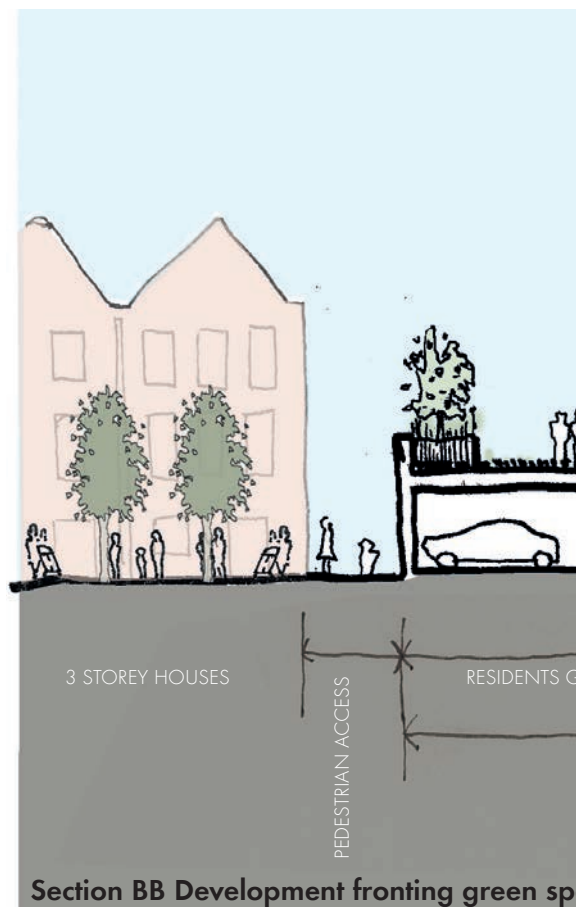
- 2.9.2 Section AA illustrates the environment along new streets that will be created to the east of Lawrence Street and Havelock Street, to the south of Ford End Road. These streets will mirror the grain of existing terraced streets, in some places rising to three storeys.
- 2.9.3 Private gardens will be located behind properties, with small front gardens and on-street car parking provided between new homes.

### Riverside and park

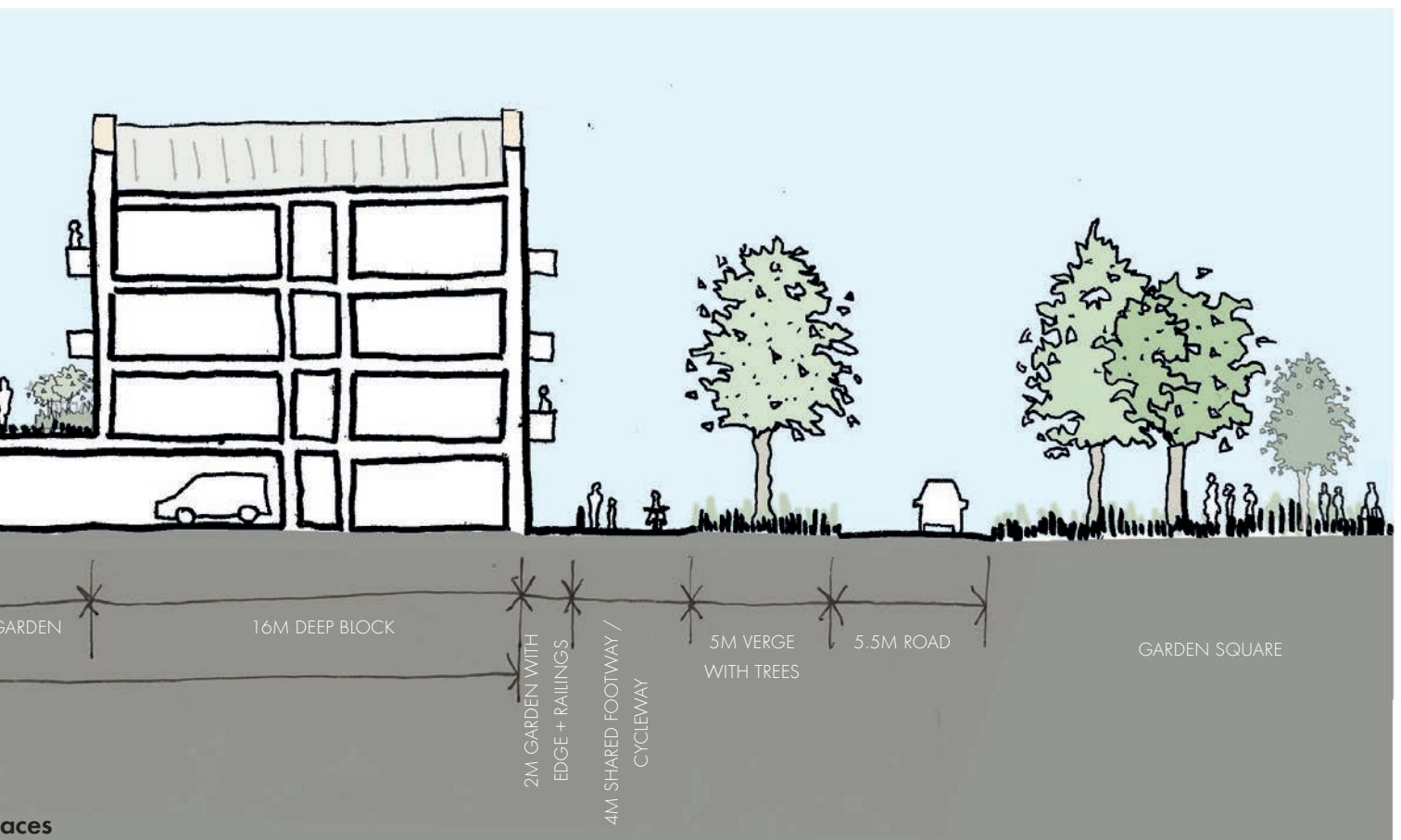
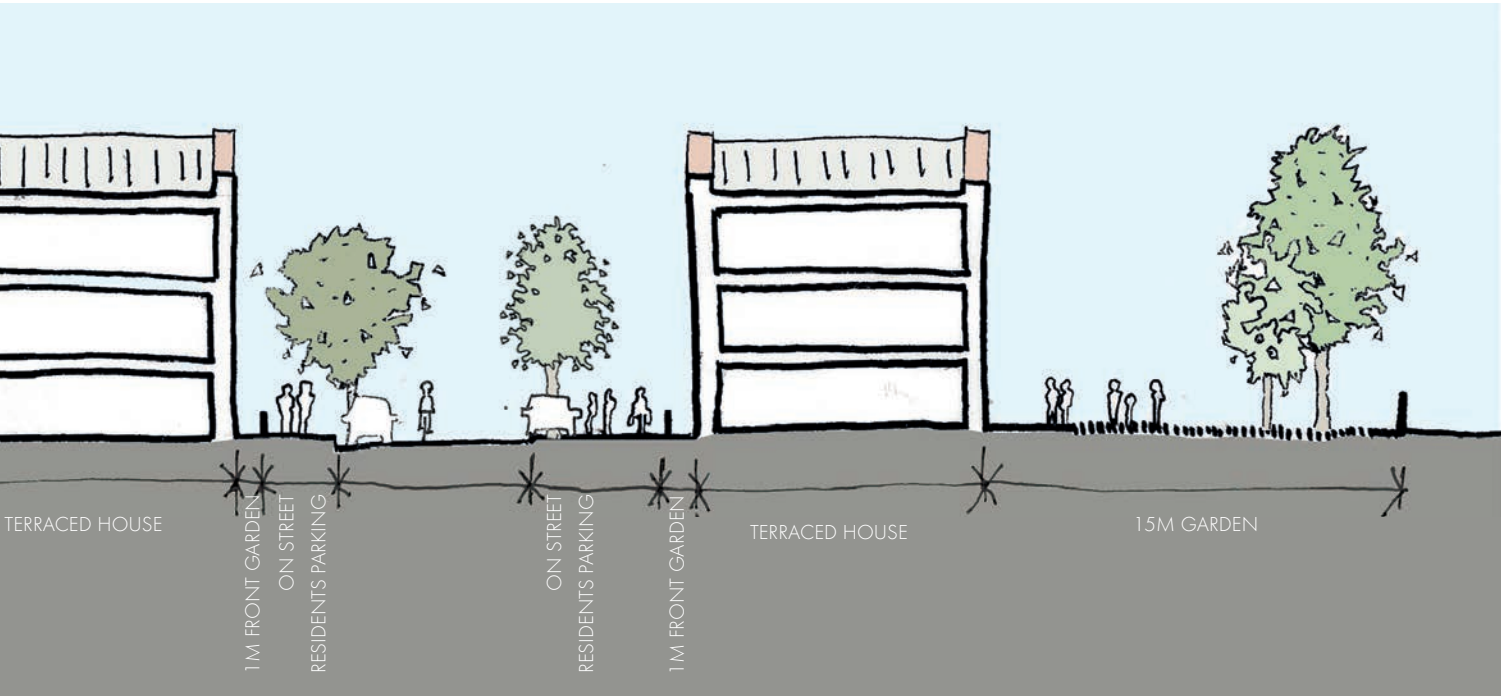
- 2.9.4 Section BB illustrates the type of development that will be located around the new public park and along the riverside.
- 2.9.5 The scale of this development will provide activity and a sense of overlooking to these new spaces. Given the size of the open spaces, development up to four and five storeys in places is felt to be appropriate. This type of flatted development should be mixed with terraced homes, as shown in the section.
- 2.9.6 Parking should be accommodated in car parks at the ground floor of development blocks. Terraces and balconies will create private amenity space for new residents.



Section AA Terraced streets



Section BB Development fronting green space



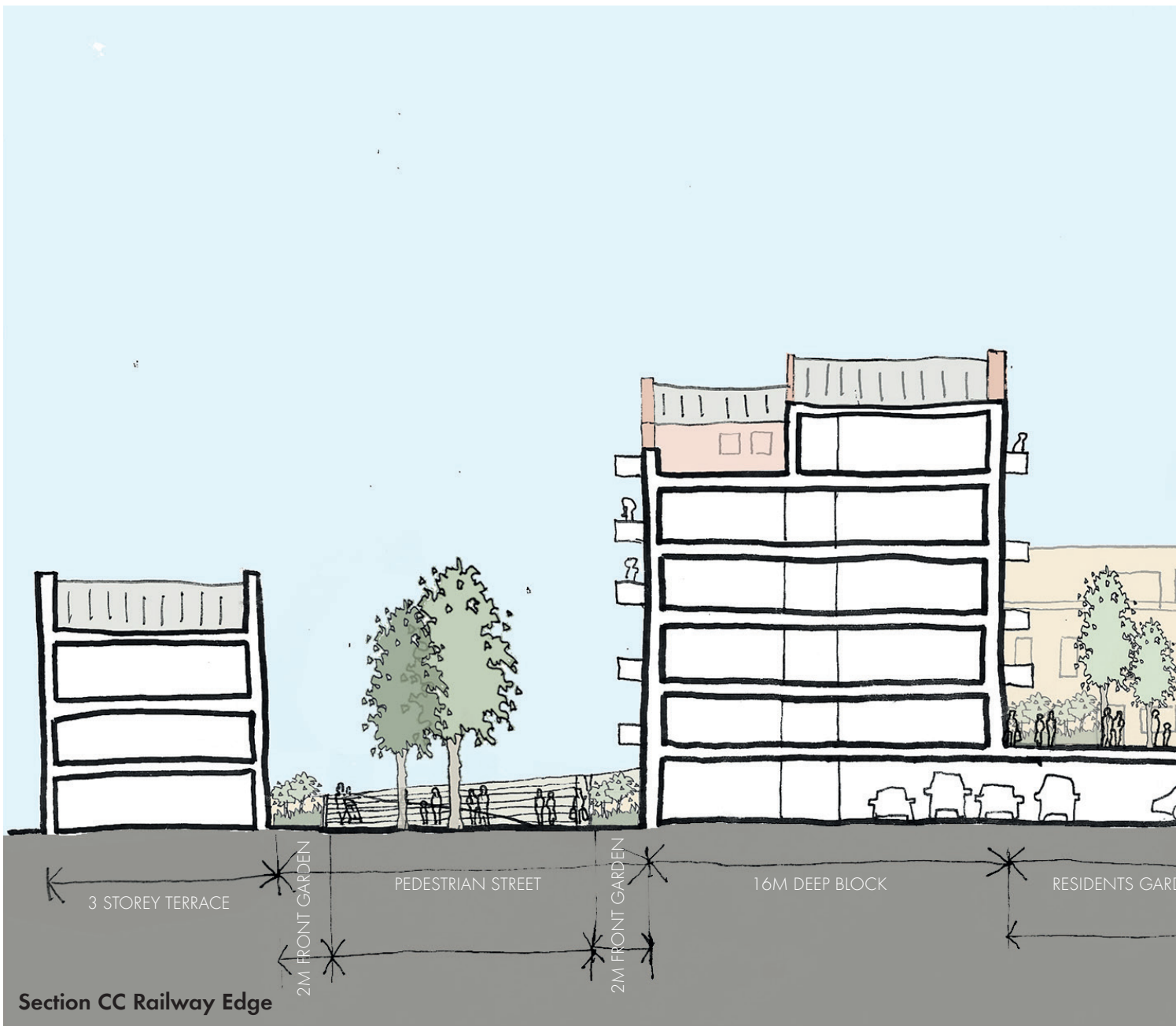
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## Railway edge

2.9.7 Section CC below illustrates development within the blocks on the eastern edge of the Ford End Road area. These blocks step up in scale to help shield the new neighbourhood from the railway tracks. The higher number of flats in this area are located in the most sustainable location, closest to the railway station.

2.9.8 Parking is accommodated in decked car parks, providing amenity terraces for residents. Balconies will face into the centre of these new blocks and outwards to provide activity to streets leading to the new riverside park.





## 2.10 INDICATIVE CAPACITY

2.10.1 The illustrative masterplan for Ford End Road identifies a number of potential development opportunities which could account for a significant development capacity. This is estimated as being up to:

**550** flats

**150** houses

**680sqm** shops

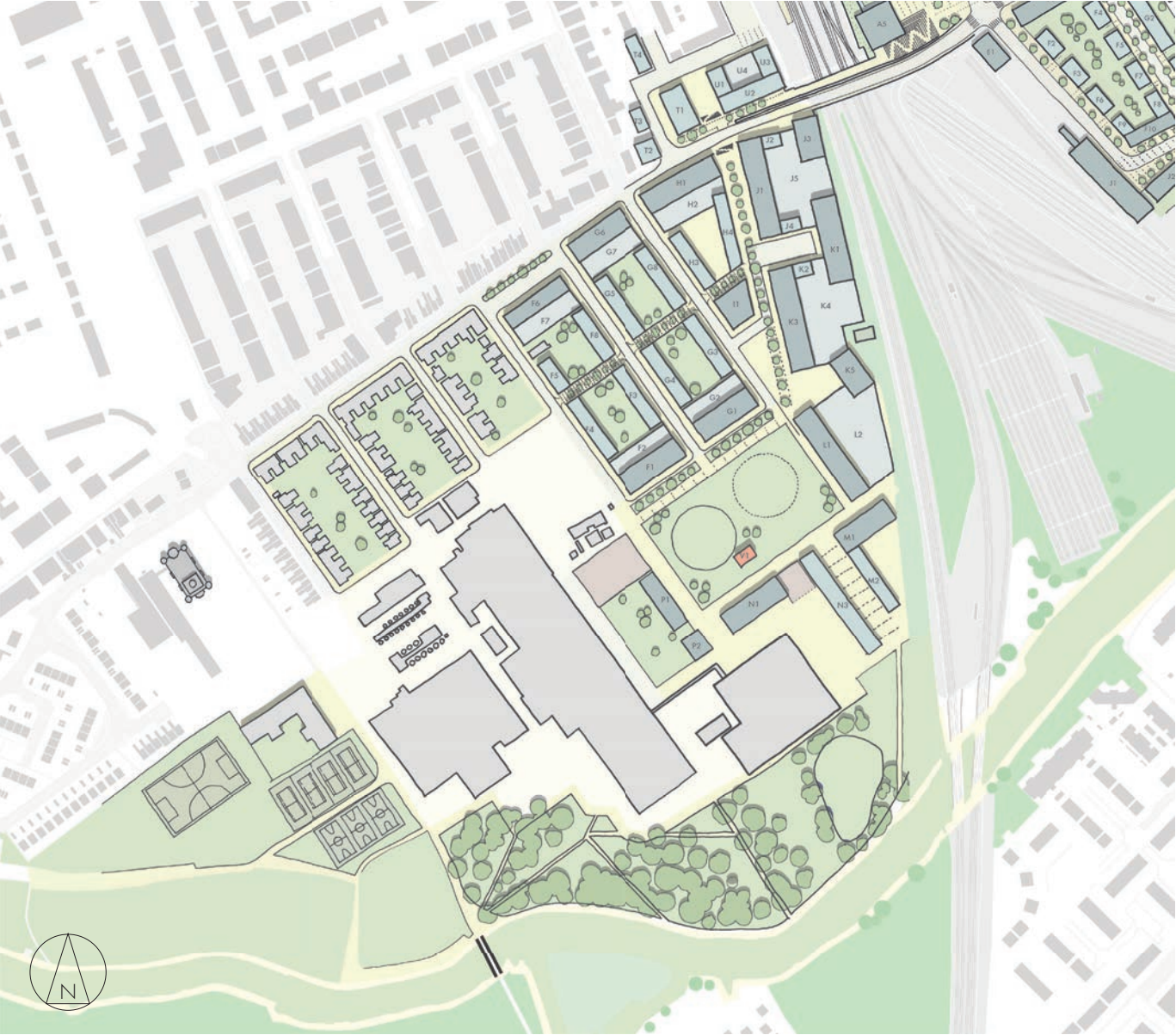
**1** new community building

**1** new urban green space

**1** new primary school



- Masterplan proposals
- Buildings for refurbishment
- Consented planning applications
- Retained



**Fig 14** Masterplan framework





# DELIVERY AND NEXT STEPS



## 3 DELIVERY AND NEXT STEPS

### 3.1 PHASING

- 3.1.1 With the exception of Marston's, the other landowners are seeking to bring forward their sites for development within the next 3-5 years. It is anticipated that the National Grid and NHS Property sites would be developed out first, closely followed by Network Rail. Rolls Royce and Bedford Borough Council also have land that could be developed or used for the wider open space strategy. It is anticipated that both these landowners will work in collaboration with the other landowners to bring forward their land within a similar timeframe.
- 3.1.2 Although the masterplan is designed to facilitate a comprehensive scheme with design principles, it recognises the need for individual landowners to develop their schemes within the context of the masterplan but without being delayed by neighbouring owners. The Council, as local planning authority will have a key role in ensuring that the design principles of the masterplan are delivered whilst maintaining the flexibility for individual land parcels to come forward at different times. The Local Plan advocates the preparation of a Development Brief to enshrine these principles.
- 3.1.3 Viability issues will also be a key consideration at planning application stage, as any abnormal costs and other mitigation measures are balanced against the design criteria, level of affordable housing and s.106/s.278/CIL payments.



## 3.2 KEY PROJECTS FOR OPE

- 3.2.1 There are several key One Public Estate partners, such as NHS Property, Network Rail and Bedford Borough Council that are committed to working with the other landowners – National Grid, Rolls Royce and Marston's to ensure that a comprehensive and integrated scheme for the site can be delivered in a timely fashion.
- 3.2.2 The OPE partners have started this process and it will be important for this group to continue to work with the local planning authority to resolve several of the key issues, including:
- The transport improvements at Ford End Road/ Midland Road/Prebend Street, including the potential to explore and secure funding from Government programmes such as the Housing Infrastructure Fund.
  - Continue the dialogue with key landowners to ensure mutual development issues can be debated and overcome, including future operational requirements and the implications for adjacent residential development.
  - The Council to use its planning powers and the development principles as set out within the Masterplan to ensure a high quality development of the Ford End Road site, including extracting appropriate contributions towards the primary school and road/junction works through s.106, s.278 and Community Infrastructure Levy payments.



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Allies and Morrison Urban Practitioners accepts no responsibility for comments made by members of the community which have been reflected in this report.



