

4.0 THE CONCEPT FOR THE MARSTON VALE NEW VILLAGES

This section of the Development Brief sets out the high level concept for the MVNV, translating the Core Components and Key Principles into a spatial framework and Concept Plan, which will in turn govern and shape the location and extent of land uses across the site.

It provides guidance for structuring the new development, infrastructure and facilities to be provided, and sets out the key features which any future outline planning application(s) should reflect in fixing the parameters of development.

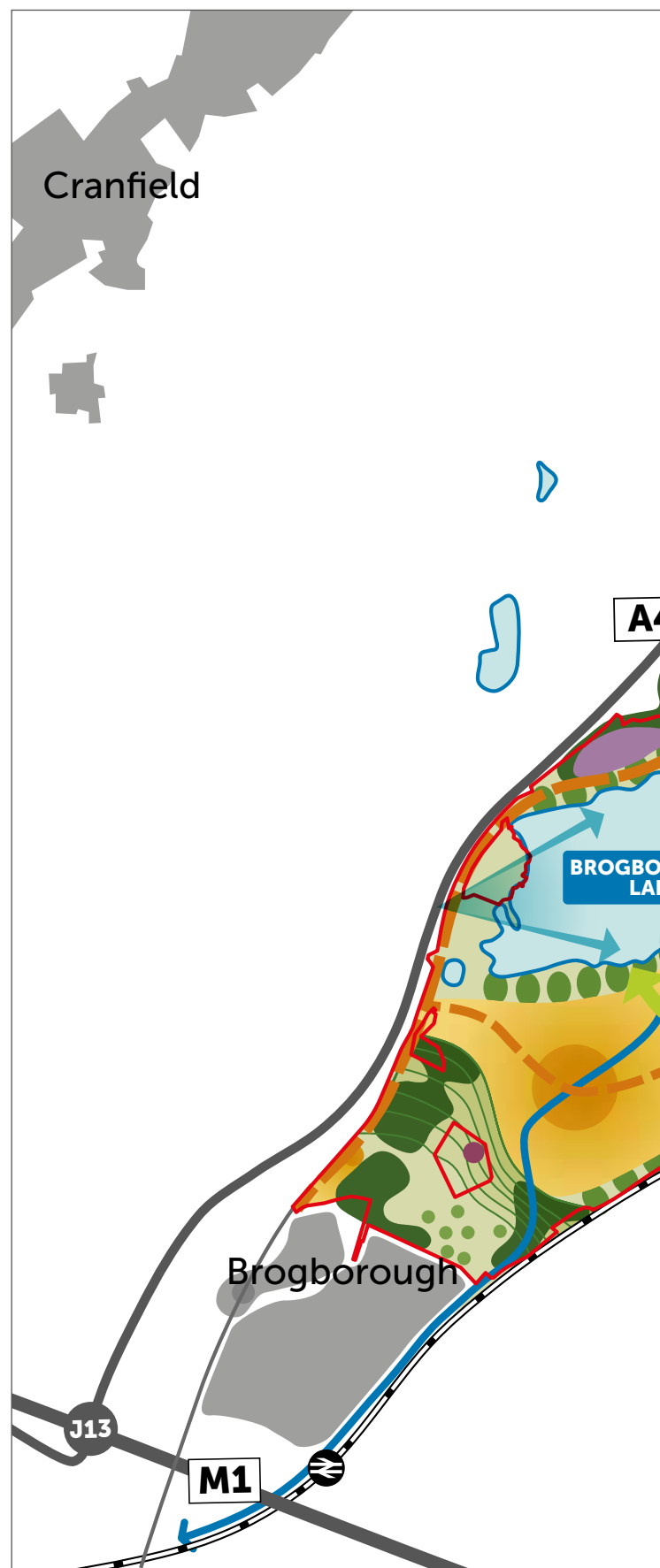


FIGURE 4.1: THE CONCEPT

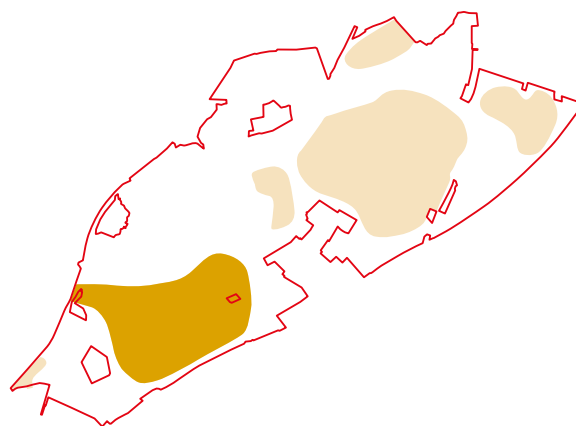


THE NEW VILLAGES

Built development across the site will be arranged as a series of 'new villages'. Each village will vary in size and character, depending on its relationship with its surroundings and the scale of new community and local facilities it supports. Some villages are designed as sympathetic extensions to existing settlements; others have a more self-contained character:

The site lends itself to the following arrangement of villages (please note that the following text makes reference to a range of new parkland landscape which are described later in this section of the Development Brief).

1. A new village at the gateway to MVNV



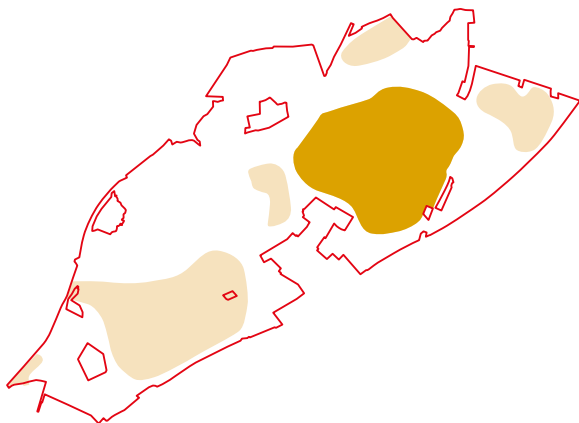
Creating a western gateway from the C94, the architectural quality of this village – one of the larger villages in the series – will play an important role in defining the character and quality of the wider MVNV.

Key considerations are:

- **The eastern extent of the village should respect the setting for the western edge of Lidlington.** The new Lidlington Park should provide the necessary physical separation and a meaningful buffer between the villages alongside its functional role as part of the green infrastructure network.
- **The western extent of the village should respect the setting of the Ringwork at the Brogborough Roundhouse Scheduled Monument.** The Brogborough Hill Park should provide a necessary landscape buffer between the village and the Scheduled Monument.
- **Access** will be from a new primary street which forms a new safe junction with the C94. A new primary street will enable the realignment and downgrading of Sheeptick End to enable enhanced safe public access to the southern edge of Brogborough Lake, and the primary street will extend through the village as part of the wider primary road network serving the MVNV.

- **Public transport** services will extend along the primary street corridor which will connect the village to the C94 and to the other villages. There should be a focused access to services at the community hub. As part of the wider public transport strategy, public transport services from the community hub should offer connectivity to Ridgmont Station and Lidlington Station as the two closest railway stations.
- **Pedestrian and cycle connections** should provide good walking and cycle connectivity to the community hub from all parts of the village. These connections should be well integrated with the wider strategic pedestrian and cycle network of the MVNV to ensure that there is direct connectivity to the strategic landscape and the other villages. There should be a particular focus upon ensuring pedestrian and cycle connectivity to the expansion of Brogborough to provide those communities with access to the new facilities within the village including the primary school.
- **Density and scale** – the village is expected to accommodate in the order of 1,750 dwellings. Because of its scale, this village will include a full range of densities with a full mix of housing types and sizes. Higher densities are expected to be located around the community hub and along primary streets, with lower densities towards the edges and closer to existing properties/settlements.
- **A careful design will be required for the edge of Brogborough Lake** to provide safe access to and around the western edge of the lake whilst also respecting the ecological importance of this side of the lake.
- **The Greensand Ridge** forms a southern backdrop to the village. A sensitive design response will be necessary through the design for building heights and lower density development which will create a visually-permeable south western edge to this village to allow sensitive views to and from the site towards the Greensand Ridge.
- **Central to the village**, a community hub will be required, incorporating a primary school and a good range of local and community facilities to meet the immediate needs of the village which could include community uses, leisure, nursery / early years provision and a public house.
- **The alignment of the Bedford and Milton Keynes Waterway** presents an opportunity to create a focal point at the community hub making the most of the waterway as a feature at the heart of the village and to create an interface with the community hub. The Waterway will make a valuable placemaking contribution to the character of the village and its public realm. It can also act as a key movement corridor connecting the village to Brogborough Lake and the wider strategic landscape.
- **The setting and integration of existing buildings at Office Cottages and Common Farm** should be given careful consideration in the design of the village. The existing buildings at Common Farm are some of the very few existing buildings within the MVNV allocation site and as well as being an important reference for establishing character, could accommodate beneficial future uses/functions.
- **A multifunctional green corridor** to facilitate sustainable movement and recreation and to connect ecological habitats should extend north–south through the village to connect Brogborough Lake with the new Lidlington Park, the landscape to the south of the village and existing public rights of way crossing the Marston Vale Railway line.

2. A new village at the heart of the MVNV area

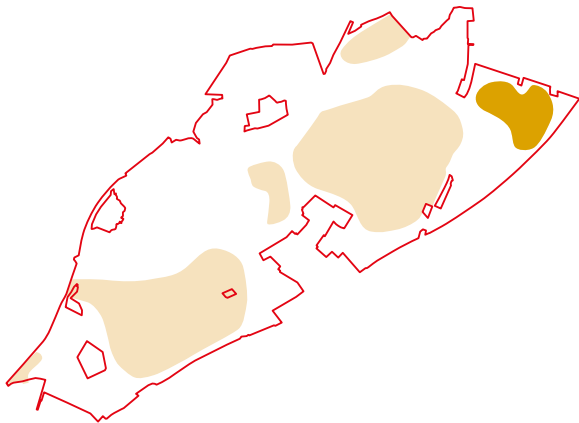


A centrally-located village positioned between Lidlington and Marston Moreteyne, this will be the largest village in the series. With the main civic uses and secondary school serving MVNV as its focal point, the wider design of the village should facilitate excellent public transport, walking and cycling connectivity with the other new villages and existing communities in the surrounding area via direct, accessible and attractive routes to this centre.

Key considerations are:

- The definition of the southern extent of the village** should be given very careful consideration to ensure that appropriate separation is provided to protect the setting of Lidlington. The same consideration is required to ensure that proper consideration is given to the setting of the Thrupp End Scheduled Monument.
- A low density and a sensitive edge treatment** is required at the southern interface of the village and the Lidlington Park landscape. Similarly, the northern edge of the village should have a low density and permeable edge treatment to create an appropriate response to the central parkland and B&MK Waterway landscape.
- Access** to the village will be via the primary street network connecting to the C94. The village will also contain a key node for the primary street network – the connection between the main east west primary route through the MVNV and the primary street connecting Station Lane/Station Road to the C94.
- Public transport** – as it will provide the main community, civic and the secondary education uses within the MVNV, the community hub for this village should be a key public transport hub for the MVNV. It should offer public transport connectivity to other villages of the MVNV and the wider communities of Brogborough, Lidlington and Marston Moreteyne. Alongside public transport services to key employment and services centres as part of the wider public transport strategy for the development, the public transport offer for the village provides public transport connections to Lidlington and Ridgmont Station for residents of the village.
- Pedestrian and cycle connections** – should provide excellent pedestrian and cycle access to the community hub from every part of the village including the primary and secondary schools. Comprehensive pedestrian and cycle networks should be provided to connect the wider MVNV and existing villages to the community hub. The existing Marston Vale Trail / Timberland Trail should be realigned and incorporated so that they are co-ordinated with the design of the landscape framework for the village. This should also be a key pedestrian and cycle connection between the village and Lidlington station.
- Density and scale** – this village has a capacity for around 2,100 dwellings. Accommodating a full range of densities and housing types, densities will be higher at the centre of the village reflecting the proximity to the facilities and services making up the community hub and the civic heart of the MVNV, as well as being one of the most accessible parts of the village for public transport. The public transport accessibility and range of facilities offered by the community hub may make this an appropriate location for older persons' accommodation. Densities will be lower towards the edges of the village.
- Opportunities to introduce water within the village** – including as part of the surface water drainage system, should be explored so that water can enrich the landscape within the village, contribute to character and extend the landscape of the new central parkland into the village. This would also facilitate more opportunities to provide residential parcels with an attractive waterside park aspect.

3. A new village east of Lidlington Pit



Located at the eastern edge of the MVNV area and abutting the edge of the Millennium Country Park, this village will have a more naturalistic character, where nature and people co-exist in a more tranquil environment.

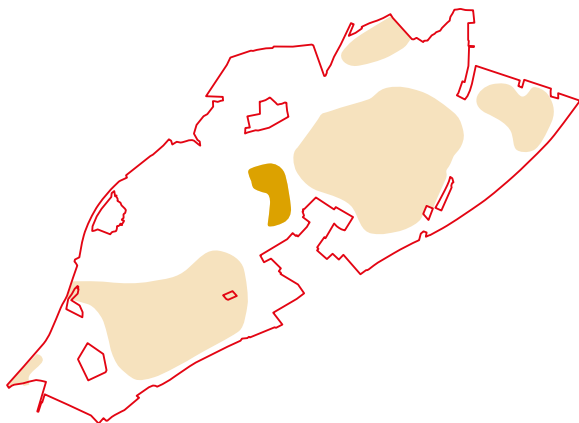
Key considerations are:

- **Development will be designed to positively respond to the setting of the Lidlington Pit and site of the former brickworks**, the County Wildlife Site, its lakes, existing woodland and vegetation.
- **The naturalistic landscape** created for the Lidlington Pit, parkland to the south of Lidlington Pit should be reflected in the design character of the village through its density, use of materials, planting and use of landscaping within the public realm.
- **Access** – a primary street will pass through the village, providing the principal point of access to facilities and services, whilst also connecting Station Lane/Station Road with the rest of the MVNV.
- **Public transport** – the village will be very well located to the existing Millbrook Station. Its primary street should be part of the bus network serving the development and a public transport hub should be provided at the community hub.
- **Pedestrian and cycle connections** – the village will form a key interface between the MVNV and the accessible landscape at the Millennium Country Park. Routes within the village and the surrounding strategic landscape should support access between the Millennium Country Park and the MVNV. Strong

pedestrian and cycle links should be created to connect the village to Millbrook Station.

- **Density and scale** – this village is expected to accommodate around 500 dwellings. Densities may vary through the village depending on bespoke design responses. Generally, the village will have a low density compared to other parts of MVNV, graduating towards the edges of the village and the interfaces with the Millennium Country Park, Lidlington Pit and the new park to the south of Lidlington Pit.
- **Waterside living** – should be explored along the north eastern shore of Lidlington Pit with the potential to provide unique direct access to the lake for individual properties.
- **The character of the Millennium Country Park** – should be a particular driving influence for the design of the northern edge of the village and an appropriate interface should be created overlooking the edge of the Millennium Country Park.
- **The ecology and tranquillity of the north western corner of Lidlington Pit** should be protected – with less public access and a sensitive interface with any development.
- **A smaller community hub** – as a focal point for the village, located along the primary route.
- **A role should be identified for the existing Marston Club** – an existing facility which could be incorporated into the design of the village and its community uses. For example, new formal sports and play facilities could be co-located with the Marston Club to create useable and active open space between the existing properties fronting Station Road and the remainder of the new village.
- **New woodland planting and landscaping** – should be provided as a buffer between the rear of existing properties fronting Station Lane/Station Road and the northern edge of the new village.
- **The layout of the village and its landscape framework** – should facilitate direct, attractive and accessible walking and cycling connectivity to Millbrook Station and the Millennium Country Park for the wider MVNV and Marston Vale communities.

4. Residential aspects of the mixture of uses at the head of Brogborough Lake

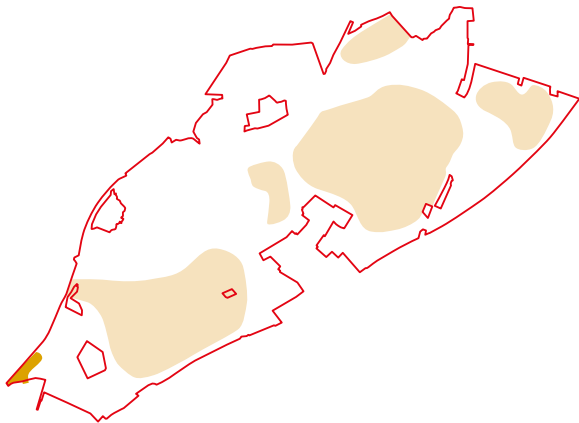


Designed to sit alongside and add to the vitality of leisure facilities to be provided at this community hub, small-scale residential development in this location will benefit from a lakeside aspect and views across Brogborough Lake.

Key considerations are:

- **Reflecting the waterside setting** – with buildings of outstanding, contemporary architectural quality.
- **Including residential elements as a coordinated element of the public realm and non-residential uses along the lake edge** – ensuring residential development extends to the edge of the lake facilitating a close relationship with the water.
- **At its southern extent** – development should be defined by new woodland planting and the extent of the new Lidlington Park. This should be designed to respect the setting of the Thrupp End Scheduled Monument and the existing village of Lidlington.
- **Access** – will be from the primary route which will link the development to the wider MVNV and the strategic road network via the C94.
- **Public transport** – the primary route serving the development will be a public transport corridor and a public transport hub should be provided as part of the community hub. Given its location, this public transport hub should be at a key node within the east–west / north–south network. Its location also presents the opportunity to provide public transport connections to Lidlington Station.
- **Pedestrian and cycle connections** – the leisure focus for the community hub will ensure that it will become a key destination within the MVNV serving the development and the wider community. The community hub will be at an important node within the strategic pedestrian and cycle network and act as a gateway to the strategic landscape. It should therefore benefit from excellent pedestrian and cycle connectivity.
- **Density and scale** – residential development will be small in scale as part of the mixture of uses in this location. Around 150 dwellings could be accommodated, likely to be in higher density built form around the community hub with residential uses on upper floors of mixed use blocks in order to maximise views and reflect the expansive waterside environment. Lower density development could be provided at the edges of this area as part of the mix of dwelling types.

5. An integrated extension to Brogborough

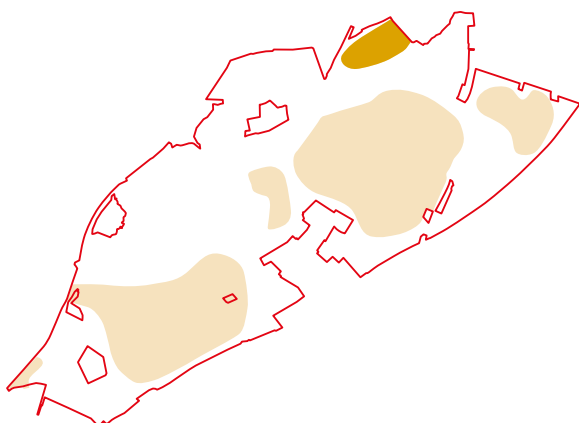


Designed as a small-scale village extension to the eastern edge of Brogborough, development here can bring new uses into the existing settlement and help create a more positive relationship and better accessibility between existing homes and the broader MV landscape.

Key considerations are:

- **The setting for this village** – is created by existing woodland which provides an important buffer to the C94. The design of the expansion of Brogborough should retain and supplement the existing vegetation with new woodland planting.
- **Access** – there will be a new access to this extension of Brogborough via the C94. There should be pedestrian and cycle connectivity between the new development and Brogborough but no general vehicular connections.
- **Public Transport** – bus provision should serve the expanded Brogborough via new bus stops at the gateway with the C94. Bus services should provide public transport connectivity to Ridgmont Station as a priority but public transport connectivity between Brogborough and the facilities of the MVNV including the educational offer is a key consideration.
- **Pedestrian and cycle connections** – should be integrated with existing provision in Brogborough including established existing routes to Marston Gate and Ridgmont Railway Station. They should also support easy access to the green infrastructure network to be created at Brogborough Hill and new facilities and services within the wider MVNV. The design of the extension of Brogborough, surrounding landscape and access should incorporate the John Bunyan Trail and provide an improved at grade signalised crossing of the C94 as part of the gateway design.
- **Density and scale** – expected to accommodate around 100 dwellings, the village will have a density reflective of the character of the wider Brogborough village, with the potential for smaller dwellings to broaden the mix of existing homes available locally.
- **The existing Badgers Meadow** public open space – should be enhanced as a key interface with the MVNV.
- **A small-scale retail, café or leisure use** – should create a small community hub providing new facilities of an appropriate scale for Brogborough, well located to take advantage of the Brogborough Hill landscape setting.

6. A new southern edge for Marston Moreteyne



Designed to form a sensitive extension of the settlement of Marston Moreteyne, new residential development in this location should enable the 'rounding off' of the existing settlement envelope to create a new permanent edge and positive interface with the MVNV and the new central parkland landscape.

Key considerations are:

- **The northern edge of the village extension** – should be designed to create an attractive frontage to Woburn Road.
- **Access** to new development – will be via a new junction with Woburn Road. A new junction between Woburn Road and the C94 should also be provided to allow a two-way flow so that principal access to the new development from the wider road network is via the C94 and not through the centre of the village. Creating a new southern gateway to Marston Moreteyne, development should be accompanied by enhancements to Woburn Road which should be properly incorporated into the design of new development.
- **Public transport** – as this village extension will not be served by a new primary route, careful consideration is required to ensure that the extension of Marston Moreteyne is accessible to the bus network serving the development and the existing village and is served by excellent pedestrian links to enhanced bus provision.

- **Pedestrian and cycle connections** – should ensure that there is direct access to the strategic landscape of the MVNV to the south of Marston Moreteyne and that there is direct safe pedestrian access to the community hub, primary school and secondary school to be located within the central village.
- **Density and Scale** – this village is expected to accommodate around 400 dwellings. The form and density of the village extension should reflect the existing character of the village.
- **The integration between the village extension and the wider existing settlement** should be given careful consideration. Its design should facilitate pedestrian and cycle movement to enhance connections for existing residents within Marston Moreteyne to the landscapes of the MVNV.
- **A landscaped buffer between the village extension and properties fronting Manor Road** should be created.

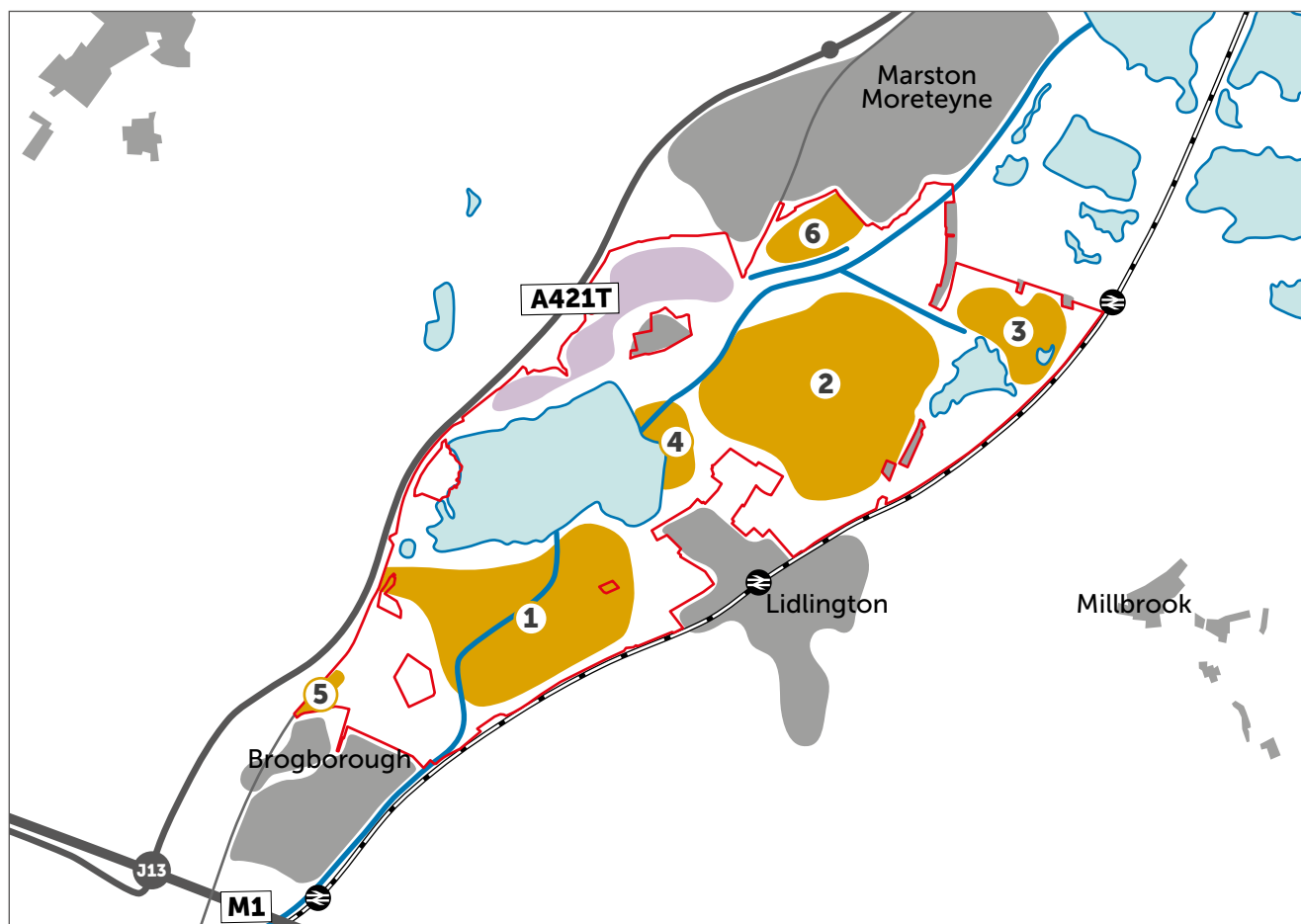


FIGURE 4.2: THE VILLAGES

- Allocation boundary
- 1 A new village at the gateway to MVNV
- 2 A new village at the heart of the MVNV area
- 3 A new village east of Lidlington Pit
- 4 Residential aspects of the mixture of uses at the head of Brogborough Lake
- 5 An integrated extension to Brogborough
- 6 A new southern edge for Marston Moreteyne