

LAND TO THE SOUTH OF ROXTON ROAD, GREAT BARFORD

WELCOME

We would like to show you our ideas for the development of land to the south of Roxton Road, Great Barford.

Thank you for taking the time to come and find out more about the development proposals. We hope that you find the information presented informative and would welcome any comments you have regarding the proposals.

The comments received will play an important role in shaping the development proposals. Members of the team are here to answer your questions and listen to any comments you have regarding the proposals.

VISION

Lone Star Land are acting as a Promoter working with the landowner to consider the planning potential for the site. We are not developers. We seek to liaise with the local community in order to shape our proposals. Should a planning permission be forthcoming we will then look to find a suitable developer who can deliver the proposals.

Bedford Borough Council Local Plan 2030 has allocated to Great Barford 500 homes, this site will look to help address the housing needs of the community and to provide much needed affordable and open market housing for the local population.

We consider that this site is a very good option for contributing towards the housing requirement from Great Barford. The site's size means that we will find a very reputable local or regional builder to carry out the development works in a sensitive style befitting to Great Barford. This will not be just another housing estate delivered by a large housebuilder.

We are interested to hear your views on the community benefits and financial contributions towards services and facilities, such as education leisure and health, that the development could contribute to.

SITE INFORMATION

- ★ Located on the Southern side of Roxton Road, Great Barford, the site comprises approximately 1.85 hectares (ha) of land and is currently a single agricultural field.
- ★ The site sits neatly between existing development. It is adjacent to existing residential development at Brook Lane with further residential development to the north-east on Roxton Road. Opposite the site, is the former plant hire business that has outline consent for up to 81 dwellings.
- ★ The northern boundary of the site is formed by Roxton Road and pre-existing residential developments to the east and west. The southern boundary of the site is separated by agricultural land as well as several trees.
- ★ The majority of services in Great Barford are concentrated around the central High Street, which is circa 0.2 miles from the site, the equivalent of a five-minute walk. A range of local services and facilities are available including; a GP surgery, a post office, a small local supermarket, a butcher, Chinese restaurant, a village hall and a primary school.
- ★ The nearest bus stop to the site is located on Bedford Road, circa 0.3 miles from the site or a five-minute walk. There are existing footpaths which connect the site to the village centre, including the existing bus stops. The bus stop is served by the X5 Intercity bus and the 5, 6, 7 and 27 buses. The X5 connects to Cambridge at a frequency of 2 buses an hour, with additional services during morning rush hour. The 5, 6 and 7 buses connect to Bedford town centre. Both Bedford and Cambridge have railway stations which provide connections to various cities, notably London. Sandy Railway station is located approximately 9.3km to the south east along the site. This offers services between London Bridge and Peterborough.



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WHAT IS BEING PROPOSED?

The proposed scheme could involve the erection of up to 48 dwellings with a new access from Roxton Road comprising a priority junction, the development will include the following elements:

- ★ The indicative housing mix is as follows:
 - ★ Market units: 34 market = 11x2-bed (32%), 18x3-bed (53%), 5x4-bed (15%).
 - ★ Affordable units: 14 affordable = 2x1-bed maisonettes (14%), 9x2-bed houses (64%), 3x3-bed houses (22%).
- ★ Public open space and green infrastructure
- ★ The Site would be accessed via a new access point from Roxton Road in the form of a priority junction. Roxton Road is a 30mph road with footpaths on both sides. Internally there will be a street hierarchy with a main route connecting from the site access to the various parts of the site. The Illustrative Sketch Layout demonstrates that a potential pedestrian link to the adjacent site to the south (being promoted by others) could be provided.
- ★ Associated infrastructure, including surface water attenuation features, a pumping station and a retention basin.
- ★ The proposed development will ensure the retention of the vast majority of perimeter hedgerow vegetation, including that along Roxton Road, and will seek to replace any hedgerow lost as part of a requirement of the highways design.
- ★ The southern site boundary will be replenished with new hedgerow and tree planting infrastructure, and the landscape amenity value of the site will be enhanced with the implementation of new landscape features including native tree and shrub planting; wildflower and amenity grasslands for informal recreation; and a balancing pond as part as the drainage attenuation strategy. All such features are likely to complement and enhance the existing landscape.

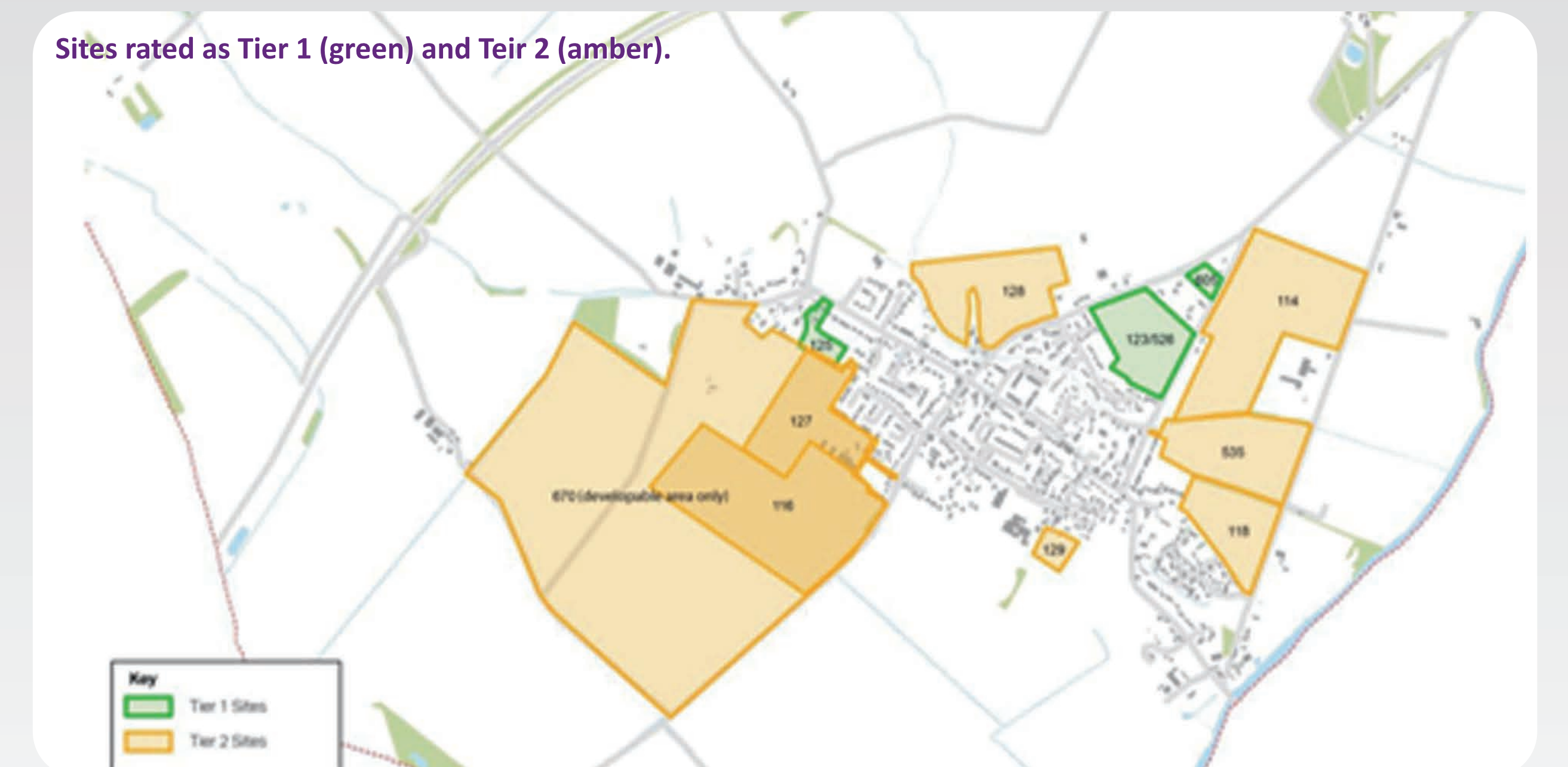
PLANNING

- ★ AECOM have undertaken a site assessment report for Great Barford Parish Council, building on work undertaken by Bedford District Council. The report also assesses the site against specific local criteria that are important to the Parish Council.
- ★ The Roxton Road site forms part of a larger site number 123. The AECOM report assesses the site as a Tier 1 site meaning that it performs best in meeting the local criteria. The report concludes that; "The site relates well to the existing village. It would link isolated housing on Roxton Road and Addingtons Road to the village. The site is contained by roads which provide a clear boundary to the development. Overall there are relatively few constraints."
- ★ AECOM suggest that 3 options to meet the 500 dwelling requirement are considered further. Options 1a and 1b both include the Roxton Road site. The third option known as the BBC Option 3 is to accommodate the entire allocation of 500 dwellings on one site to the south west of the village.

Layout concept



Sites rated as Tier 1 (green) and Teir 2 (amber).



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LANDSCAPE OPPORTUNITIES AND CONSTRAINTS

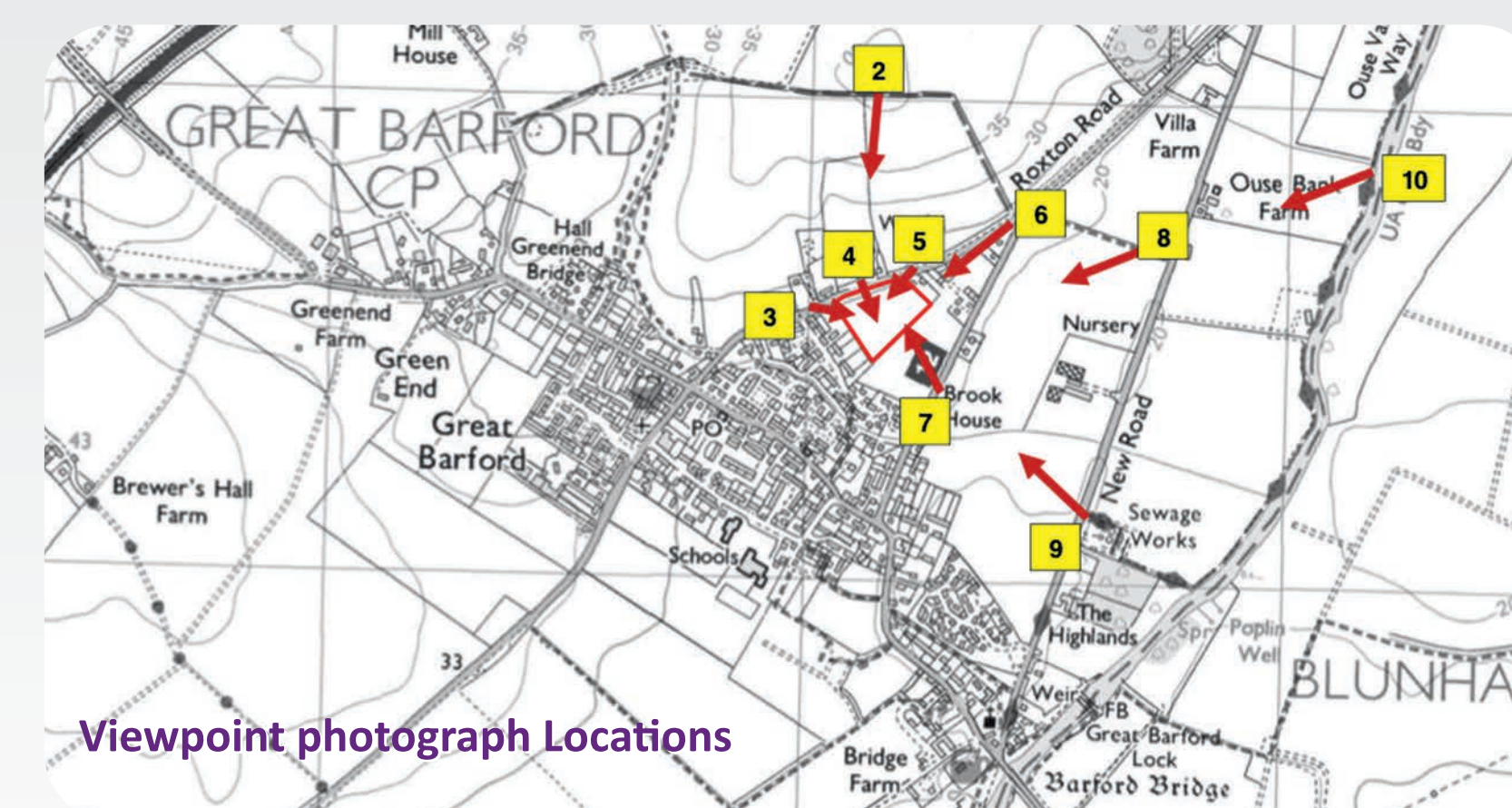
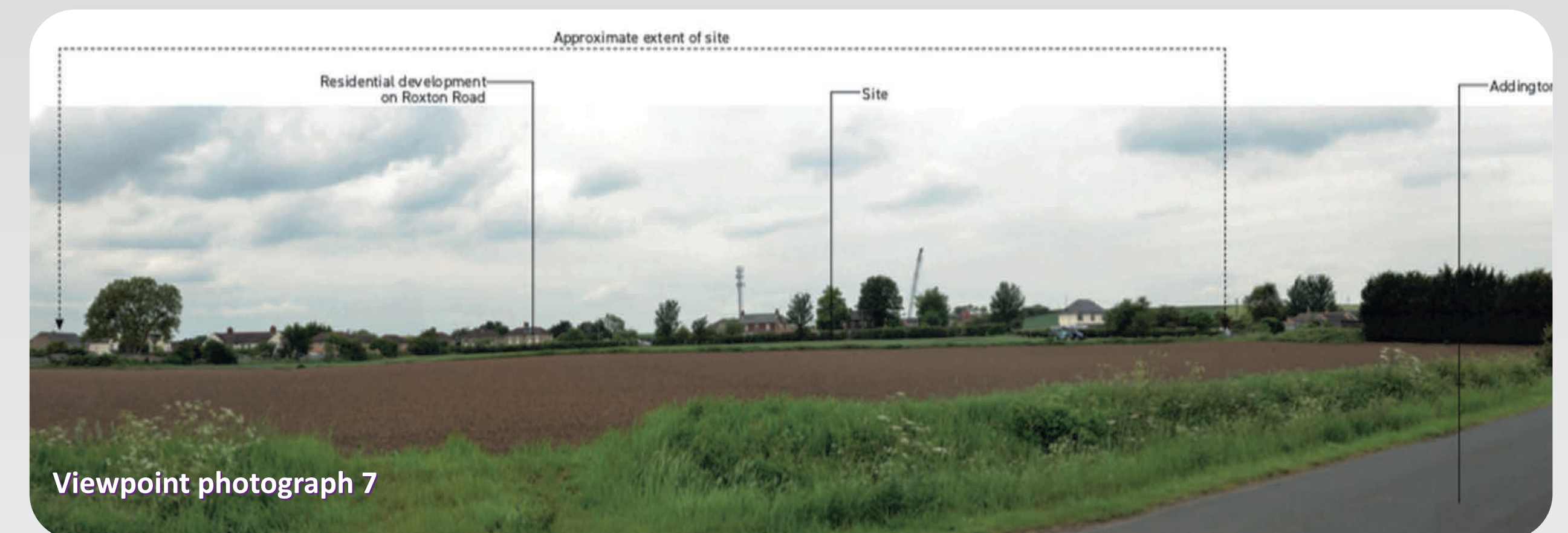
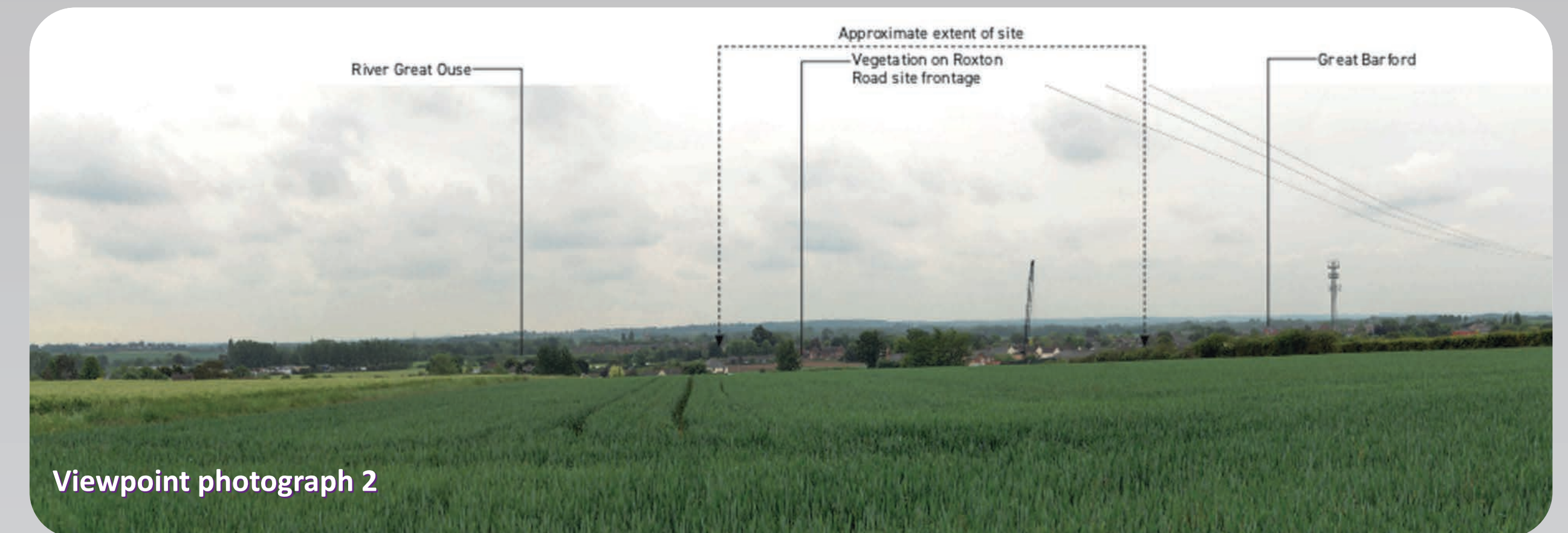
- ★ A Landscape and Visual Appraisal of the site has been prepared by Pegasus. It is proposed to create a high-quality landscape setting for the proposed development in keeping with the character of the locality and reflecting the location of the site in terms of its setting within the village.
- ★ Existing vegetation along the site boundaries will be managed, retained and enhanced with new planting as required. The introduction of native trees at key locations throughout the development will further enhance the development.
- ★ An area of open space will be provided along the south-eastern edge of the development.
- ★ Consequently, the site and surrounding area are not, in landscape and visual terms, subject to any major or significant constraints in respect of carefully considered residential new build. On this basis it represents an excellent development opportunity as such.

TREES

- ★ There are no significant tree related constraints to the proposed development of this site. Sufficient space will be allowed to the front of the proposed development for the appropriate landscaping of the site entrance to mitigate the loss of the hedgerow and to maintain the semi-rural feel to the highway.
- ★ There is a large off-site 3rd party owned walnut tree located off the southern corner of the site. This proposed layout has taken this trees existence into account.
- ★ The remaining boundary vegetation around the site is relatively low quality but we will ensure that it is retained and enhanced with suitable new planting to maintain and improve screening between neighbouring properties and maintain ecological connectivity with adjoining land beyond the adjoining development site. There is no vegetation along the southern field boundary.

GEO ENVIRONMENTAL DESK STUDY

- ★ The site comprises of an open field, currently laid to crop.
- ★ In terms of the site history, a significant proportion of the site was excavated to form a gravel pit prior to 1900 and a well was located centrally, within the gravel pit, at this time. The gravel pit was not recorded in 1926 and may have been infilled by this time, although the well remained until 1960. No significant changes were recorded on site from 1972 onwards.
- ★ The site is underlain by superficial sand and gravel River Terrace Deposits. The bedrock comprises mudstone of the Peterborough Member. A thickness of Topsoil is anticipated due to the current site use. Made ground is likely to be present across the area of the historical gravel pit.

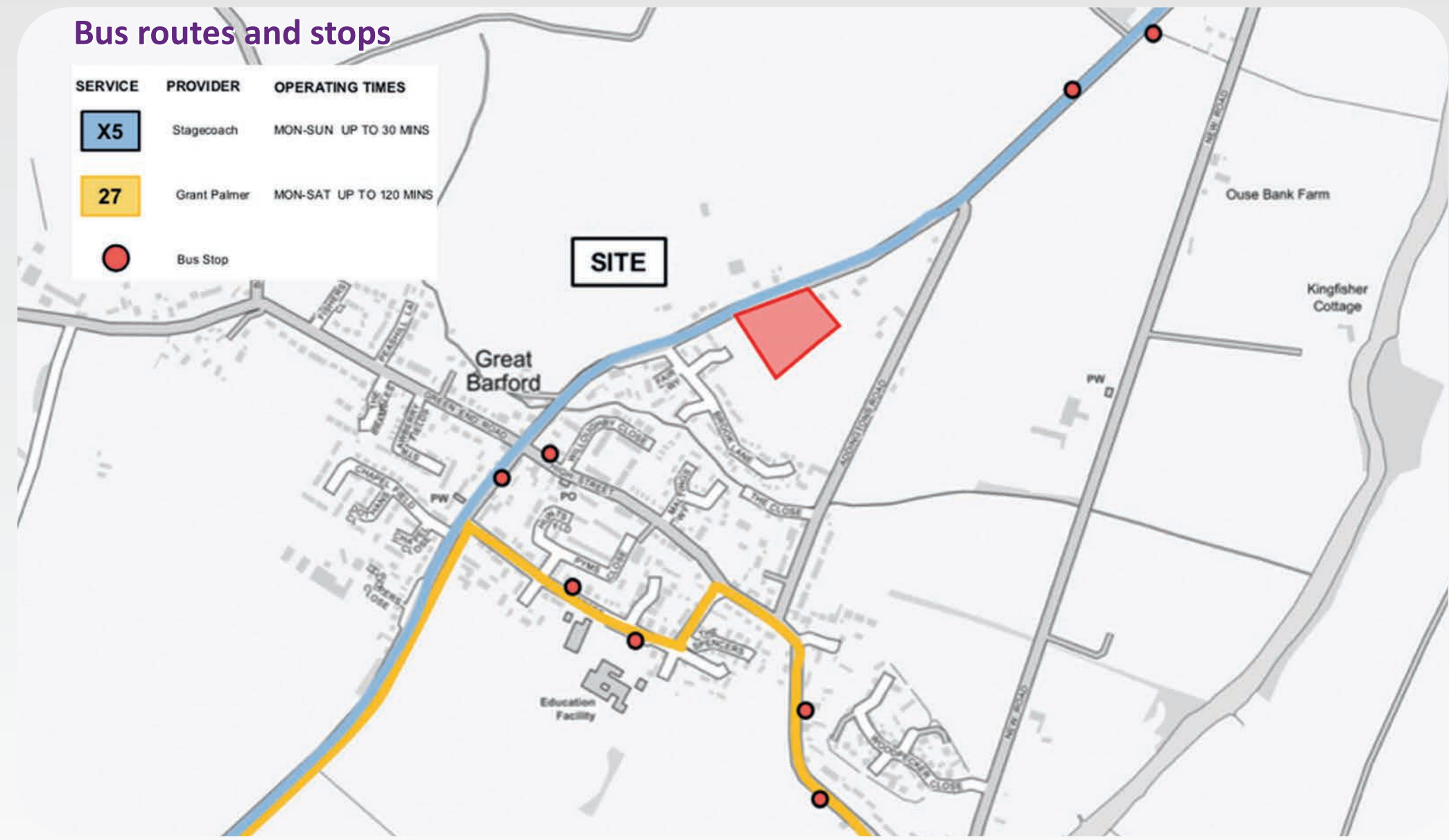
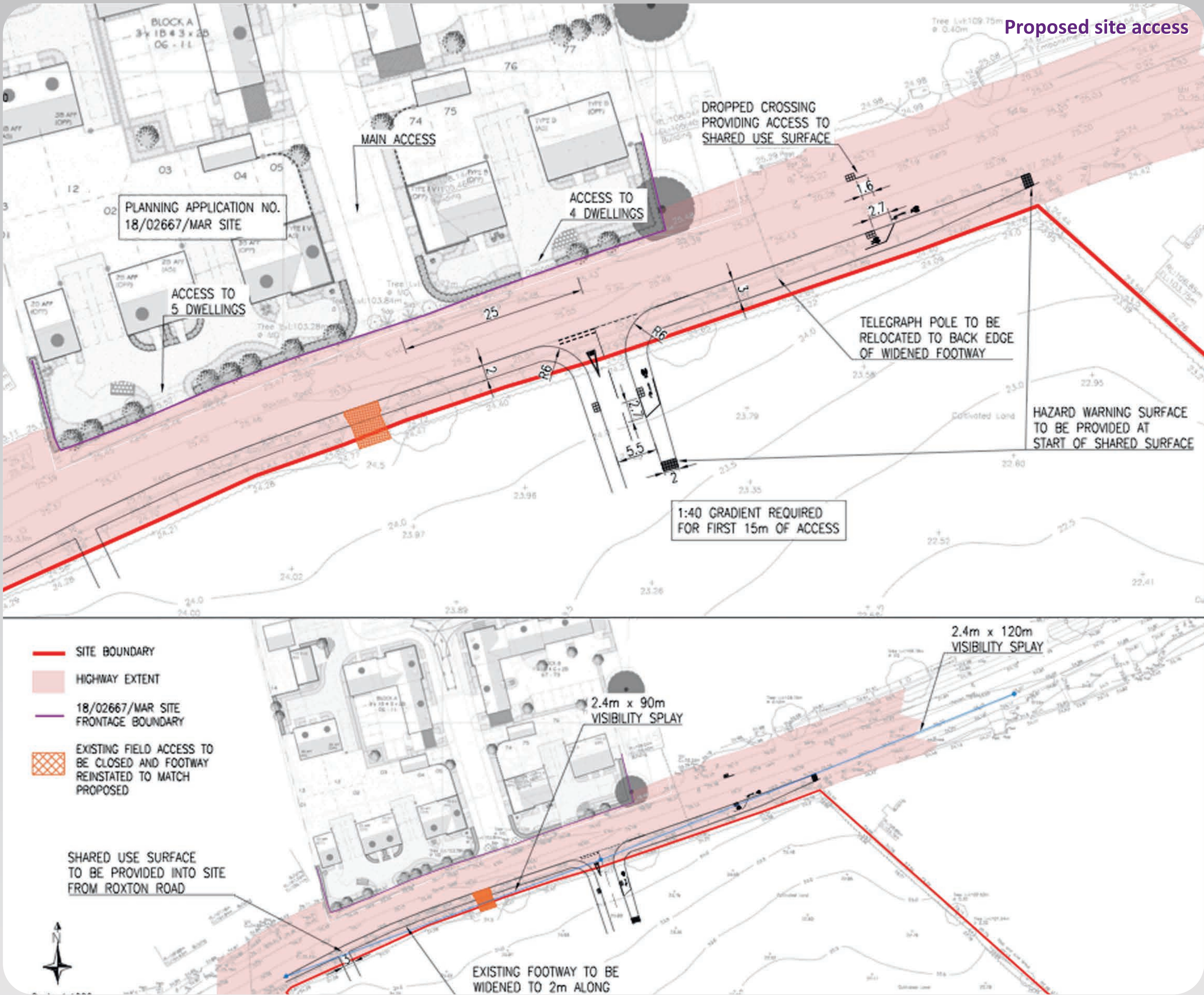


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HIGHWAYS AND ACCESS

- ★ At present, Roxton Road is the access point for the site. Roxton Road is a 7.3m carriageway which is subject to a 30mph speed limit. There are footways on both sides to facilitate pedestrian access to the village centre. There are also a number of Public Rights of Way (PRoW) footpaths in the area.
- ★ The proposals will stop up the existing field access and create a new access in the form of a priority junction constructed on Roxton Road. The proposed access has taken account of the access to the approved development opposite the site. Visibility splays of 2.4m x 90m are achievable to the west and 2.4m x 120m to the east, both of which accord with the 30mph speed limit and the likely vehicle speeds on Roxton Road. The access has been designed as a 5.5m road with 2m footways on both sides in accordance with the Council's guidance and Manual for Streets. The existing footways on Roxton Road will be widened to 2m.
- ★ We have prepared a Transport Statement which assesses the potential traffic that would be generated by the development. It has been estimated that at peak times approximately 26 trips will take place from 08:00 and 09:00 and 23 trips will take place between 17:00 and 18:00. The residual cumulative impacts of development on the road network are not considered severe.
- ★ Parking standards within the site will be provided in line with local guidance and standards and the internal roads within the development have been provided with a turning-head feature in order to allow for a refuse vehicle to manoeuvre through the site, allowing access as well as egress in a forward gear.
- ★ Accident data for the site shows that two collisions have occurred between 2014 and 2019 in the site's vicinity, with both occurring in daylight hours and resulting in slight injuries. This does not demonstrate a clear pattern of collisions and it is determined that there are no pre-existing accident issues that will impact the development.



TRANSPORT

A Transport Statement has been prepared, which has identified that:

- ★ There are a number of key facilities located within a 1.0km walking distance of the site;
- ★ The nearest bus stops are located 500-555m walking distance of the site and new bus stops are planned (as part of a neighbouring development), both are served by the frequent X5 and 27 bus services;
- ★ Pedestrian links will be provided through the site and the footway along the southern side of Roxton Road will be widened to 2.0m, providing a link to Great Barford; A new crossing point will be provided.

Based on the above, the proposed development is acceptable in transportation and highways terms.



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DRAINAGE AND FLOOD RISK

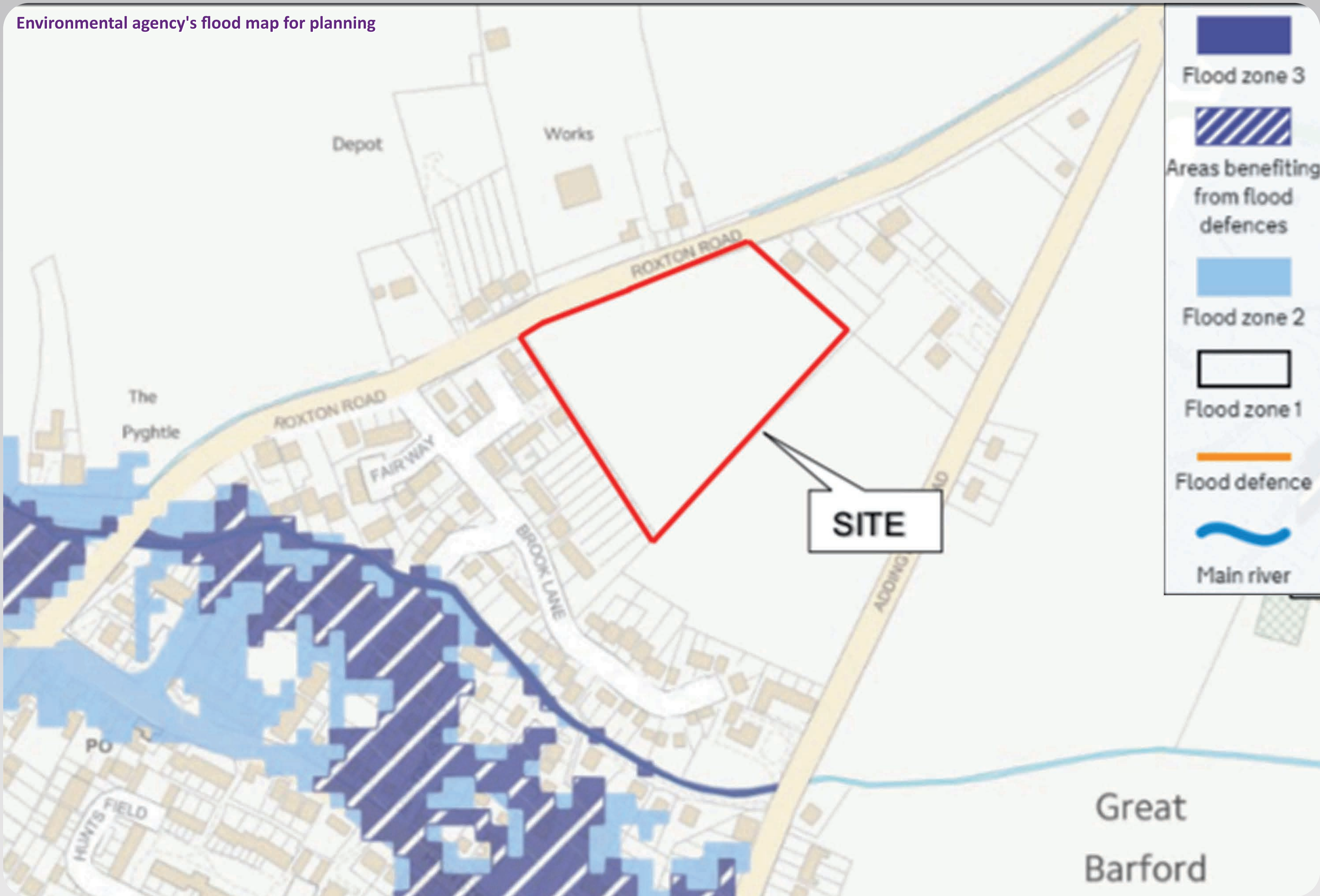
- ★ Based upon the latest Environment Agency Flood Zone Map, the development is located within Flood Zone 1, which is the lowest probability of flooding from fluvial sources such as rivers as it has an annual probability of river or sea flooding of less than 0.1%.
- ★ There is a low risk of groundwater flooding within the south of the site, with the most likely build-up of it occurring in the southern corner.
- ★ The proposed surface water disposal strategy is to gather runoff in a detention basin prior to outfall into the existing ditch circa 150m south of the site. Soakaways may be feasible in the north-west of the site and could be considered at detailed design stage. The current strategy provides for a ‘worst-case’ scenario where soakaways cannot be used. Under all circumstances, an appropriate surface water drainage scheme can be delivered. In conclusion, the proposed development will not increase the risk of flooding to the wider area.

NOISE ASSESSMENT

- ★ Sound levels at the proposed development site have been established by undertaking noise survey at the northern and site boundary with Roxton Road. It was indicated that noise mitigation will be required to achieve recommended internal and external sound level criteria, in certain areas of the proposed development.
- ★ The proposed general mitigation strategy for the site will include a number of measures, to make sure a good standard of acoustic design is achieved:
- ★ Careful consideration of the layout so that dwellings provide screening to gardens.

ARCHAEOLOGY

In terms of archaeological potential, much of the site would appear to have been quarried during the nineteenth century.



AIR QUALITY ASSESSMENT

An Air Quality Assessment has been undertaken by M-EC in accordance with Policy CP26 to examine the impact of development traffic road emissions.

- ★ Existing local air quality levels are within Bedford Council's Air Quality standards. The impact on local air quality from the traffic generated by the development will be negligible.
- ★ During construction, low risks to air quality are likely to arise due to dust. Relevant mitigation would be routinely included in the Site's Dust Management Plan, as necessary, for the construction process.



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ECOLOGY

- ★ An extended Phase 1 Habitat Survey has been undertaken which confirms that there are no ecological designations, statutory or non-statutory which are located within or adjacent to the site, and no SSSIs are located within 2km of the site. Two non-statutory county level designations: Great River Ouse and Great Barford House Grassland are located within 1km.
- ★ The site is dominated by a single small arable field compartment. This habitat is of no more than low ecological value and the loss of such a habitat would result in negligible impacts to ecology.
- ★ Habitats of elevated value are present within the site in the form of hedgerows and trees. The hedgerows are subject to intensive management.
- ★ The dominant arable habitat on the site is not suited to bats, great crested newts and reptiles.
- ★ The site entrance, visibility splays, footpath installation will require the loss of some hedgerow, the landscaping proposals for the development will be required to mitigate for this loss.

To conclude, with proposed mitigation, it is considered that the proposed development will be acceptable in ecological terms.

HERITAGE

A Heritage Assessment has been undertaken by Pegasus Group in order to examine local heritage and archaeological assets.

- ★ There are no designated heritage assets located within the Site. No designated heritage assets would therefore be physically affected by the proposals. Known and potential non-designated heritage assets identified within the Site comprise: a 19th-century well, and potential historic agricultural remains. Such remains would not be considered significant heritage assets.
- ★ No such remains would warrant preservation in situ. The proposals would result in no harm to the significance of any heritage assets within the site environs as a result of changes to setting.

To conclude, the heritage assessment has not identified heritage assets that would preclude development of the site.



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ILLUSTRATIVE LAYOUT

SUMMARY OF SITE BENEFITS

- ★ Contributing towards Great Barford's 500 dwelling housing requirement in relatively small development that will be designed sympathetically and built out by a regional or local developer.
- ★ Provision of a range of house types; 2,3 & 4 bedrooms both private and 30% affordable housing in a sustainable location.
- ★ Any future landscape scheme will conserve boundary hedgerows and trees where possible and where it is necessary to remove a section of hedgerow to provide a new access, mitigation methods including significant new hedgerow and tree planting will be incorporated into the scheme.



- ★ The site is located within walking distance of key services and facilities within Great Barford.
- ★ The site is free of constraints or sensitivities. The baseline survey works reveals a site with a clean bill of health that is readily developable.
- ★ Developing a logical 'infill' site rather than extending the built form of Great Barford into the open countryside.
- ★ A contribution towards all of the Planning S106 contributions that the Local Planning Authority requires; health, education, leisure, travel etc.,
- ★ The proposal will create jobs during the construction phase and once built will generate money from residents for the local economy.



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