

6.0 THE SEQUENCING OF DELIVERY AND GOVERNANCE

The Introduction to the Development Brief describes the role and purpose of this document and describes the subsequent stages of the planning process which will provide the technical assessments, detailed design coding and detailed development schemes.

Outline planning permission(s) will fix the overarching parameters for the development as a whole; the spatial extent of the villages; the extent of green infrastructure; and the spatial distribution of the mix of other uses to be provided including schools and community facilities.

Outline planning permission(s) will also include planning conditions which will require the submission to and approval by CBC of a phasing strategy for the site. This will define details which will ensure the careful management of the development over its lifetime, and set out the timing of key infrastructure provision. This will include details of the phasing of construction activities including for access to the site and the management of construction traffic.

The approval of these details will be subject to a statutory planning process and importantly, will provide the opportunity for consultation and for the views of the local community to be fully considered by the LPA.

This section of the Development Brief sets out key considerations which should inform the approach to the phasing and delivery of key infrastructure for the MVNV including:

- Vehicular access.
- The primary street network.
- Community hubs and associated facilities.
- Education facilities.
- The B&MK Waterway.
- The strategic landscape including advance planting and formal open space.

It should be noted that any phasing strategy will give consideration to a far greater range of infrastructure necessary to support the development, as well as including the phasing of any mitigation requirements identified through the outline consent. The phasing strategy will also be informed by an agreed S106 legal agreement which will fix the timing and triggers for the delivery of key infrastructure.

THE SEQUENCE OF DELIVERY

The development of the MVNV will be subject to a long term build out reflecting its scale and complexity. Unusually for a scheme of this scale, the site already incorporates and is traversed by a number of highways and potential access points. This will allow for development delivery to commence and continue in more than one area at any stage of the project timeline, agreed in advance through the phasing strategy. This has advantages in terms of maintaining good levels of housing delivery by opening up more than one 'development front' at a time, and will facilitate the management of construction traffic away from sensitive parts of the site and existing communities.

Nevertheless, all development areas must bring forward critical community infrastructure such as schooling and health care as they progress, with care taken to dovetail the provision of healthcare/school places with the arrival of new residents thereby maximising the opportunity for 'self-sufficiency' within the New Villages and reducing the need to travel outside the development area to access essential facilities.

The following section sets out a number of Delivery Areas for the MVNV and their anticipated sequencing. It also sets out a number of different Delivery Scenarios, any of which could feasibly be followed, together with the main considerations which should be taken into account. However, there are several overarching fundamental principles which apply:

- Any construction impacts arising from the construction of the MVNV will be carefully managed through the implementation of a Construction Environmental Management Plan (CEMP) to be secured through planning conditions. The overall responsibility for the coordination and monitoring of construction activities should be communicated so that there is a clear and locally based point of contact throughout the construction stage.
- The management of construction access to the wider strategic road network and how construction traffic operates on site is a key issue which should be considered as an integral aspect of the phasing strategy.

- The timing and approach to the delivery of advanced infrastructure including advanced planting to enable this to mature and provide effective screening or setting for built development should be clearly set out in the phasing strategy.
- The transition from operational farming land to development parcels should be carefully managed to ensure that agricultural holdings continue to be viable and operational during the construction of the MVNV.
- As new highway junctions, movement routes and connections providing necessary upgrades, capacity and management of network pressures are established, routes to allow the continuation of safe cycling and walking between key destinations should be retained and provision made for their reinstatement or enhancement if temporarily affected by construction works.
- The phasing of parts of the three Delivery Areas can happen concurrently provided that this does not compromise the delivery of key infrastructure and services.
- There may also be the need to return to earlier Delivery Areas as the project moves through its implementation period in order to access, upgrade and finalise supporting infrastructure such as utility provision, drainage and completing movement connections. Careful management of construction activity within newly-occupied residential areas will form part of the CEMP and ongoing liaison with the developer.
- Consideration should be given to delivering connectivity to public transport and to create completed walking routes to connect key destinations at the earliest opportunities.
- Enabling landscape or other works might be required outside a Delivery Area. In this case, a specific phasing plan can be agreed for these works.
- The early delivery of green infrastructure components such as strategic woodland planting in advance of development wherever possible and as part of the wider approved master plan.
- Any need to establish new habitats early in the development sequence.

Stage 1 – Early Advanced Planting

It would not be appropriate for the initial Delivery Areas to include built development close to the sensitive setting of existing settlements. However, the initial stages of development should include advanced planting and the early establishment of green infrastructure. This will provide additional time for planting to establish and to establish early effective screening to protect more sensitive development areas in ‘interim’ and ‘later’ delivery sequences. It would also allow the opportunity to deliver new links for walking and cycling within green infrastructure networks at an early stage and for this provision to be available to the communities as a resource.

Stage 2 – Initial Delivery Areas

The initial phase of the MVNV could commence at a number of locations and at more than one ‘development front’.

A number of ‘Delivery Scenarios’ have been identified in this Development Brief to help inform the phasing strategies which will be agreed as part of conditions on outline consent(s). These are set out below. Regardless of the order of delivery, these areas are likely to offer the clearest opportunity to limit the impacts on existing communities and to provide appropriate supporting infrastructure.

Scenario 1: The New Village east of Lidlington Pit and the first part of the largest new Village between Marston Moreteyne and Lidlington

This phase would:

- provide a new access from Station Lane/Station Road (1).
- provide the new connection between the C94 and Station Lane/Station Road (2).
- provide early and improved connectivity to Millbrook Station (3).

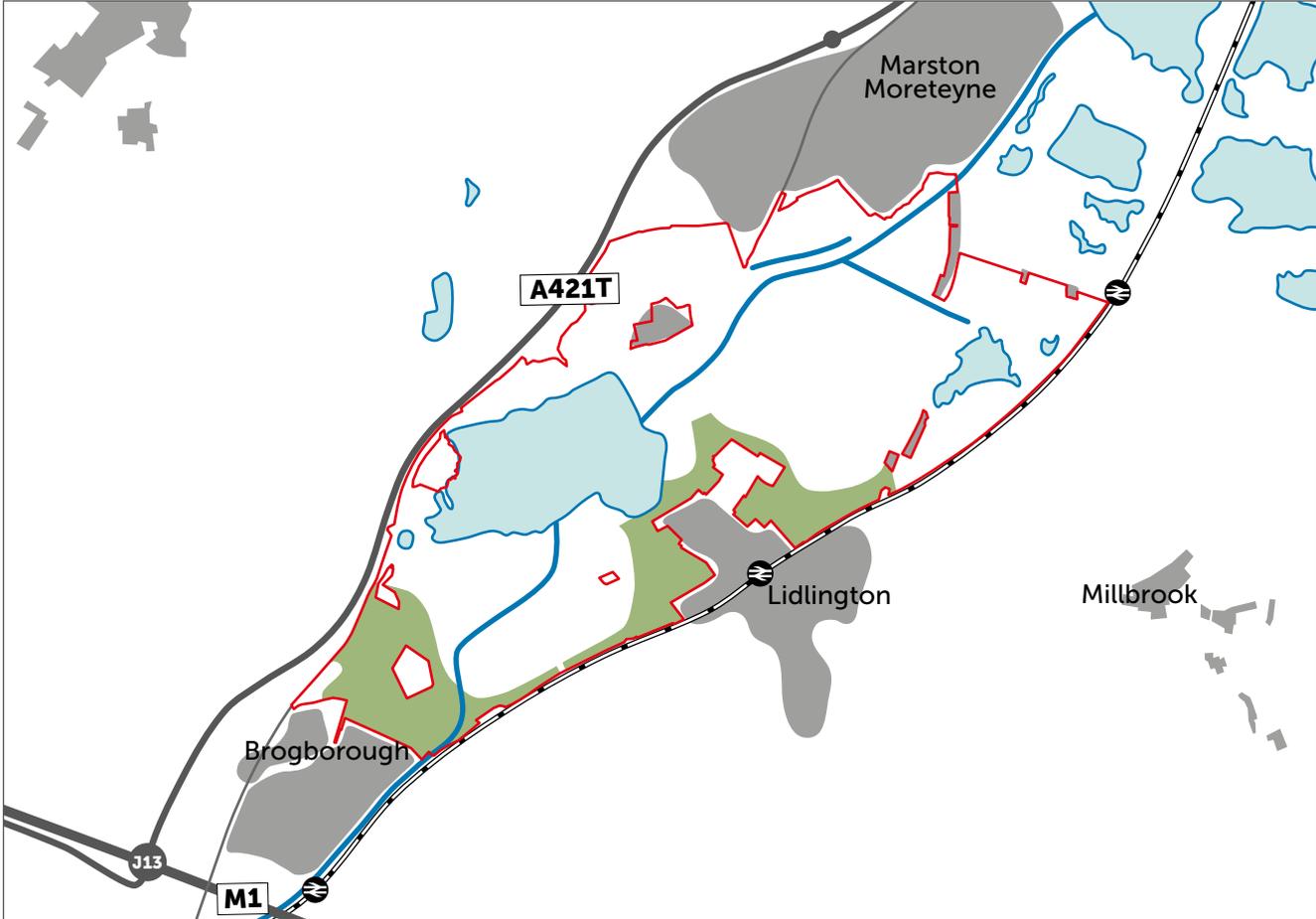


FIGURE 6.1: STAGE 1 – EARLY ADVANCED PLANTING

- provide a new Primary School and community hub (4).
- deliver the road infrastructure supporting the main community hub serving the MVNV (5).
- offer the potential to bring forward a range of new housing including lower density development at east of Lidlington Pit and medium density development which could include older persons accommodation at the main community hub (6).
- deliver the first elements of the central parkland (7).

Scenario 2: The delivery of part of the New Village to the west of Brogborough Lake

This phase would:

- provide a new access from the C94 (8).
- offer the opportunity to provide new residential development with early walking and cycling and public transport connections to Ridgmont Station (9).
- provide a new element of primary street (10) allowing the downgrading of the existing Sheeptick End.
- include a community hub (11) offering the benefit of early community facilities.
- include a primary school which could include an early years offer (12).

- include elements of the Brogborough Hill Landscape (13).
- include part of the Bedford & Milton Keynes Waterway infrastructure(14).
- create a new safe and accessible edge for Brogborough Lake (15).

Scenario 3: The expansion of Brogborough

This phase would:

- provide a new access from the C94 (16).
- include a community hub which could bring forward new facilities at Brogborough early in the development sequence (17).

Scenario 4: The southern expansion of Marston Moreteyne

This phase would:

- provide a new two way access along Woburn Road from the C94 early in the development sequence (18).
- provide elements of the central parkland landscape including part of the B&MK Waterway (19).

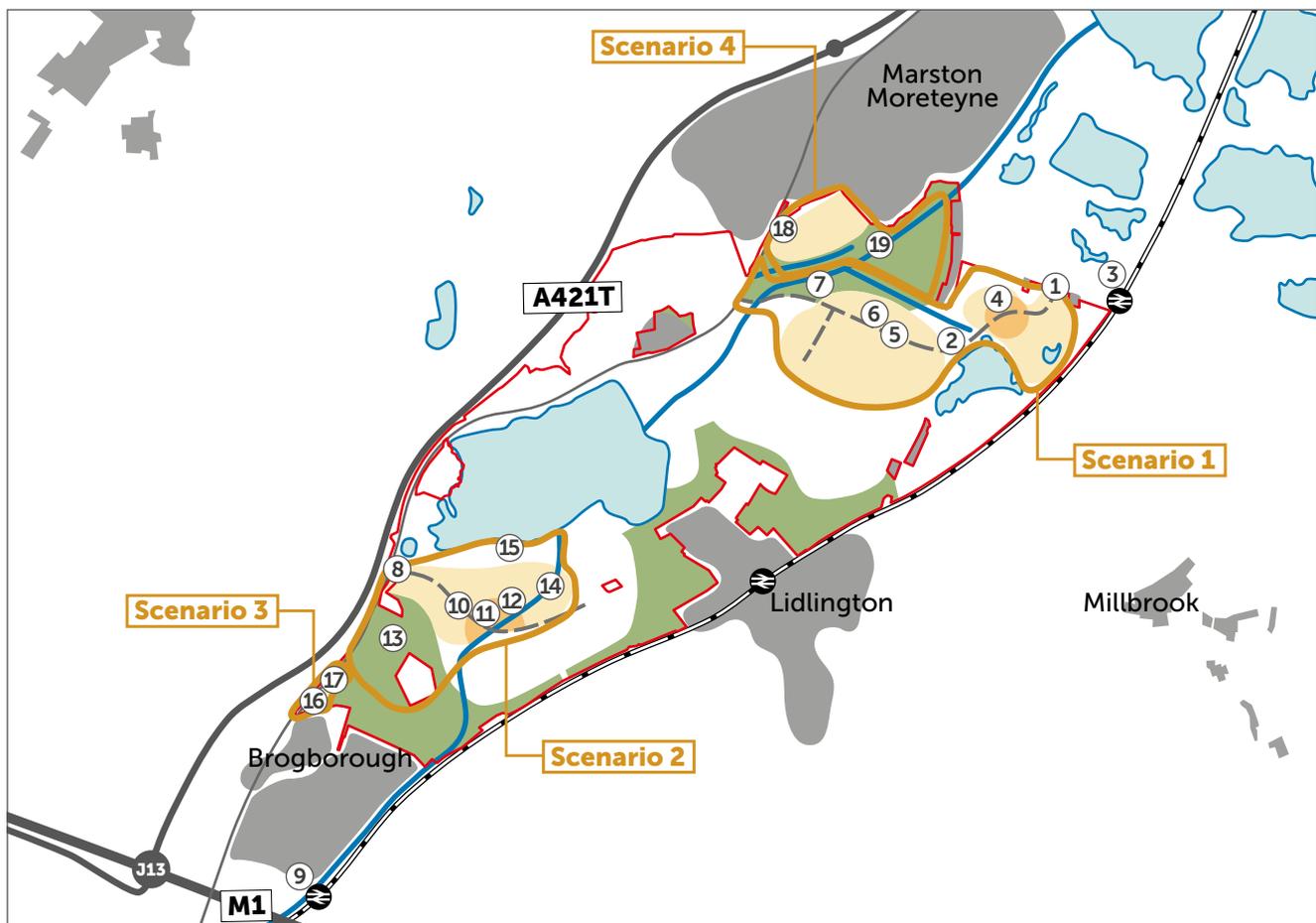


FIGURE 6.2: STAGE 2 – INITIAL DELIVERY AREAS

Stage 3 – Interim Delivery Areas

The ‘interim’ delivery areas will embed many of the Core Components of the scheme whilst bringing forward higher order facilities and strategic infrastructure elements, such as additional primary school and secondary school provision, new primary streets and much of the Waterway Park. Phased implementation of drainage channels and the B&MK Waterway should keep pace with development areas to serve their needs.

Scenario 1: The southern expansion of the village to the west of Brogborough Lake

This phase would:

- complete the landscapes and parklands at Brogborough Hill (1).
- present the opportunity to deliver parkland landscapes west of Lidlington including formal sports provision (2).
- present the opportunity for the expansion of Thomas Johnson Lower School (3).

Scenario 2: The western expansion of the central village

This Phase would:

- enable the delivery of the main community hub including the primary and secondary schools (4).
- deliver a large section of the central parkland and associated B&MK Waterway (5).

Scenario 3: The leisure focused Community Hub at Brogborough Lake

This phase would:

- open up the use of Brogborough Lake for leisure uses (6).
- allow the completion of the main primary street connecting the villages (7).

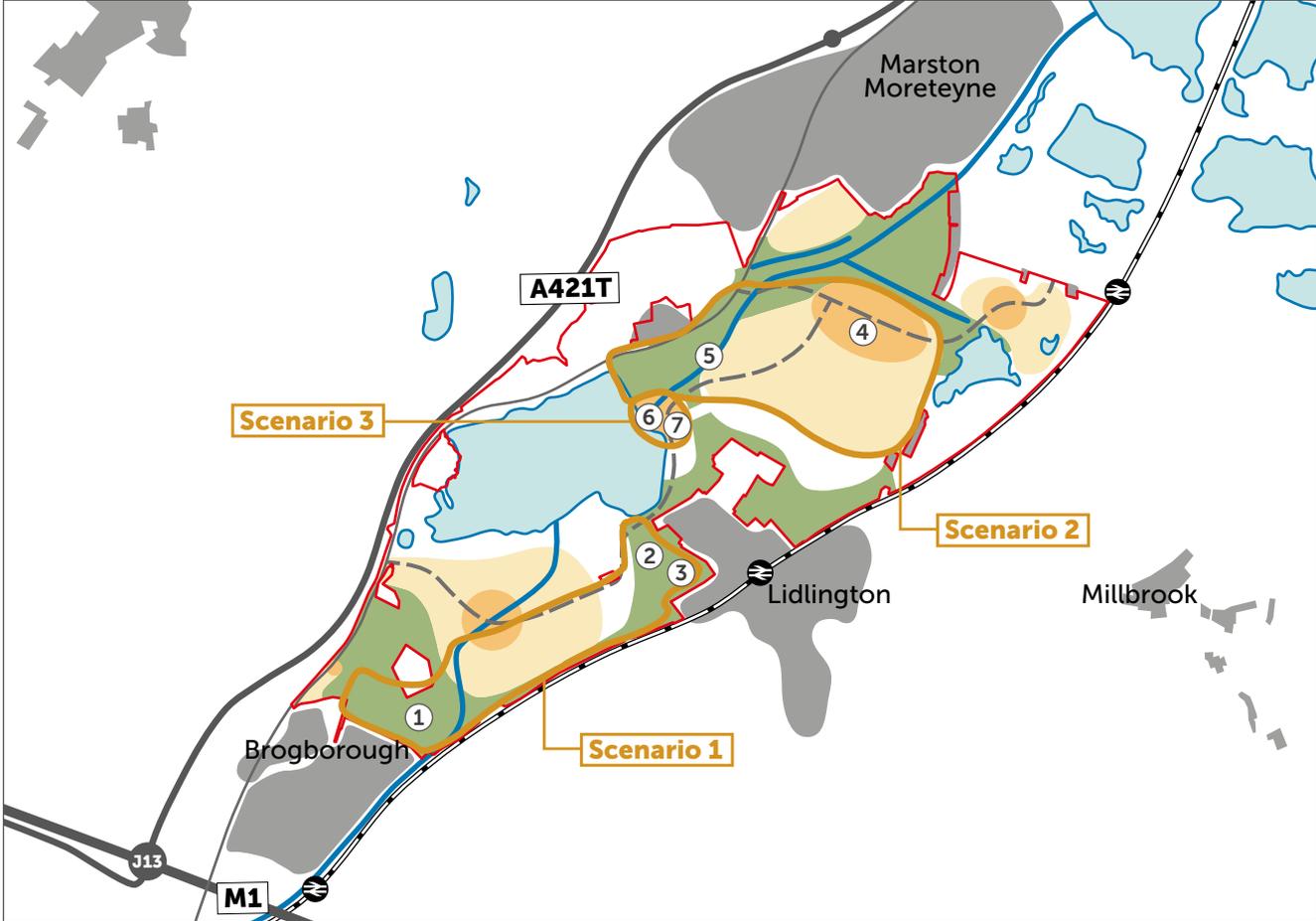


FIGURE 6.3: STAGE 3 – INTERIM DELIVERY AREAS

Stage 4 – Later Delivery Areas

The 'later' delivery areas are those that will benefit most from the maturing of advance planting and establishment of strategic infrastructure links, and as such will come forward as later phases of development.

Scenario 1: The completion of the village west of Brogborough Lake:

This phase would:

- allow for the delivery of the eastern edge of the village and its interface with the new Lidlington Park to come forward only once the landscape treatments and new planting north and west of Lidlington have the necessary time to become established and mature (1).

Scenario 2: The completion of the main central village

This phase would:

- allow for the delivery of the western edge of the village and its interface with the new Lidlington Park to come forward only once the landscape treatments and new planting north and west of at Lidlington have the necessary time to become established and mature (2).

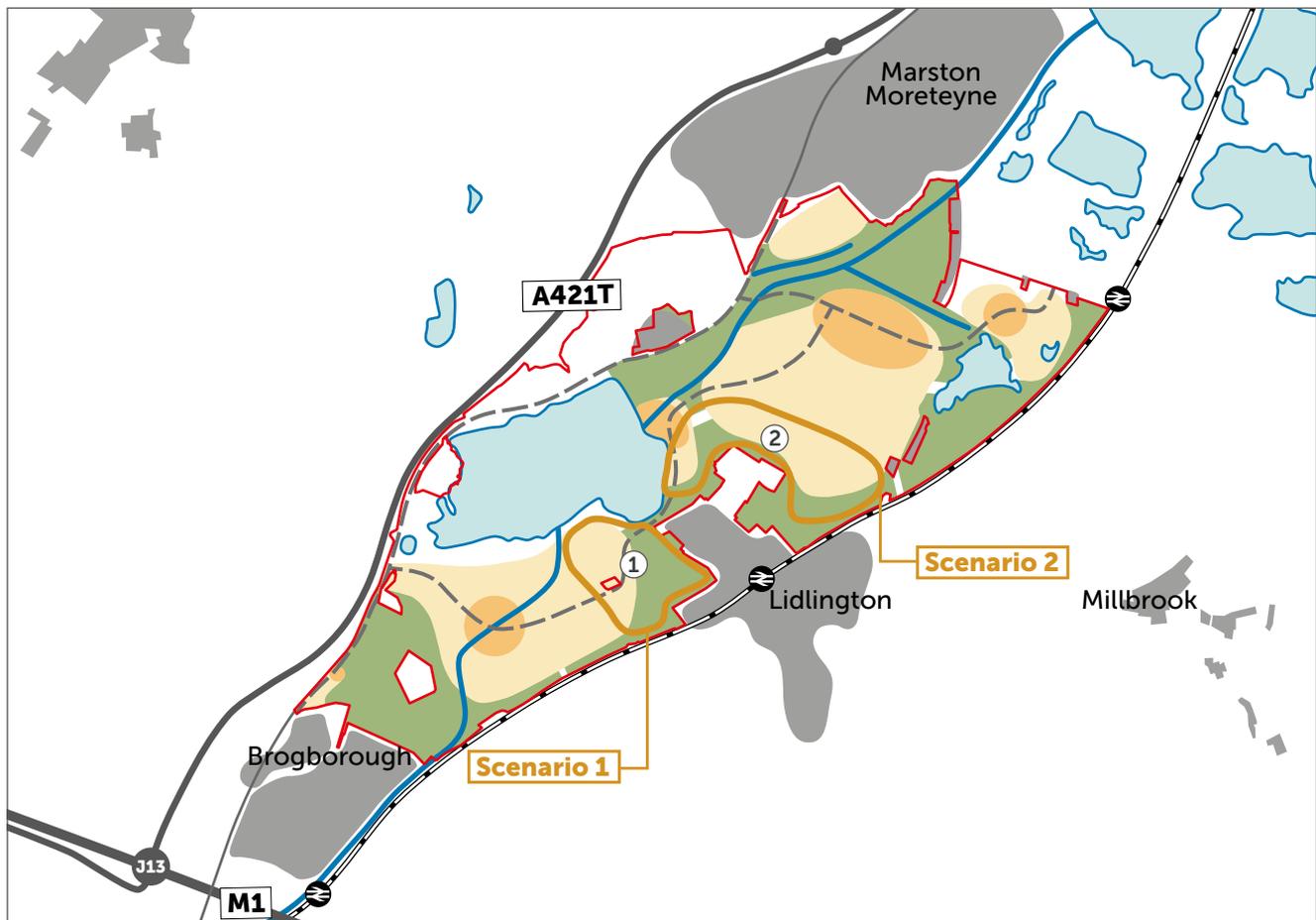


FIGURE 6.4: STAGE 4 – LATER DELIVERY AREAS

Flexible Phasing Areas

Dedicated Employment Area

Employment uses are envisaged to be delivered alongside the New Villages. As the market will drive the speed and frequency of new business establishments, with a lesser reliance upon supporting infrastructure balanced with the desire to bring new jobs alongside new homes, a flexible approach to phasing will be adopted in these areas, taking into account the need to bring forward the necessary green infrastructure in tandem with any built development in these locations if not established through advanced works.

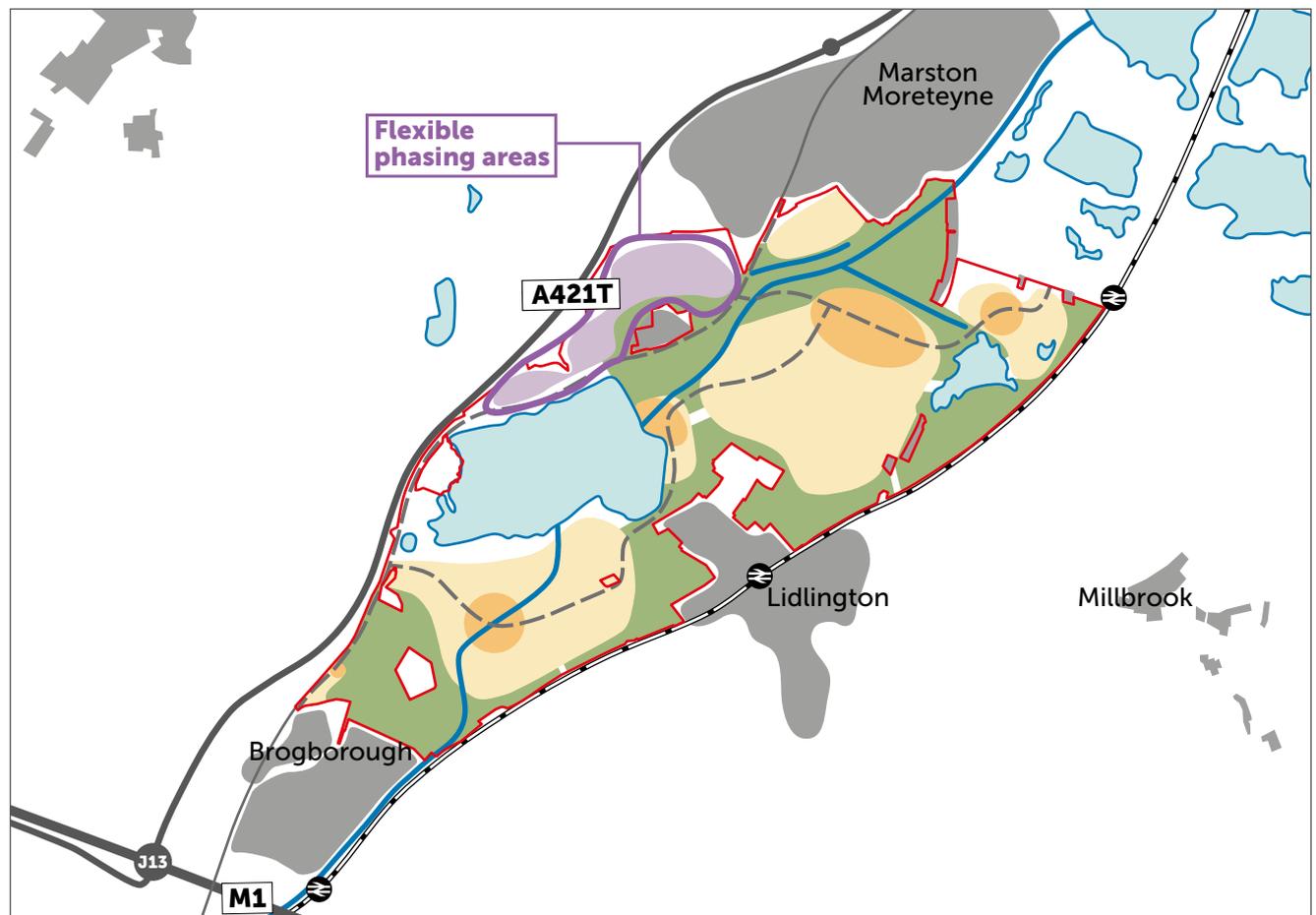


FIGURE 6.5: EMPLOYMENT DELIVERY

GOVERNANCE

The MVNV will benefit from a very high quality environment, and will be home to a diverse range of people, business and communities. It will have a comprehensive provision of new community facilities, public open spaces and infrastructure integrated within an existing context of villages and landscape.

The holistic delivery of MVNV presents the opportunity to define and implement an innovative governance strategy for the future stewardship of its community assets and to secure a meaningful and permanent role for its communities.

Outline planning application(s) for the MVNV will include a governance strategy to set out a framework for governance of the MVNV and the outline planning consent will establish the legal mechanisms for the implementation of this strategy in the future.

It is critical that this governance strategy is properly communicated to stakeholders and that the future opportunities for community involvement are clear.

This section of the Development Brief describes the main issues which should be considered through the preparation of the governance strategy.

Key Principles

Engagement and communication from the outset

- The governance strategy should include a commitment to ongoing two way communication between the developer, Central Bedfordshire Council and the local communities which starts before or at the commencement of the development.
- This should confirm how this engagement be undertaken, which groups will be engaged, and how often and the information that will be exchanged.
- The strategy should identify opportunities for ongoing community engagement and involvement throughout construction phases and for all future stages of the planning process.

Early community support – community development worker

- The governance strategy should identify opportunities for early community support for example the role of any community development worker.

The governance bodies

- The governance strategy should identify options for the long term stewardship bodies and their management responsibilities. This could include a body with overall responsibility with a cascade of sub-groups which provide for meaningful roles for members of the communities to participate and take on governance responsibilities.

The relevant assets

- The MVNV will provide a wider range of new facilities, public open spaces and infrastructure. The governance strategy should consider which assets will be subject to the future governance arrangements identified.

Funding

- The approach to funding for the future management and maintenance of the community assets identified will be a key consideration.
- The stewardship bodies responsible for the governance of MVNV should be able to draw upon staff with the right skills to ensure that the assets they are responsible for are managed to the best possible standard for the long term benefit of the communities.

Transparent and Accountable

- Consideration must be given to how representatives are appointed, what their roles are, and how governance structures and activities are communicated to residents and other stakeholders.

Long term planning

The governance strategy will establish a comprehensive framework for future governance. However, it can only be a starting point. The stewardship of the MVNV will require a longer term governance plan to be established by its governance bodies and agreed with its communities. This plan should be flexible, adaptable and responsive to the future needs of the communities of the MVNV and subject to regular review.