

A response to the Bedford Borough Council  
Local Plan 2040 for Submission Document Consultation by

**TAYLOR WIMPEY UK LIMITED**

In respect of  
**Denybrook Garden Community, West of  
WYBOSTON**

**Local Plan Representations**

July 2022



# Document Management

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## Document Review

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## Executive Summary

These representations to transport matters, have been prepared by Transport Planning Associates on behalf of Taylor Wimpey UK Limited to support the proposed allocation of land west of Wyboston for development in the emerging Local Plan (2040).

Taylor Wimpey UK Limited propose that the land west of Wyboston should be allocated for up to 4,000 homes and associated infrastructure.

The land west of Wyboston can deliver an accessible, comprehensive and cohesive new community founded upon an exemplar sustainable transport and mobility strategy delivering access to local employment, primary and secondary education and sports and leisure land uses.

The Denybrook Garden Community will be accessible to the existing strategic and local highway infrastructure and through the implementation of new and improved public transport services and upgrades to local Public Rights of Way will deliver an inclusive development.

The new community will deliver significant new green-infrastructure facilitating access to rural routes and connections to the countryside and introduce inclusive places offering the opportunity for healthier lifestyles for all. High quality, mixed-use development can deliver attractive places to work allowing businesses to grow and the scale of a new community has the potential to attract new investment and support growth.

Denybrook Garden Community is well connected to strategic infrastructure, benefitting from access to the nearby A428 Black cat to Caxton Gibbet scheme. Through the delivery and promotion of a new and improved public transport services, the settlement would also benefit from sustainable transport connections to the nearby strategic facilities such as St Neots railway station. Denybrook Garden Community is not constrained or contingent on the delivery of East-West Rail within the vicinity of the settlement, however, should it come forward, active travel corridors as well as public transport access to the new station will be proposed to ensure connectivity to the new rail infrastructure.

Denybrook Garden Community will support the themes and objectives of the Council's Local Plan.

# 1 Introduction

- 1.1 Taylor Wimpey UK Limited submitted a proposal for a residential-led mixed-use development of in the region of 4,000 dwellings, with future opportunity to expand the development up to 10,000 dwellings in future plan periods.
- 1.2 Denybrook Garden Community provides the opportunity for a policy compliant and exemplar sustainable settlement, that will include a high-quality movement and mobility strategy that will, in conjunction with the development and juxtaposition of complimentary land-uses, minimise the need for vehicle trips beyond the local community. A residential-led mixed-use development is proposed, including primary and secondary education, local retail and community centres, sports and recreational land uses. These will be complimented by employment development (possibly in the technology sector) as well as local community hubs for remote working and a concierge type service to manage deliveries etc.
- 1.3 To support this, the development will:
- Prioritise walking and cycling within the settlement with full permeability of movement by these modes;
  - Enhance and support public transport including travel by bus and rail for longer journey distances, ensuring high quality interchanges are available to ensure ease of interchange between walking and cycling with public transport;
  - Afford the least priority to single occupancy private vehicle travel with constrained permeability, whilst recognising the use of the car may still be an essential travel mode for users.

## Structure of these Representations

- 1.4 The structure of the report is as follows:
- Section 2 presents an overview and summary of the accessibility of the site which would be developed and agreed with the Council to deliver a mobility strategy that will demonstrate how a future settlement at Denybrook Garden Community would achieve a sustainable settlement.
  - Section 3 considers principal means of access to the site and demonstrates through a combination of the access and mobility strategies how Denybrook Garden Community would achieve a sustainable access solution to support the settlement.
  - The conclusions of these representations are presented within Section 4.

## 2 Mobility Strategy

### Vision for Mobility

- 2.1 The Denybrook Garden Community vision for mobility is enshrined within the principles of safe, sustainable travel married with the concept of a 15-minute neighbourhood which would ensure that mobility within each village is able to be achieved easily and sustainably for all ages and users whilst also ensuring interconnectivity between each village within the wider settlement is achieved cohesively alongside integration with the surrounding communities.
- 2.2 To support Denybrook's Vision for Mobility a number of strategies are set out below and whilst the strategies for pedestrians and cyclists are set out separately, they are intrinsically linked through the delivery of shared-use cycling and walking facilities.

### Pedestrian and Cyclist

- 2.3 To support the establishment of the appropriate street hierarchy from the inception of the development, initial street hierarchy sketches have been undertaken to define the likely carriageway widths alongside the indicative pedestrian / cyclist corridors that could include landscaped verges to ensure appropriate separation from the carriageway.
- 2.4 To compliment the provision for pedestrians alongside the vehicle corridors, fully segregated pedestrian / cyclist routes are proposed to be implemented to ensure that direct corridors of travel between trip origins and destinations, forming a green wheel type of infrastructure similar to that as currently provided with the Bedford Green Wheel, providing not only an external circular route but also the corresponding 'spokes' into and out from the respective core proposed facilities and amenities. The routes within the development will be well-lit, clearly sign-posted and of suitable width to make walking and cycling to key services and amenities a desirable mode of travel.
- 2.5 As part of the initial work that has been undertaken to support the development, travel on foot will be largely contained within the site itself through the provision of on-site facilities and amenities. However, should external journeys by pedestrians occur, key routes will need to be established towards the northeast towards Eaton Socon and St Neots, key destinations such as Colmworth Business Park. Additionally, further journeys are likely to be made to the south, towards the Roxton and potential leisure walks around the River Great Ouse.
- 2.6 Currently routes to these directions are provided through footways near the existing highway network or a series of public footpaths which have limited formal surface and signage. Key routes to the south are likely to be provided via Footpath A11, A10, 44, 9 and 7 and journeys to the east provided by

Footpath 8 and 37 towards the A1 and an underpass beneath the A1. The upgrading of these routes will make them suitable for cycling and use by equestrians, in addition to pedestrians. This is consistent with aspirations of the Council to provide more multi-user routes. These upgrades would be delivered by Denybrook Garden Community as the development grows.

- 2.7 National Cycle Network (NCN) Route 12 currently runs through the proposed allocation site along Roxton Road and Staploe Road, connecting the site between St Neots to the north and Roxton to the south. Through the delivery of upgraded internal routing within the site, NCN Route 12 would be enhanced through the site to support north south movements through the development. The proposed settlement would support the aspirations of the Council and would form a clear hub for uses travelling along the Express cycle way as well as for uses utilising the existing alignment of NCN Route 12.
- 2.8 A programme of enhancement to these routes will enable the delivery of a desirable and inclusive network for pedestrian movements. An indicative plan highlighting the potential enhancements to the Public Right of Way network is presented within **Figure 1**. Upgrades to these routes would be delivered through appropriate financial funding and contributions through a Section 106 agreement of the Town and Country Planning Act 1990 and implemented through the powers of the Council, in their role as the Highway Authority, through negotiation with the respective landowners.
- 2.9 Further journeys to the east will be enhanced, connecting into the existing settlements of Wyboston and Chawston towards the A1 via The Lane and via Chawston Lane where an existing pedestrian bridge is provided that enables access eastward to the Begwary Brook.
- 2.10 Throughout the development a series of connected pedestrian / cyclist corridors will provide the appropriate level of priority to non-motorised pedestrians, which will additionally connect to external end destinations.

## Public Transport

- 2.11 The vision for public transport at Denybrook Garden Community is the delivery of a high-quality public transport service that would deliver a frequent (minimum a 20-minute bus service frequency) and accessible (no more than 400m walking distance) service for residents as well as for those wishing to travel to the development from the surrounding areas.
- 2.12 This will then form a key component of the wider vision for mobility through reduced reliance on private car travel, intrinsically linked to journeys by active travel, creating a sustainable development supported by sustainable travel behaviours. This will be implemented alongside delivering high-quality, zero-carbon bus connections to achieve and exceed government-led Decarbonisation targets for sustainable travel.



## *Bus*

- 2.13 To ensure an appropriate level of usage of public transport from the inception of the development, early provision of public transport to the site will be critical. Initial discussions have identified that the extensions to existing services through the site would be likely to be supported alongside provision of new services to support sustainable travel.
- 2.14 Initial public transport connectivity to the site would likely be achieved through a diversion / extension of the existing 905 service between Bedford and Cambridge, via St Neots. This could then be supported through the introduction of a new service providing access to local facilities, services and employment land uses within St Neots such as the Colmworth Business Park, St Neots town centre and the Little Barford industrial estates. This service could also provide a direct connection to the new railway interchange with East-West Rail. To ensure that the service is attractive for multimodal journeys, the timetabling of a new bus service will be planned to coincide with the East Coast Main Line and the East-West Rail services.
- 2.15 An indicative vision of the proposed changes to bus routes to serve Denybrook Garden Community is presented within **Figure 1** whilst a wider context of how the Denybrook community interacts with the nearby settlements of St Neots and Bedford is presented in **Figure 2**.
- 2.16 To enhance the usage of bus services, bus stops should form high quality, attractive waiting environments, with real time passenger information, shelters, accessible boarding and cycle parking where appropriate. This information would also seek to be incorporated into a wider network, with bus priority at key points along the primary and secondary street network, that would enable users of the bus to identify how their bus journeys would interact with other forms of public transport such as providing timetable information for the nearby railway stations. This would enable passengers to coordinate their arrivals by bus with their necessary departures by rail for onward travel.

## *Rail*

- 2.17 Currently, the nearest railway station to the proposed development would be the St Neots Railway Station, located on the eastern side of St Neots, approximately 7km, in a straight line, (or 8.9km via currently available routes) to the north-east of the site.
- 2.18 Route 1, one of the preferred East-West Rail corridors, is located to the south of Coleden Road, close to the Denybrook Garden Community and a new station / interchange is planned to provide integration with the East Coast Main Line, to the east of the A1. It is expected that an 'active-travel' corridor will be introduced as part of the East-West Rail route and improved pedestrian and cycle links to such a corridor will form part of the mobility strategy for Denybrook Garden Community, delivering 'traffic-free' access to a new station interchange. The bus strategy has presented the principles of



delivering a new service to enhance access to the existing and proposed rail services, providing a comprehensive strategy for the movement and management of resident's travel demands.

- 2.19 A new station is likely to be approximately 5km from Denybrook Garden Community which it within an acceptable cycling distance, which based upon a cycling speed of between 12mph and 16mph would result in an anticipated journey time of between 12 and 20 minutes to the new station.

### **On-site facilities**

- 2.20 Through the provision of a wide range of complementary land uses including education, employment, local retail, leisure and community centres to the residential dwellings will deliver the ability to travel internally without the need to leave the site.

- 2.21 This would be supported by a number of measures and initiatives that could be available to both residents and visitors to aid in travel by sustainable transport modes. These measures and initiatives could include:

- Site Wide Travel Plan - to cover many aspects of the need to travel as part of the daily life at Denybrook Garden Community. Measures could include:
  - Vouchers for season ticket travel, family travel cards and vouchers for the purchase of electric bikes.
  - Services to manage a support of online shopping and deliveries
- Digital Denybrook – Digital connectivity is an ever growing means of communicating within society and provides a well-established means to enable communication and active travel information to be accessed within Denybrook Garden Community. Digital Denybrook measures including:
  - A Denybrook Garden Community website will be established as a centralised location for information about the development, community initiatives and travel choices.
  - A bespoke Denybrook Garden Community App would also be developed that would be integrated with the website and provide access to a wide variety of information portals to plan travel sustainably within and out of the development.
- On-site facilities - Through the provision of a wide range of complementary land uses including education, employment, local retail, leisure and community centres to the residential dwellings will deliver the ability to travel internally without the need to leave the site. On-site facilities will include:
  - Local community hubs which would also serve as the location for local travel hubs where an interchange with various types of transport, such as walking, cycling, car hire, scooter hire and bikes hire users, bus passengers and potential autonomous vehicle options would be able to be centralised and enhanced to increase travel choice through the provision of highly accessible alternatives to private car use in a single location.

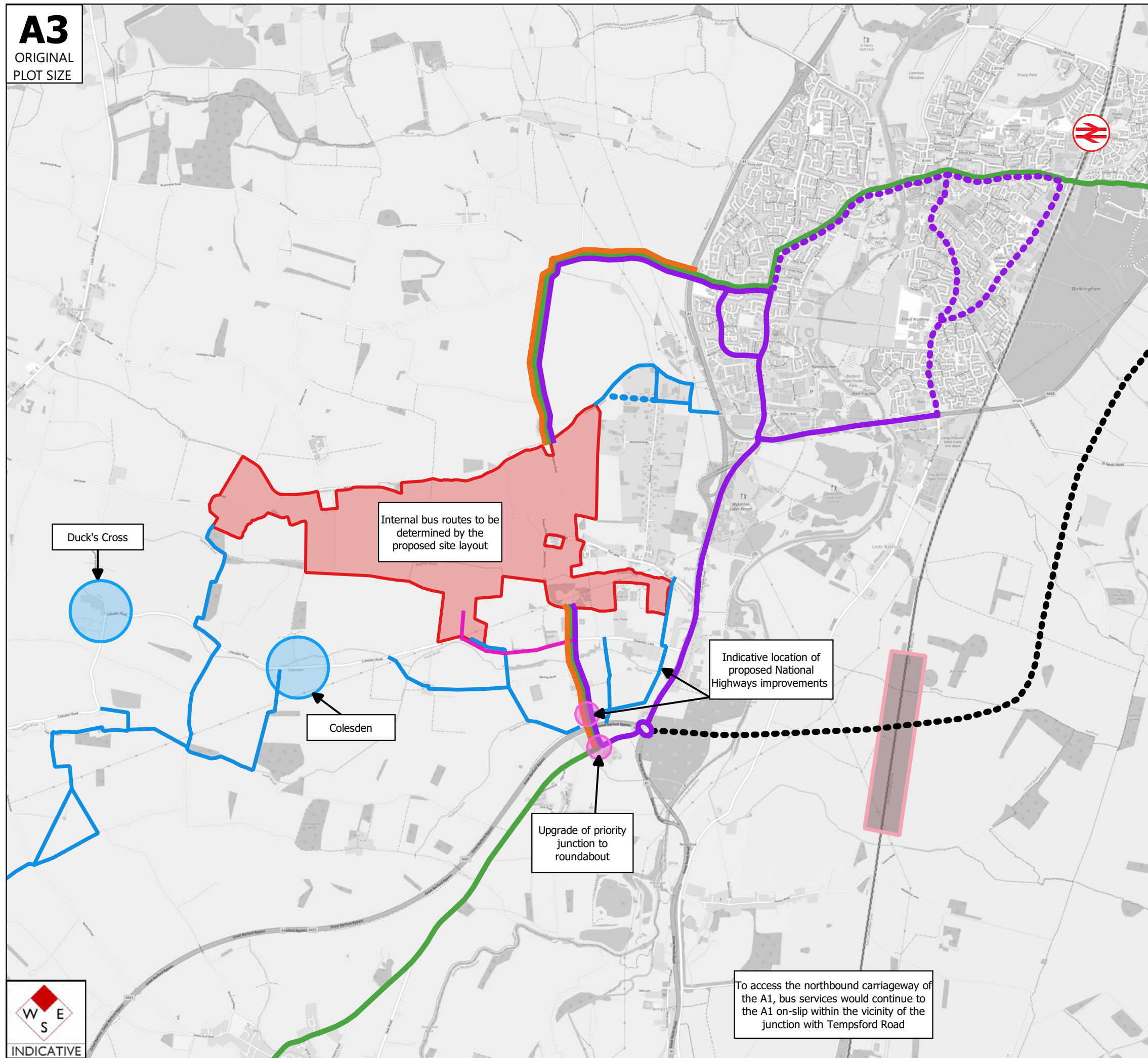
### 3 Vehicular Access Strategy

- 3.1 Roxton Road will be widened to provide a 7.3m wide carriageway to serve the first phase of development of up to 4000 homes in the Local Plan period to 2040. To the north of Chawston Lane, where the existing carriageway has a left-hand bend at the access to the existing fishing lakes, the proposed access will extend northwards, forming a 'causeway' type entrance to the development, before re-joining the existing alignment of Roxton Road, to the south of the Roxton Road / The Lane junction. The proposed highway improvements are illustrated in the TPA drawing (number 2002-007/SK13) that comprises **Appendix A** to these representations.
- 3.2 In addition, Colesden Road will be widened to 6.25m to provide for a secondary, southern exit from the development complimented by a shared use footway / cycle track along a section on the northern side to provide access to public Footpaths No. A11 and A10, part of the local Public Right of Way (PRoW) network. A priority (T-junction) is proposed with Colesden Road will provide access to the proposed Denybrook Garden Community. The proposed access arrangements and improvements to Colesden Road are presented in the TPA drawing (number 2002-007 SK14) contained in **Appendix B**.
- 3.3 As part of the proposals being developed by Highways England (now National Highways), a new 'local-road' will be constructed to provide for movements between The Lane, Chawston Lane and via a further new section of carriageway, Chawston Lane and Roxton Road. Whilst not forming part of the definitive access strategy for the allocation of the land west of Wyboston, access to or from the south could be achieved via The Lane, Chawston Lane and the new sections of carriageway. The infrastructure to be provided by National Highways will include a shared-use footway / cycle track facility that will be accessible from the development through the network of internal footways and cycle routes.
- 3.4 Routes to the north will be accommodated along Staploe Road and Bushmead Road, with carriageway widening to increase the width of Bushmead Road to 7.3m through the future phases of the development beyond the period covered by the emerging Local Plan. The improvements proposed along Bushmead Road are illustrated in the TPA drawing (number 2002-007 SK17) contained in **Appendix C**.
- 3.5 The local access strategy and summary of the proposed public transport strategy is presented within **Figure 1**.

# Figures

**A3**

ORIGINAL  
PLOT SIZE



**Key**

- Indicative Site Outline
- Indicative East-West Rail Interchange
- Enhanced Public Right of Way Network
- New Bus Route
- Diversion of Existing Bus Service Route 905
- Existing Carriageway to be Widened to 7.3m in Width - Corridor to Include Proposed Footway/ Cycleway Facility
- Existing Carriageway to be Widened to 6.2m in Width - Corridor to Include Proposed Footway/ Cycleway Facility
- A428 Black Cat to Caxton Gibbet
- St Neots Train Station
- Junction/Highways Improvements
- Localised Village Enhancements

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CLIENT:

Taylor Wimpey UK Limited

PROJECT:

Proposed Denybrook Garden  
Community

TITLE:

Local Accessibility Context  
Plan

STATUS:

**FOR INFORMATION**

SCALE: NTS	DATE: 19/07/22	DRAWN: LB	CHECKED: TH	APPROVED: TH
JOB NO: 2002-07		DRAWING NO: 1		REVISION: -



To access the northbound carriageway of the A1, bus services would continue to the A1 on-slip within the vicinity of the junction with Tempsford Road

Internal bus routes to be determined by the proposed site layout

Indicative location of proposed National Highways improvements

Upgrade of priority junction to roundabout

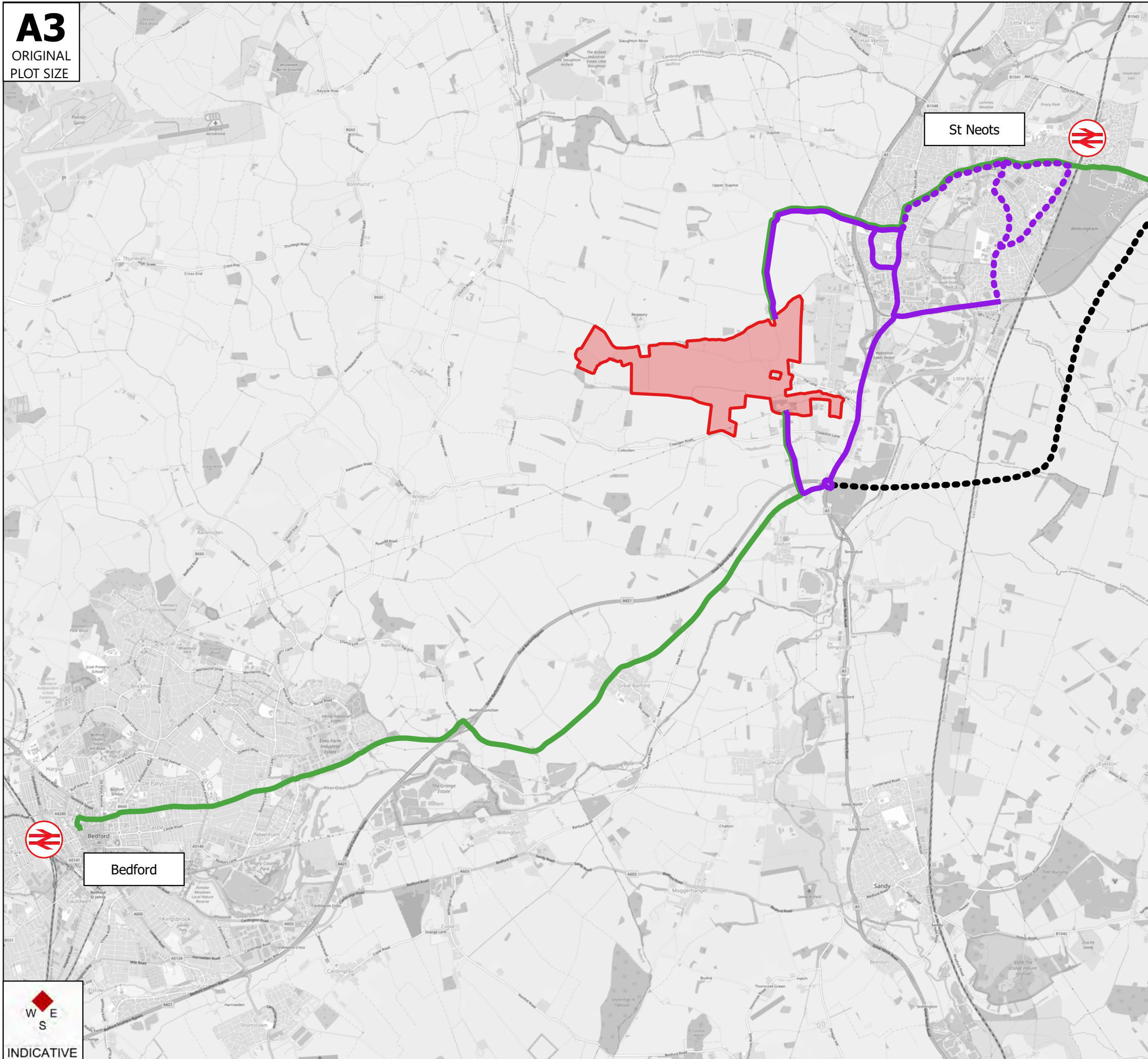
Duck's Cross

Colesden








**A3**

ORIGINAL  
PLOT SIZE



**Key**

-  Indicative Site Outline
-  Diversion of Existing Bus Service Route 905
-  New Bus Route
-  A428 Black Cat to Caxton Gibbet
-  Train Station

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CLIENT:  
**Taylor Wimpey UK Limited**

PROJECT:  
**Proposed Denybroke Garden Community**

TITLE:  
**Wider Accessibility Context Plan**

STATUS:  
**FOR INFORMATION**

SCALE: NTS	DATE: 19/07/22	DRAWN: LB	CHECKED: TH	APPROVED: TH
JOB NO: 2002-07		DRAWING NO: 2		REVISION: -

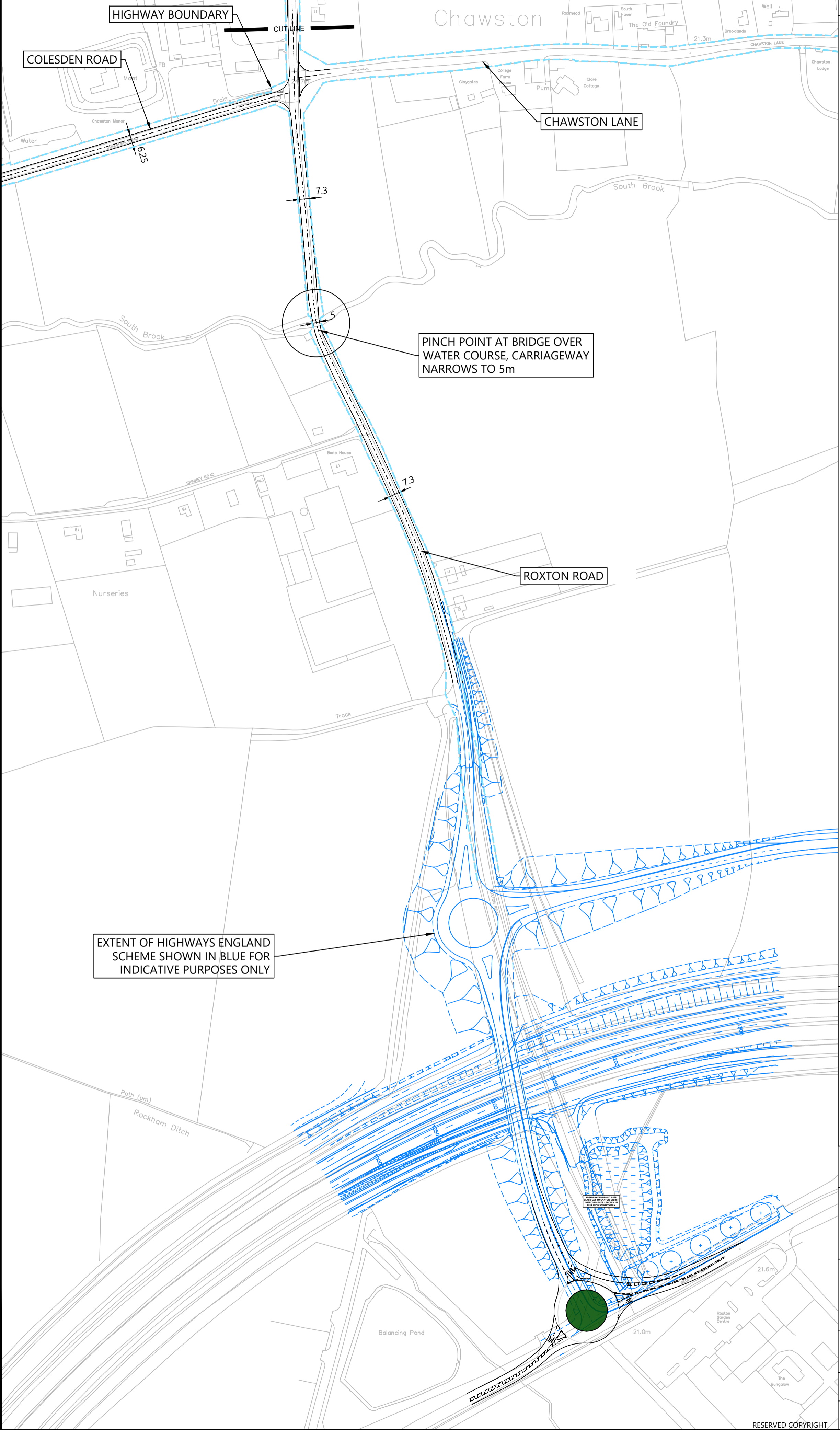
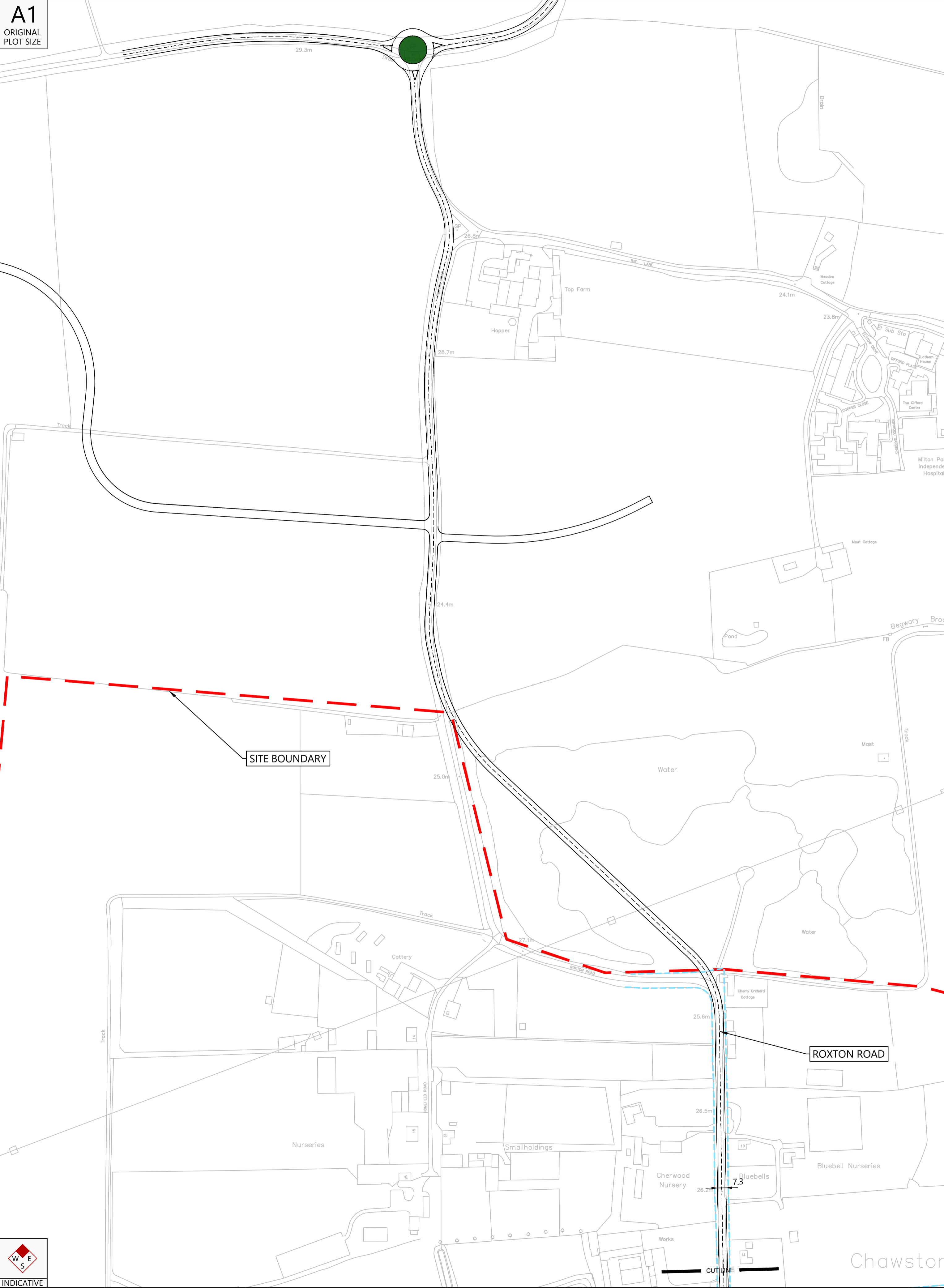


INDICATIVE

# APPENDIX A



A1  
ORIGINAL  
PLOT SIZE



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NOTES:

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CLIENT:  
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PROJECT:  
**LAND NORTH OF A421  
 WYBOSTON**

TITLE:  
**PROPOSED IMPROVEMENTS  
 TO COLEDSEN ROAD /  
 ROXTON ROAD**

STATUS:  
**FEASIBILITY**

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:2000	18.08.21	RC	RC	JC

JOB NO:	DRAWING NO:	REVISION:
2002-007	SK13	-

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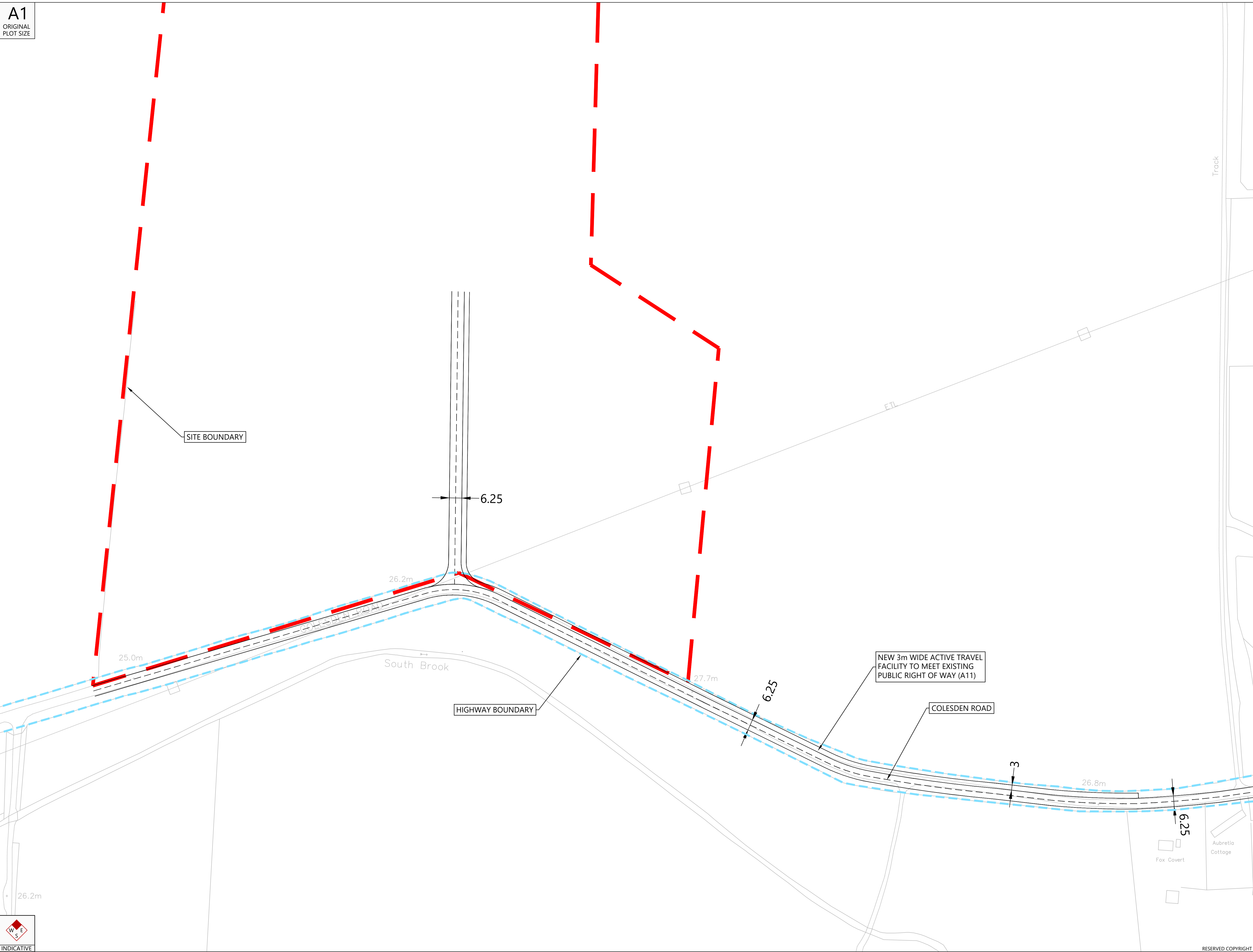


# APPENDIX B

A1  
ORIGINAL  
PLOT SIZE

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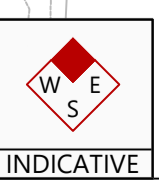
CLIENT:  
**TAYLOR WIMPEY**

PROJECT:  
**LAND NORTH OF A421  
WYBOSTON**

TITLE:  
**PROPOSED PRIORITY  
JUNCTION SITE ACCESS  
COLEDEN ROAD**

STATUS:  
**FEASIBILITY**

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1:1000	18.08.21	RC	RC	JC
JOB NO:	DRAWING NO:	REVISION:		
2002-007	SK14	-		



INDICATIVE

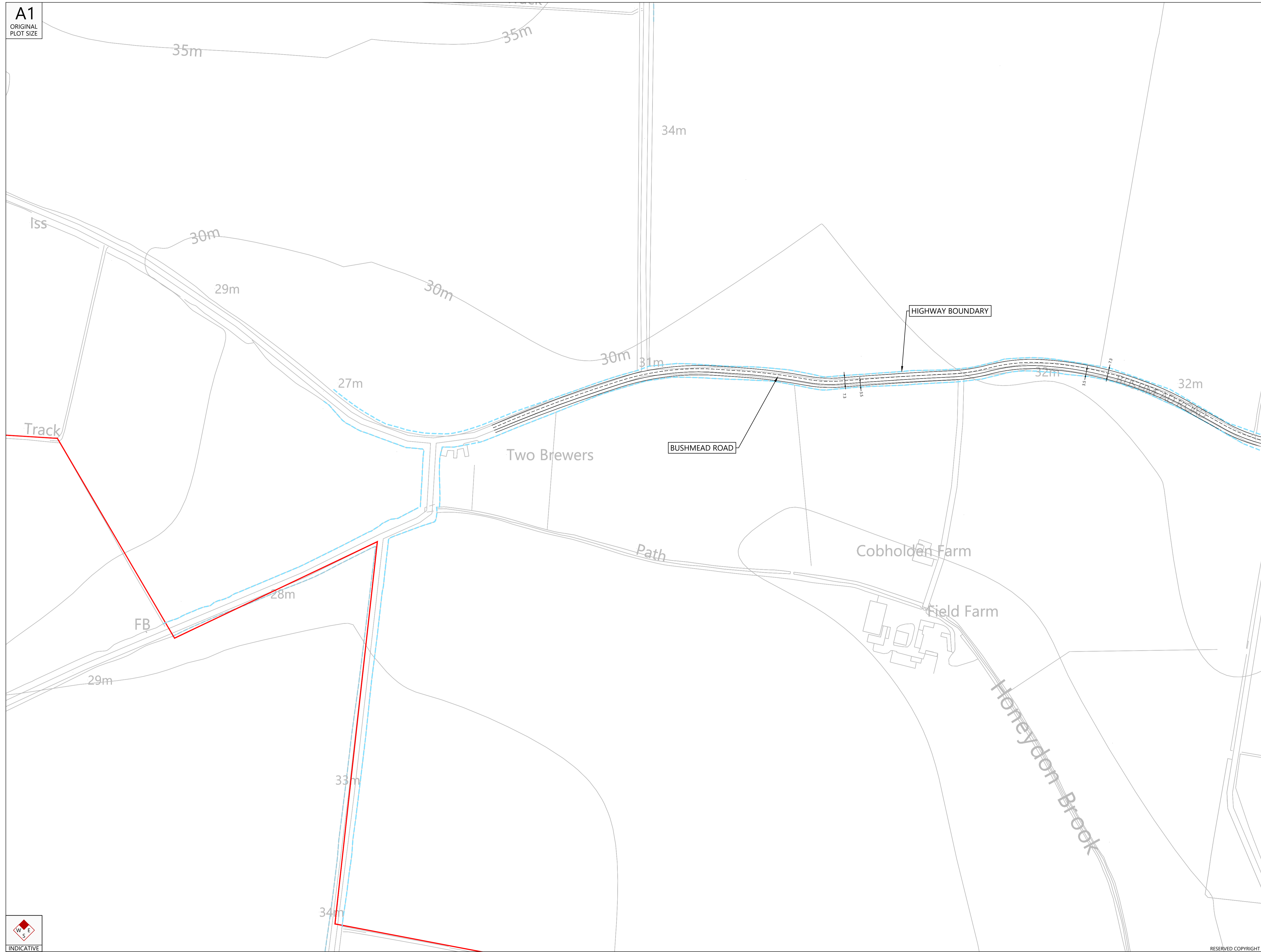
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# APPENDIX C

A1  
ORIGINAL  
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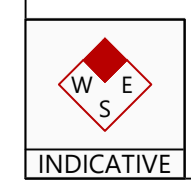
CLIENT: TAYLOR WIMPEY

PROJECT: LAND NORTH OF A421 WYBOSTON

TITLE: PROPOSED IMPROVEMENTS TO BUSHMEAD ROAD

STATUS: FEASIBILITY

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
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2002-007	SK17	-		



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