

## LAND AT PRIORY FARM, TURVEY

Bedford Borough Local Plan Review 2020



# Local Plan Review

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Have Your Say on the Future of Your Borough

6 August 2020

## 1. Introduction

- 1.1. Optimis Consulting has prepared this supporting evidence on behalf of land at Priory Farm, Turvey. This supporting evidence responds to the Bedford Borough Local Plan Review 2020 and the submission of land at Priory Farm, Turvey under the Call for Sites exercise.
- 1.2. The supporting evidence is accompanied by the following appendices:
  - Appendix 1 Site Location Plan
  - Appendix 2 Proposed Indicative Layout
  - Appendix 3 Speed Reduction Measures
- 1.3. The site is approximately 1.6ha in size and has the potential to deliver circa 30 residential dwellings alongside associated community benefits. In Optimis' professional planning opinion this is a suitable, available, and achievable site suitable for residential development and advocate that it should be allocated for small scale residential development.

## 2. The Surrounding Area

2.1. Turvey is a settlement and civil parish in Bedfordshire, England, approximately 7 miles northwest of Bedford and 13 miles southeast of Northampton. The settlement is situated on the upper reaches of the River Ouse and is made up of the main settlement and Station End, which is 1 mile to the east along the A428 (figure 1). Turvey is categorised as a rural service centre with a population of 1,225.



Figure 1: Settlement Location

2.2. Turvey is categorised as a rural service centre with a good range of facilities including several small businesses, facilities are outlined in the table below:

### Local Facilities

Pre-School	Primary School	Public House	Village Shop	Post Office	Village Hall	Butchers
Yes	Yes	Two	Two	Yes	Yes	Yes

2.3. The area offers a Pre-School and Primary school as well as a post office, two public houses, and two local village shops. The site is situated 1,6 km from the centre of the settlement.

2.4. Turvey is in the catchment of Sharnbrook Academy, a secondary school which is accessible via school bus which stops within the settlement.

- 2.5. The A428, which runs directly through the settlement, provides access directly into Bedford in the southeast and Northampton in the northwest.
- 2.6. A shared use footway links Station End to the settlement centre (figure 2). This route is due to be realigned and improved under Neighbourhood Plan Policy T13.



Figure 2: Shared footway towards settlement centre of Turvey

- 2.7. The 41 bus service connects Turvey to Bedford and Northampton with a service every hour from several bus stops in the settlement, running throughout the day. The nearest bus stop within the settlement is 100m from the proposed site (figure 3).

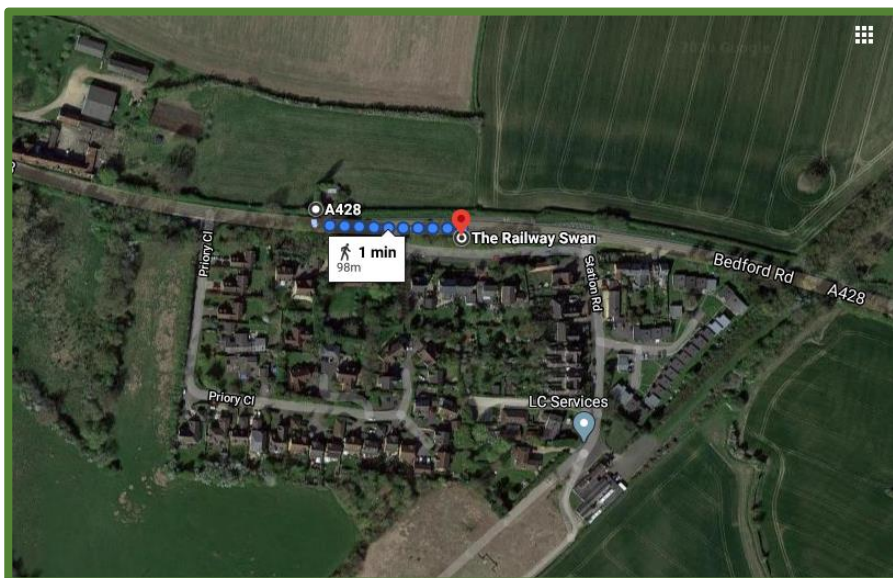


Figure 3: Closest bus stop to the proposed site

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- 2.8. The 41 bus departs Turvey at 07:42am and arrives at Bedford Bus Station at 08:20am. Return services run to the village on the hour every hour until 20:42pm from Bedford. This allows sustainable transport for commuters.

## 3. The Site

- 3.1. The site is situated at the eastern end of Turvey, in Station End. The site measures approximately 1.6ha in size and is located to the north of the A428 Bedford Road. The topography of the site is relatively flat, the site gradually falls from the north towards the existing settlement in the south.

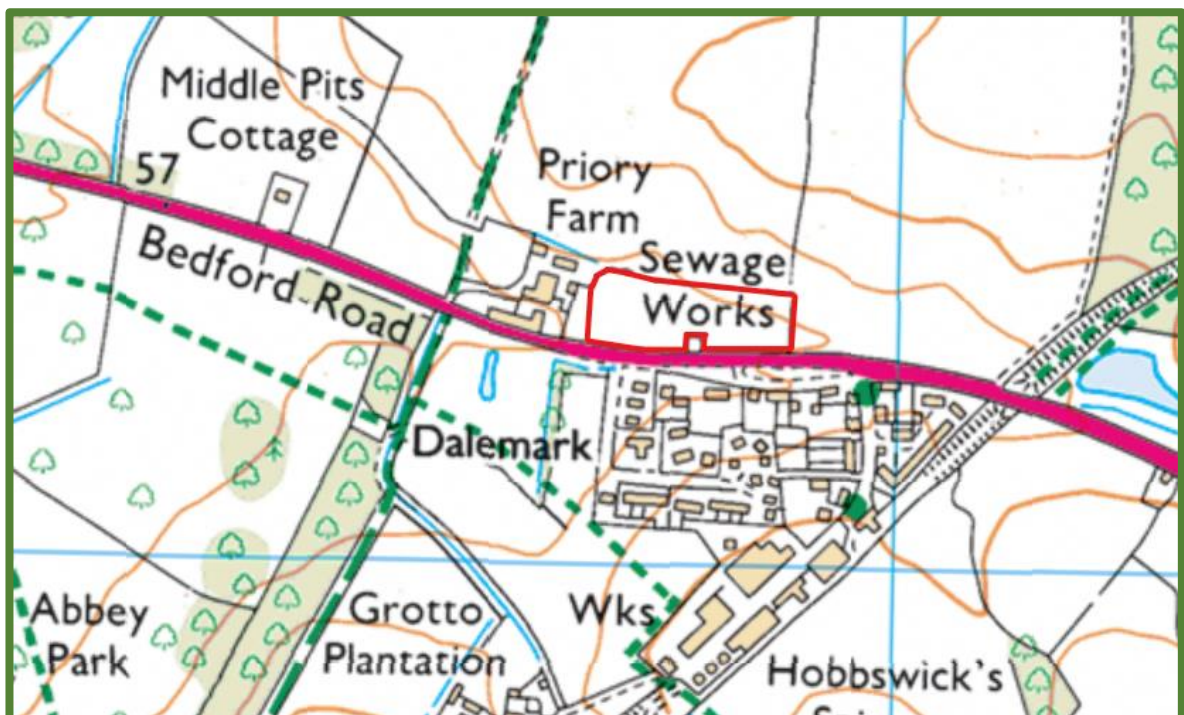


Figure 4: Site Location

- 3.2. The site falls outside of the Turvey Conservation Area as well as outside the Upper Great Ouse River Valley Designation. Grade II Listed Priory Farmhouse and adjoining Barn sits 50m to the west of the site separated by land retained by Priory Farm as amenity space.
- 3.3. The site sits well within the context of existing development, the A428 Bedford Road runs along the southern boundary of the site, existing development also fronts the site along the southern boundary.
- 3.4. The boundaries of the site to the north and south are well landscaped with a mixture of semi-mature trees and hedgerows, providing screening from existing development along Bedford Road and shielding long ranging views out towards Carlton to the North. This landscape buffer creates a defensible edge to the site.

- 3.5. The site currently offers little biodiversity interest with the existing hedgerows being dominated by hawthorn and blackthorn. It is intended that existing trees and hedgerows will be retained and enhanced around the perimeter of the site strengthening the site's boundaries, and the contained nature of the site. There is an existing oak tree adjacent to the western boundary which is an important feature, this tree will be protected as part of the proposals.

## Potential Constraints

- Flood Zone 1, low probability of flooding
- Residential and agricultural abutting land use
- Outside Turvey conservation area
- No heritage assets within the site boundary
- Grade II listed Priory Farm is 50m to the West
- Relatively flat topography
- No public rights of way cross the site

- 3.6. The site is currently in use as a paddock; an existing pumping station sits adjacent to the proposed site boundary shown filled in yellow on figure 5.



Figure 5: Existing pumping station on site

## 4. Planning History

- 4.1. There is currently a live application on the site, this is for an outline application with all matters reserved except access for a residential development of up to 30 dwellings including access off Bedford Road and associated Highways works to A428. The application is currently awaiting a decision.
- 4.2. Pre-application advice was sought prior to the application, and the following documents have been submitted in support of the application:
  - Design Access and Justification Statement
  - Landscape and Visual Assessment
  - Flood Risk Assessment
  - Archaeology Report
  - Arboricultural Report
  - Ecological Survey
  - Heritage Statement
  - Transport Assessment
  - Sequential Assessment



## 5. Surrounding Planning History

5.1. There are two sites with planning history that are of relevance to this application within Turvey, these are identified on the map below.



Figure 6: Planning history in the surrounding area

### Key:

- Green filled site: Land off Station Road, Turvey
- Red filled site: Land off Newton Lane, Turvey

5.2. In September 2011 permission was granted for a care retirement community at land off Station Road, Turvey, the development is for assisted living units and a continuing care retirement community providing in total 129 residential units. There would be an estimated 22 full time staff operating on the site at any one time. The applications of most relevance are:

- **10/02406/MAO** - Continuing care retirement community (C2 use class) comprising (i) full application for care home and comprehensive suite of supporting welfare and administrative facilities including 38 special care bedrooms, 30 close care units and 14 linked assisted living units and (ii) outline application for 64 assisted living residential units and associated open space (all matters reserved except for siting and access). Application Permitted September 2011.

- **19/01956/MAF** - Development of Continuing Care Retirement Community (Class C2) comprising of 62 assisted living units (Phase 2). Application Permitted subject to Planning Obligation 28th April 2020.
- **19/01019/M73** - Continuing care retirement community (C2 use Class) and a comprehensive suite of supporting welfare and administrative facilities. Application Permitted subject to Planning Obligation 28 April 2020.

5.3. Two applications have been submitted on Land off Newton Lane, Turvey, Historic England had concerns regarding the application on heritage grounds because of the erosion of the landscape setting of the conservation area which would be caused by the development, having a harmful impact on the setting of the Turvey Conservation Area and the setting of several listed buildings.

- **Land off Newton Lane, Turvey: 16/03688/MAO** - Outline planning application for up to 80 dwellings, with associated access, open space, parkland and drainage infrastructure. All matters reserved except access. Application refused 24<sup>th</sup> May 2017; appeal withdrawn.
- **Land off Newton Lane, Turvey: 17/03263/MAO** - Outline planning application for up to 80 dwellings, with associated access, open space, parkland and drainage infrastructure. All matters reserved except access. Application refused 2<sup>nd</sup> May 2018.

## 6. The Proposed Allocation

- 6.1. Optimis propose that this site is allocated for small scale residential development, commensurate to its context. The site is adjacent to the existing settlement of Station End, Turvey and the proposed access is located fronting onto the existing housing along the A428. The development of the site would provide a logical extension of the settlement in geographical terms as well as physical terms due to the contained nature of the site.
- 6.2. The proposed indicative layout (appendix 2) illustrates that the site is capable of delivering up to 30 dwellings, including the provision of 9 affordable units.
- 6.3. Several measures are proposed to create a more pedestrianised environment, the proposal includes an additional pedestrian footway on the northern side of Bedford Road and provides a toucan crossing to increase safety and accessibility to the existing settlement. A speed reduction plan is proposed, reducing the speed limit and creating a safer environment.
- 6.4. The proposals include a range of house types and designs as shown in the indicative layout (Appendix 2). A mix of 2, 3- and 4-bedroom dwellings in semi-detached and detached forms will be included consisting of two storey properties and bungalows. At a minimum, a 30% policy compliant amount of affordable housing will be well integrated to the development to provide a good mix of much needed new affordable homes.
- 6.5. The scheme is being prompted by a SME developer with a proven record of delivering high design standards, and quality homes, the scheme will look to promote local distinctiveness helping to define and reinforce the character of Station End. The character of Station Road is going to change significantly with regards to the approval of a care and retirement community, boosting the local population significantly. There will be an associated significant demand for local housing opportunities for staff and resident's families, that this site could facilitate.



Figure 7: Proposed Indicative Layout

- 6.6. It is envisaged that the existing character of the properties will be drawn upon and local materials will be used to ensure the properties reflect the local vernacular, enriching and enhancing the local area. The site offers the opportunity to aid the creation of an identity for the Station End, Turvey as is found within the main part of the settlement. The proposals will contribute positively to the character of Station End. The modest development will help maintain the social and economic viability of Station End, Turvey but also to retain the prevailing built form character.

### Access

- 6.7. The existing access into the site is via Priory Farm, located to the west of the site, via the farmyard.
- 6.8. A new access is proposed into the site directly off the A428 on the southern boundary of the site as indicated by the star on figure 7. The access is offset from the existing Station Road and will include a new footway. The new proposed access is shown on the indicative layout (appendix 2).
- 6.9. The primary road into the development will be a 6m wide road, reducing to 4.8m secondary roads with 2.0m footways or verges.

- 6.10. The proposal also includes a speed reduction plan (appendix 3). The speed along the A428 will be reduced from 40mph to 30mph along Station End. Average speed cameras will be used to enforce the new road speeds with a Toucan crossing created to link the new development with the existing development to the south.



Figure 7: Proposed Location of New Access

## Biodiversity Net Gain

- 6.11. The proposed development will seek to provide a net gain by improving biodiversity as well as enhanced connectivity using existing hedgerows. Existing hedgerows will be retained and enhanced by planting gaps with native hedgerow shrubs. New native mixed hedgerow and trees will be planted along the eastern and western boundaries to improve species diversity.
- 6.12. Planting will take place within the housing using berry bearing species and shrub species, with flowering mixed lawns sown in open spaces. Holes could be provided in boundary features to maintain routes for hedgehogs and bird nesting opportunities could be incorporated into the dwellings

## Wellbeing and Social Inclusion

- 6.13. The proposed development would be able to deliver a range of benefits for the local community. These could include:
- Improve speed management along this section of the A428 (Appendix 3)
  - Contribution to community facilities
  - Provision of upgraded bus facilities
  - The provision of affordable housing
  - The provision of Bungalows

### **Availability and Deliverability**

- 6.14. The site is considered suitable, deliverable, and available, a developer has already submitted an Outline planning application and is looking to promote this site as a suitable allocation for inclusion within the Bedford Local Plan.
- 6.15. The site relates well to existing development within Station End, does not impact the Turvey conservation area, and gives the opportunity for Station End to build its own identity. The site is in close proximity to the settlement centre with bus links to local settlements and offers the opportunity to improve speed management along the A428. Once allocated within the emerging Local Plan, which is predicted to be adopted in 2023, Optimis envisage that this site will be delivered by 2024.

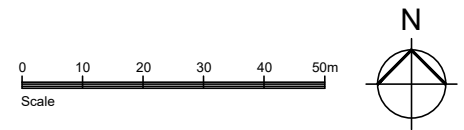
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## 7. Conclusion

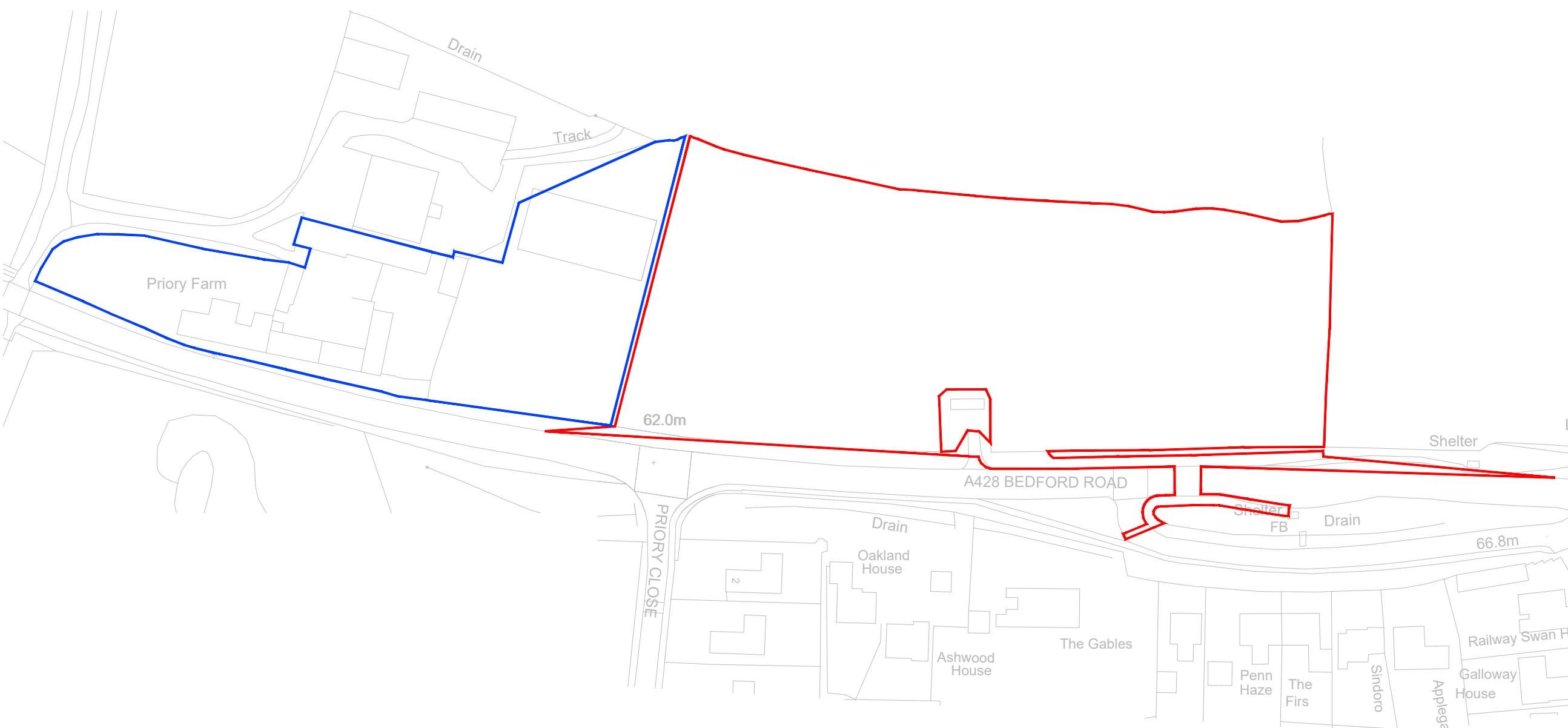
- 7.1. Residential redevelopment of this site will form a natural and logical expansion to Station Road, Turvey on a small-scale, commensurate with the existing population. There will be an increased demand in this area for market and affordable housing as the care community grows, the plan review needs to be forward thinking in meeting this demand.
- 7.2. This site is in a sustainable location with no known constraints and is capable of delivering a residential led development of up to 30 dwellings, alongside numerous benefits to the local community. Optimis believe that this site should be allocated within the Bedford Borough Local Plan review.

**NOTES:**

**NOTE: NO DIMENSIONS TO BE SCALED FOR CONSTRUCTION. DRAWINGS MAY BE SCALED FOR PLANNING PURPOSES ONLY. ALL DIMENSIONS TO BE CHECKED ON SITE. COPYRIGHT RESERVED.**



- Application Red Line Boundary
- Blue Line Boundary in Applicants Ownership



B	WJY	20.12.19	Red line adjusted.
A	WJY	20.12.19	Red line adjusted.
REV:	BY:	DATE:	DETAILS:



*architecture*  
*planning*  
*project management*  
*interior design*  
*graphics*

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PROJECT:  
**Land Off Bedford Road, Priory Farm Turvey**

DRAWING TITLE:  
**Location Plan**

SCALE: 1:1250@A3      DATE: Dec 2019      BY: WJY

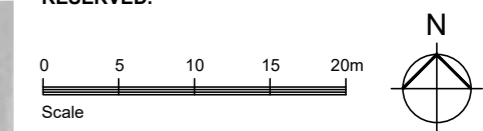
ISSUE STATUS:  
DESIGN  B of Q  CONSTRUCTION  RECORD

DRAWING NO: 18041 (D) 001      REVISION: B



**NOTES:**

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**Indicative Schedule of Accommodation**

- 1no - 2 bedroom bungalow
- 1no - 3 bedroom bungalow
- 8no - 2 bedroom houses (terraced)
- 4no - 3 bedroom houses (terraced)
- 11no - 3 bedroom houses
- 5no - 4 bedroom houses

30 units in total

**Affordable Units:**

- Rent: Plots 1, 2, 3, 4, 5 and 8.
- Shared Ownership 6, 7 and 11.



A WJY 20.12.19 Notes Updated

REV: | BY: | DATE: | DETAILS:

*architecture*  
*planning*  
*project management*  
*interior design*  
*graphics*

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 t:01234 241758 e:proactive@colesarchitects.co.uk

PROJECT:  
 Land Off Bedford Road, Priory Farm  
 Turvey

DRAWING TITLE:  
 Proposed Indicative Coloured Layout

SCALE: ~1:500 (A2) DATE: Dec 2019 BY: WJY

ISSUE STATUS:  
 DESIGN  B of Q  CONSTRUCTION  RECORD

CHECKED BY: DATE:

DRAWING NO: 18041 (D) 003 REVISION: A



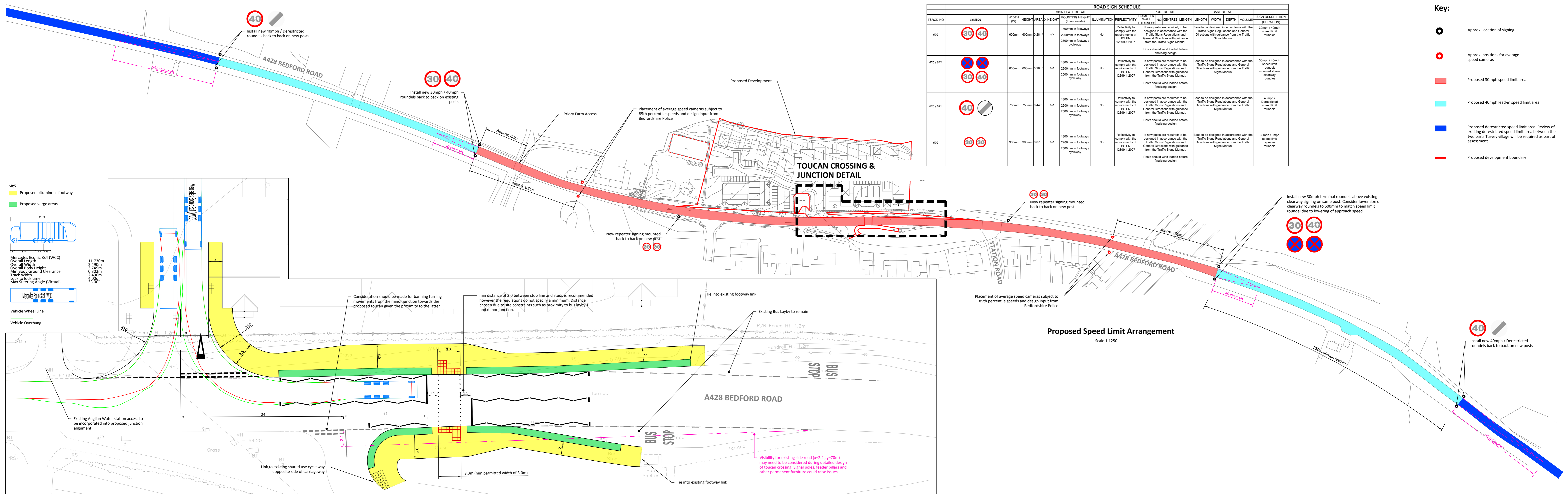
**Existing Speed Limit Arrangement**  
Scale - 1:1250

**General Notes**

- All dimensions are in metres unless otherwise stated.
- This drawing is to be read in conjunction with all relevant Engineer's and Architect's drawings, Specifications, Reports and Engineering Details.
- Do not scale from this drawing.

**Key:**

- Approx. location of signing
- Existing derestricted speed limit area
- Existing 40mph speed limit area
- Proposed development boundary

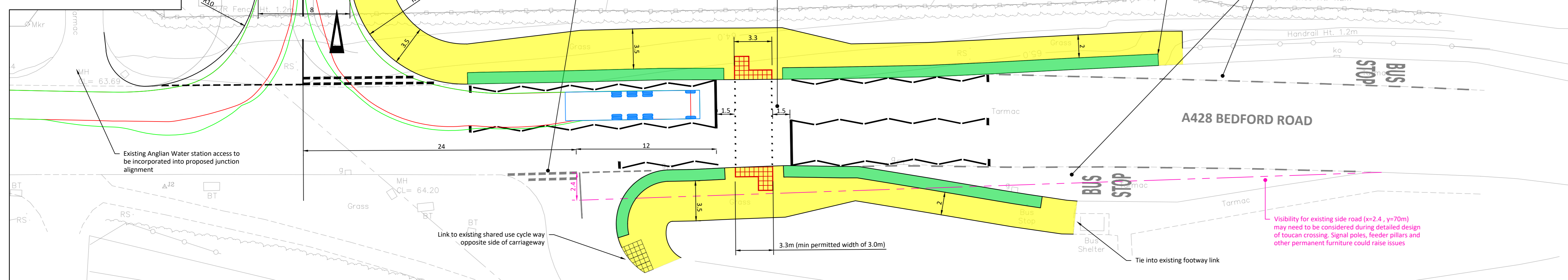
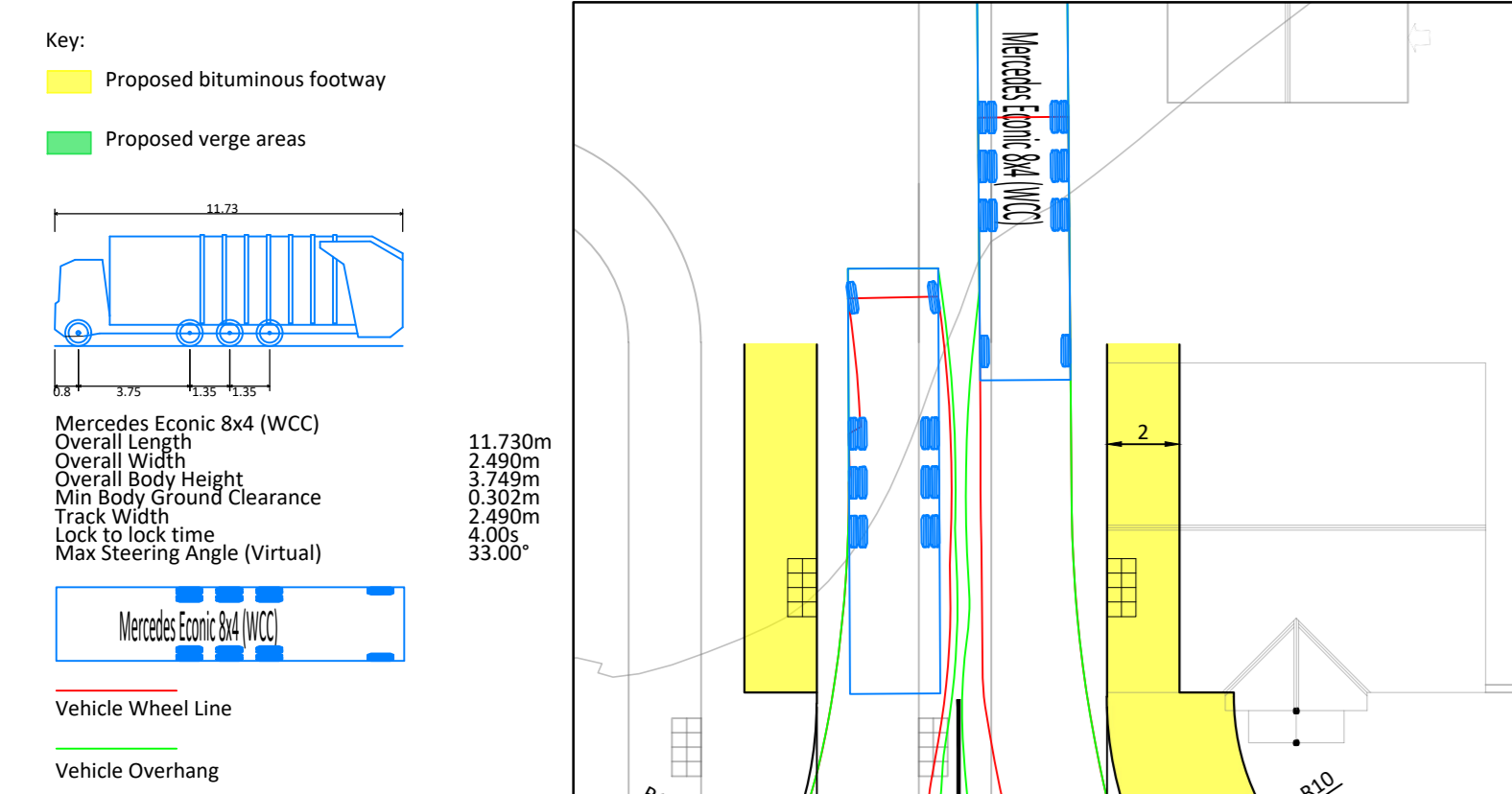


**Proposed Speed Limit Arrangement**  
Scale 1:1250

**Key:**

- Approx. location of signing
- Approx. positions for average speed cameras
- Proposed 30mph speed limit area
- Proposed 40mph lead in speed limit area
- Proposed derestricted speed limit area. Review of existing derestricted speed limit area between the two parts Turvey village will be required as part of assessment.
- Proposed development boundary

TSRD NO	SYMBOL	SIGN PLATE DETAIL				ILLUMINATION	SELECTIVITY	POST DETAIL			BASE DETAIL			SIGN DESCRIPTION (EXPLANATION)
		WIDTH (W)	HEIGHT (H)	AREA (A)	MOUNTING HEIGHT (H <sub>M</sub> ) UNLESS STATED OTHERWISE			POST TYPE	POST HEIGHT (H <sub>P</sub> )	POST LENGTH (L)	LENGTH	WIDTH	DEPTH	
670	30 40	600mm	600mm	0.29m <sup>2</sup>	1500mm in footways 2000mm in footways / cycleway	No	Reflectivity to comply with the requirements of BS EN 12899-1:2007	If new posts are required to be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual. Posts should be installed before final design.	Should be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual.	Should be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual.	Should be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual.	Should be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual.	30mph / 40mph speed limit roundels	
670/642	30 40	600mm	600mm	0.29m <sup>2</sup>	1500mm in footways 2000mm in footways / cycleway	No	Reflectivity to comply with the requirements of BS EN 12899-1:2007	If new posts are required to be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual. Posts should be installed before final design.	Should be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual.	Should be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual.	Should be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual.	Should be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual.	30mph / 40mph speed limit roundels mounted above roadway roundels	
670/671	40	750mm	750mm	0.46m <sup>2</sup>	1500mm in footways 2000mm in footways / cycleway	No	Reflectivity to comply with the requirements of BS EN 12899-1:2007	If new posts are required to be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual. Posts should be installed before final design.	Should be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual.	Should be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual.	Should be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual.	Should be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual.	40mph / Derestricted speed limit roundels	
670	30 30	500mm	500mm	0.17m <sup>2</sup>	1500mm in footways 2000mm in footways / cycleway	No	Reflectivity to comply with the requirements of BS EN 12899-1:2007	If new posts are required to be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual. Posts should be installed before final design.	Should be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual.	Should be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual.	Should be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual.	Should be designed in accordance with the Traffic Signs Regulations and General Directions with guidance from the Traffic Signs Manual.	30mph / 30mph speed limit roundels	



**Proposed Toucan Crossing Arrangement**  
Scale - 1:200

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E: mail@jppuk.net  
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- Infrastructure Design
- Structural Engineering
- Planning Services
- Geotechnical & Environmental
- Surveying
- Professional Advice

Rev: [ ] Description: [ ]

Drawn By: [ ] OR [ ]

Chkd By: [ ] IMG

Scale @ A0: [ ] H/Shown

Date: [ ] May 2020

Status: [ ] FOR PLANNING

Project No.: [ ] 11351R Drawing No: [ ] TA12

Client: High Street Homes & Mr and Mrs Nicholl

Project: Proposed Residential Development, land adjacent to Priory Farm Bedford Road, Turvey

Title: Proposed Speed Limit Reduction Plan

By: ANO Checked: ANO dds:mm:yyyy