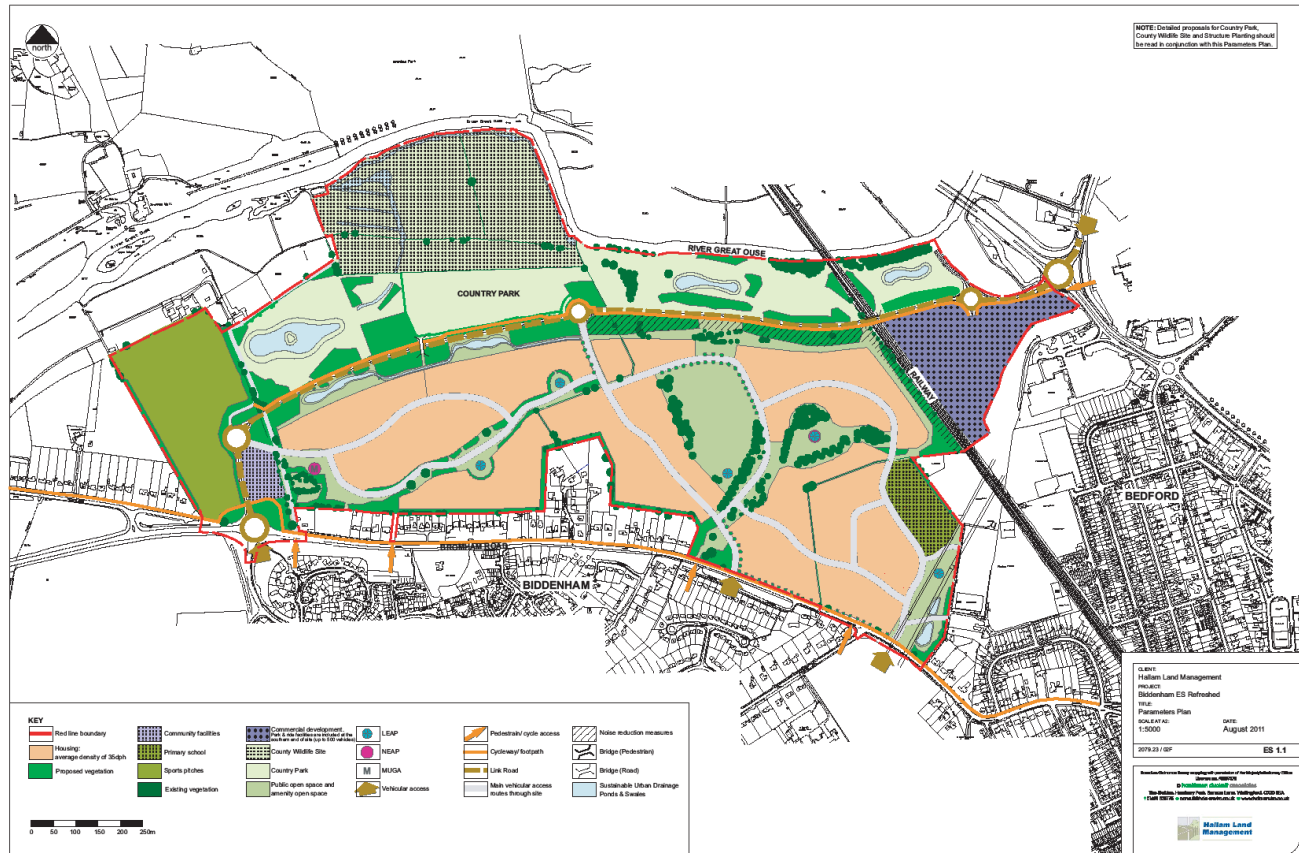


## Strategic Transport Role of A428-A6 Link



# Strategic Development Role of A428-A6 Link



Appraisal Summary Table									
Name of scheme:		Bedford Western Bypass - Northern Section		Date produced:		20		2013	
Description of scheme:		A 2.2km link road to the north of Bedford, providing access to residential and employment land and forming the final link of a route to allow through traffic to bypass Bedford town centre							
Impacts		Summary of key impacts		Assessment		Monetary £(NPV)		Distributinal 7-pt scale/ vulnerable grp	
Economy	Business users & transport providers	Scheme saves significant time by providing new route into and around Bedford avoiding congested areas	Value of journey time changes(£)		Beneficial	43,407,000	Neutral		
			Net journey time changes (£)						
			0 to 2min	2 to 5min					> 5min
			19,267,000	14,085,000	10,055,000				
	Reliability impact on Business users	Positive impact in congested urban area, with more reliable journey times and improved network resilience	No assessment made		Beneficial				
	Regeneration	No specific regeneration areas affected	No assessment made		Neutral				
	Wider Impacts	Will enable residential and employment development	No assessment made		Beneficial				
	Noise	Mixed, but more beneficial than adverse impacts	No assessment made		Slight beneficial		Neutral		
	Air Quality	No significant adverse impact, beneficial impact at specific locations			Slight beneficial		Neutral		
Environmental	Greenhouse gases	Slight increase due to longer route	-3143		Slight adverse	-546,000			
			Change in non-traded carbon over 60y (CO2e)						
			Change in traded carbon over 60y (CO2e)						
	Landscape	Road fits with current landscape, does not run through open and overlooked land. Will not be visible from any current publicly accessible location			Neutral				
	Townscape	Road is in rural area and has no visual impact on existing urban area			Neutral				
	Heritage of Historic resources	Road is on disused agricultural land. Archaeology is of local interest only.	1 listed building indirectly affected in setting		Slight adverse				
	Biodiversity	Scheme will enable development of country park with increases in conservation value			Slight beneficial				
Social	Water Environment	Road avoids and protects flood plain. Runoff is controlled.			Neutral		Neutral		
	Commuting and Other users	Scheme saves significant time by providing new route into and around Bedford avoiding congested areas. Relieves traffic on busy pedestrian and cycling route (2000 NMU movements per day, including over 200 child cyclists)	Value of journey time changes(£)		Beneficial	44,540,000	Neutral		
			Net journey time changes (£)						
			0 to 2min	2 to 5min					> 5min
			16,641,000	13,744,000	14,155,000				
	Reliability impact on Commuting and Other users	No significant impact in congested urban area, general improvement in network reliability			Beneficial				
	Physical activity	The road includes a cycle track. By removing traffic from the currently congested corridor, walking and cycling on that route will be encouraged	Very small change in cycling numbers as result of the road itself		Neutral				
	Journey quality	New high quality road, less congestion. Improved route clarity for longer distance traffic.	12 hour flows of around 19,000 vehicles		Large Benefit				
	Accidents	Road reduces accidents on surrounding network. Net saving of around 1.5 accidents per year on average based on opening year flows	Accident benefits calculated to be £6.6m over 60 years		Beneficial	£6,600,000	Neutral		
	Security	Road is well designed with no laybys. Decreased risk of crime (due to higher speeds) offset by remote location.			Neutral		Neutral		
	Access to services	No changes to accessibility as part of scheme			Neutral		Neutral		
	Affordability	No significant impact on affordability			Neutral		Neutral		
	Severance	No impact on community severance. No rights of way affected.			Neutral		Neutral		
	Option values	No changes to mode choice			Neutral				
Public Accounts	Cost to Broad Transport Budget	Scheme has modest cost, offset by time savings				14,318,000			
	Indirect Tax Revenues	Scheme increases tax revenues				1,578,000			

Boundary	Dir	Obs.	Post	Obs - Mod	% Diff.	GEH	DMRB	
							Flow	GEH
River Screenline	NB	4,282	4,347	65	2%	1	✓	✓
	SB	4,027	4,172	146	4%	2	✓	✓
NS Screenline	EB	8,129	7,847	-283	-3%	3	✓	✓
	WB	7,243	7,230	-13	0%	0	✓	✓
Number of Screenlines complying with DMRB							4 / 4	4 / 4
Percentage of screenlines complying with DMRB							100%	100%
Percentage of individual links complying with DMRB							90%	90%



Future year forecasts have been prepared for the 2021 and 2031 years. These use local predictions of development sites and timing, with Temprow growth totals used at the Borough level to ensure consistency to national expectations.

The model LMVR and Forecasting Report are included as appendices on the CD version of the bid submission. They are also available on request to Bedford Borough Council.

#### *Scheme traffic impacts overview*

The table below shows data from the journey time data used to develop the Bedford Traffic Model. For each direction, the journey time approaching the junction and in the reverse direction is shown for both the AM and PM periods, allowing the calculation of the implied extent of delay at the junction.

	AM			PM		
	Approach	Reverse	Delay	Approach	Reverse	Delay
Eastbound	12:45	04:11	08:34	04:11	03:57	00:14
Southbound*	04:49	02:43	02:07	05:34	04:37	00:57
Westbound	05:02	03:42	01:21	06:19	03:32	02:47
Northbound*	07:22	05:19	02:03	10:05	07:23	02:41

Current observed traffic delay per vehicle approaching Double Mini Roundabout junction, in minutes:seconds. Note that for the northbound and southbound directions, the downstream junction for the reverse direction also suffers from congestion, which will reduce the calculated level of delay at the Double Mini Roundabout junction.

This analysis shows that the delay is highest in the AM peak period, where it reaches over 8 minutes on the eastbound approach. The scheme will provide an alternative route in to and out of Bedford allowing traffic to avoid this congested junction.

The table below shows, for each modelled hour in 2021, the traffic flow on Bromham Road and the scheme both with and without the scheme. This shows that the scheme will relieve Bromham Road to a significant effect, removing more than 50% of traffic from Bromham Road in the interpeak and PM peak hours. The scheme also introduces additional traffic into the corridor, accounting for up to 40% of flow on the scheme in the AM peak. This additional traffic using the corridor is diverting from other, less suitable, routes in to Bedford and so reducing congestion elsewhere in the town.

<b>AM peak hour</b>	<b>Without</b>	<b>With</b>
Bromham Road	2593	1462
Bypass		1888
<b>Total</b>	<b>2593</b>	<b>3350</b>
: Diverted		1131
: Additional		757

<b>Interpeak hour</b>	<b>Without</b>	<b>With</b>
Bromham Road	1577	673
Bypass		1269
<b>Total</b>	<b>1577</b>	<b>1942</b>
: Diverted		904
: Additional		365

<b>PM peak hour</b>	<b>Without</b>	<b>With</b>
Bromham Road	2944	1241
Bypass		2192
<b>Total</b>	<b>2944</b>	<b>3433</b>
: Diverted		1703
: Additional		489

### *Economics*

An economic analysis was carried out using TUBA in order to provide the level of detail required for the Appraisal Summary Table. This used outputs from the traffic model as the source of journey time and travel distance data for the analysis. The purpose of the TUBA analysis was to give an indication of the scale of benefits provided by the scheme. Not all construction-related inputs are finalised, which would have a small effect on the final TUBA output, but not the level of benefits achieved by the scheme.

For the purposes of the economic analysis, a proxy-interpeak model was created. This took the AM and PM peak matrices and factored them to an average interpeak hour, using ATC data from across Bedford. A sample of validation sites, using independent data, were chosen in the vicinity of the proposed scheme. The validation was acceptable, with all sites having a GEH of less than 10, and many having GEH less than 5.

The expansion factors used for the economic analysis were:

AM peak	0730-0830	250	(5 working days, 50 weeks)
PM peak	1700-1800	250	(5 working days, 50 weeks)
Interpeak	1000-1600(avg)	1500	(5 days, 6 hours, 50 weeks)

Shoulder peaks, overnight and weekends are excluded from the TUBA analysis.

For the purpose of the TUBA analysis, a scheme cost of £16million was assumed, with a £2m allowance for maintenance. These were identified at “WC (Works Commitment)” stage. This includes a contingency sum, but no explicit allowance was made for optimism bias in the scheme costs.

The TUBA analysis showed that the scheme has discounted monetised benefits of £86.707million over 60 years, with discounted monetised costs of £14.317million, giving a BCR of 6.05.

### *Alternative analysis*

An alternative, spreadsheet-based, analysis was also undertaken. This was a link-based analysis using a subset of links in the model, identified as those which were most affected by the scheme. This produced the following results

Time benefits:	£61.304million
Accident benefits:	£6.576million
Costs:	£16.654million
BCR:	4.08

In this case, the costs were calculated as follows:

£16m scheme cost with 15% optimism bias (total £18.4m)  
£34,000 annual maintenance cost over 60 years

Both costs were discounted to a 2010 base year, without any adjustment for RPI.

Although this analysis has lower benefits and higher costs, the BCR is still significantly high. As a sensitivity test, using the benefits calculated by TUBA and the costs as used in the spreadsheet analysis gives a BCR of 5.2.

All economic analyses undertaken for this project show a significantly positive BCR, in the “very high value for money” category. It is unlikely that any further analyses with greater accuracy of costs or robustness of benefit calculations would significantly affect this outcome.

The above economic analyses are based on the assumption that the full cost of the scheme is met from the public purse. The BCR would increase further should part of the cost be met by the private sector.

### *Scheme Impacts Proforma*

The diagrams below (P1 to P3) show the impact (in terms of percentage change in vehicle flows) that the scheme will have. This shows that the scheme will have a reasonably wide reach particularly to the west of the scheme, consistent with the scheme opening a new route into Bedford for traffic from the west.

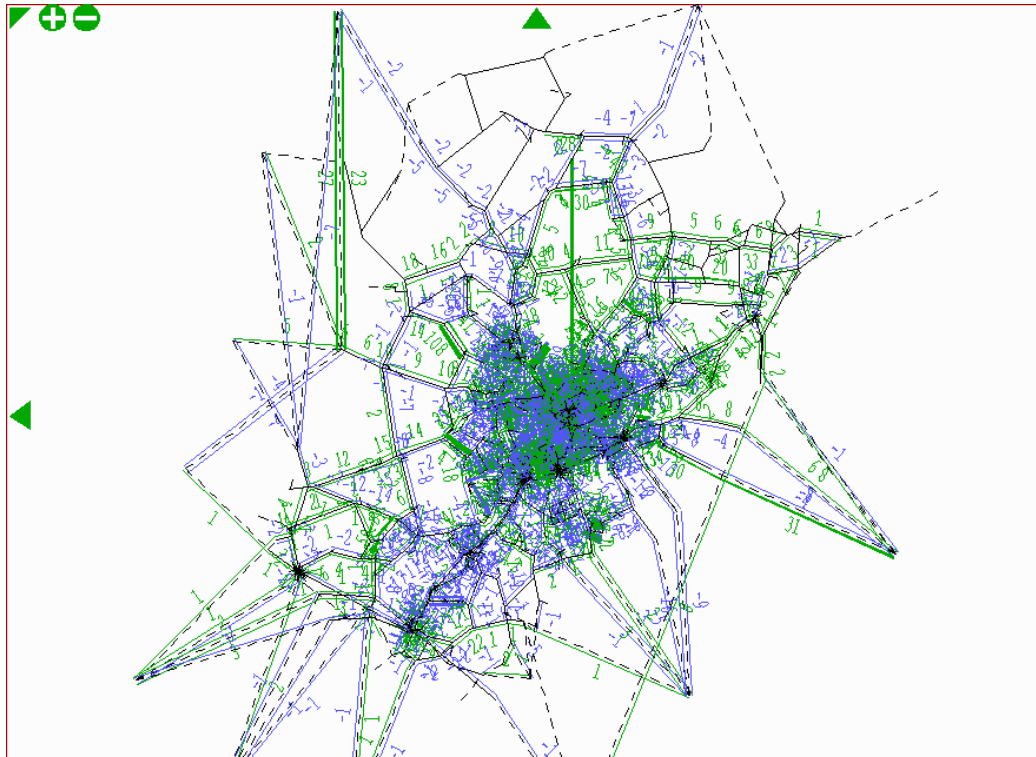


Diagram P1 : Model area scheme impacts, % change in flow (AM peak)

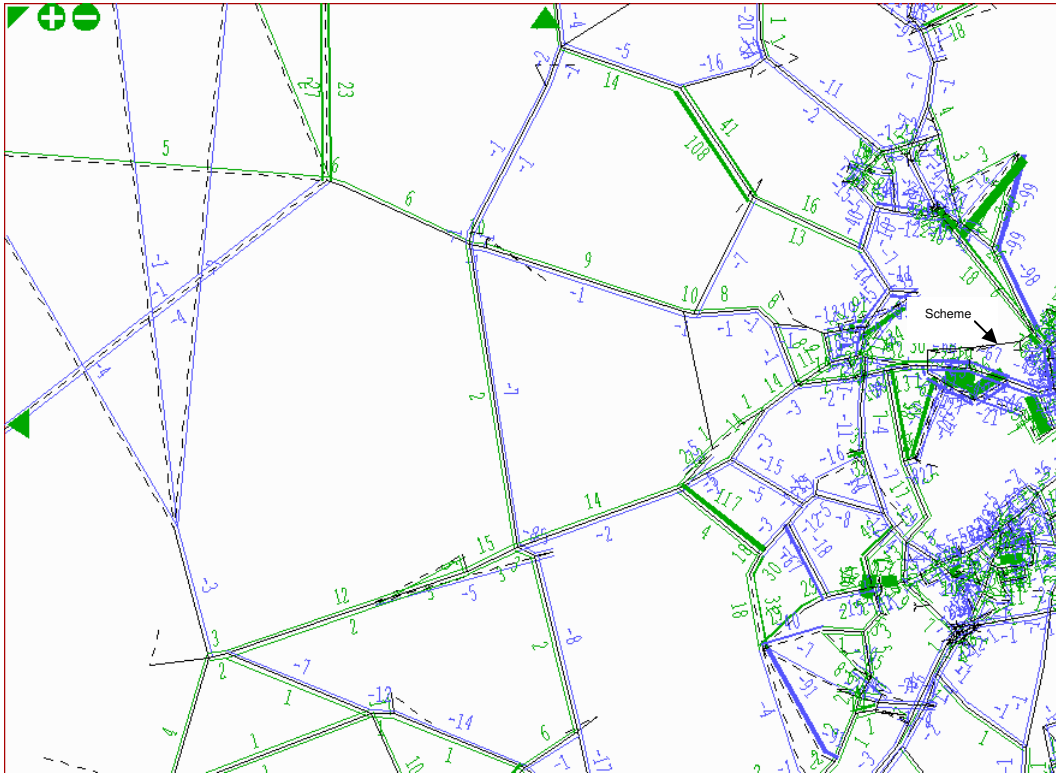


Diagram P2 : Scheme impacts to the west of Bedford, % flow change (AM peak)

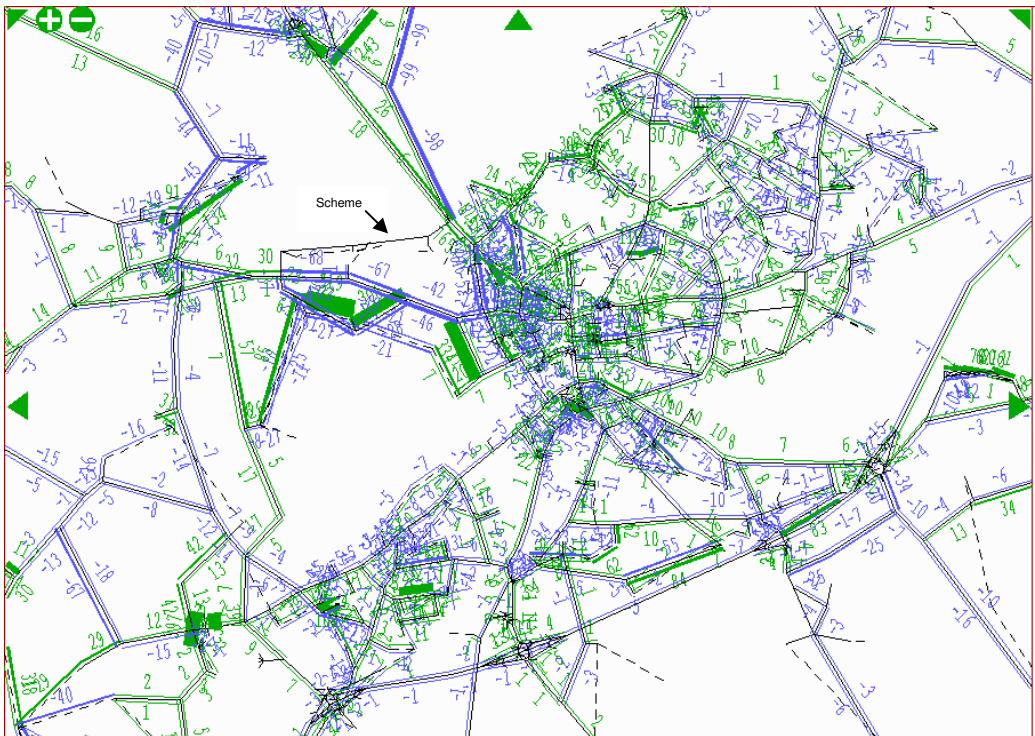


Diagram P3 : scheme impacts, Bedford urban area, % flow change (AM peak)

The Scheme Impact Proforma has been completed using a selection of links, as shown in diagram P4. These are the links most affected by the scheme, excluding some short links affected by localised changes to routing to zone centroids. Vehicle hours, vehicle distance and vehicle delays are summed across these links from model output. Vehicle flows affected by the scheme are taken from representative links, as highlighted in diagram P5. These links were chosen to give an indication of the vehicle flows involved with minimal double counting. The links chosen also avoid areas where changes to zone access routing results in localised changes to flows on short links. This methodology does not count all routes through the area and therefore may exclude some vehicles.

Note that the A428/A422 route is included for completeness. There is no appreciable diversion onto or away from this route as a result of this scheme.

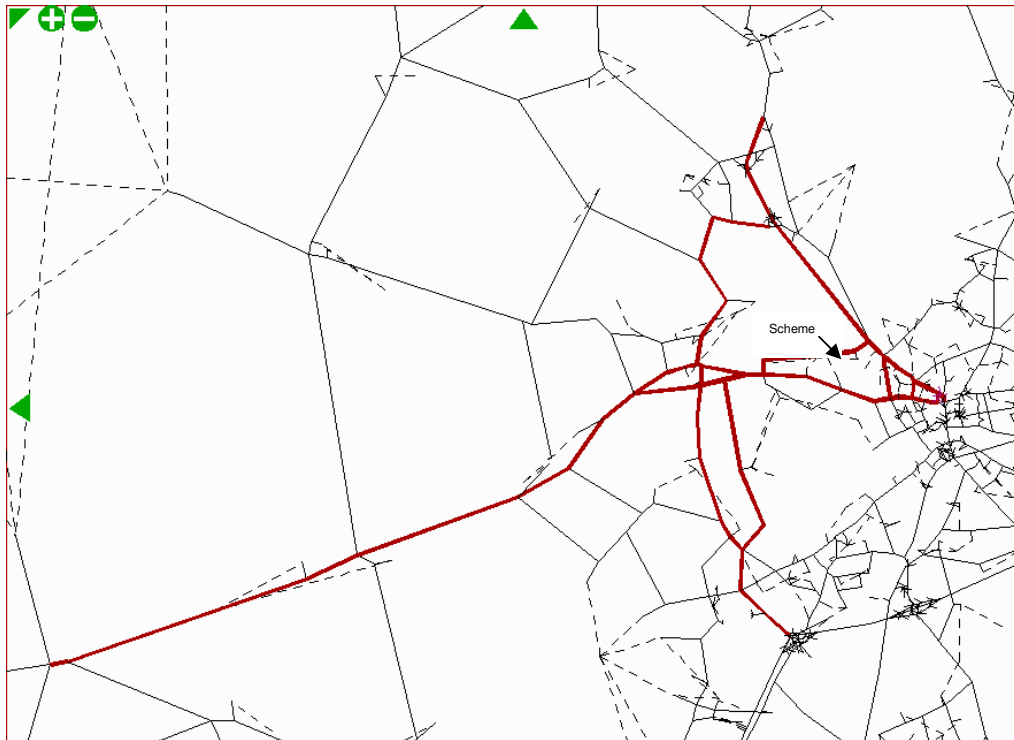


Diagram P4 : Subset of links for Proforma data



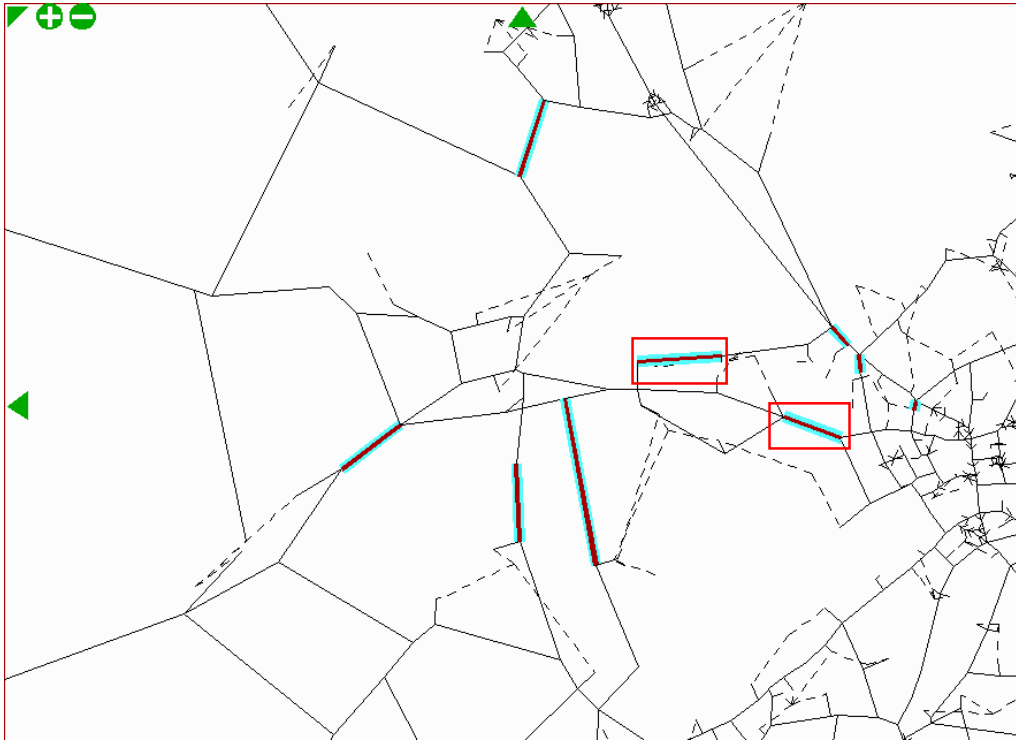


Diagram P5: Links used for flow totals

For reference the flows on the two links in the affected corridor (the proposed scheme and the parallel Bromham Road, surrounded by red boxes in diagram P5) are as follows.

	Without Scheme	With Scheme
AM Peak hour	2593	3350
Average Interpeak Hour	1577	1942
PM Peak hour	2944	3433

### *Overnight and weekends*

To calculate information for night-time and weekends, data was taken from a permanent ATC on the A428 Bromham Bypass, near to the scheme. Data was collected over a six week period. The average interpeak hourly flow was compared to the flow for each of the weekday overnight, Saturday and Sunday periods. Conversion factors were calculated as appropriate.

As the conversion factors are based on traffic flows, it can be assumed that the calculated flow values are indicative. Vehicle kilometres travelled will also be indicative assuming that overnight and weekend journeys through the area are not significantly different to weekday interpeak travel.

Vehicle hours, both total and delays, are however less suited to this expansion methodology. Delays are caused by congestion which is related to capacity. The level of congestion and delays does not scale proportionally with traffic flow. Therefore, it is likely that the calculated traffic delays and consequently vehicle hours may not be accurate. However, the accuracy of the calculations has been maximised by using the interpeak model results, which are most likely to represent the overnight and weekend traffic conditions.

### *Vehicle type and purpose splits*

A series of RSI surveys were undertaken in 2008, with further surveys in 2011. The data from these surveys has been analysed to provide the additional information required in the proforma for vehicle and purpose splits.

As this is baseline data, no forecasts have been made for changes in the future. However, it is not anticipated that the scheme itself will have any appreciable impact on vehicle or purpose splits.

Scheme Impact Pro Forma for Small Project Bids

Scheme type	Scenarios	Time period	Key inputs or performance indicators required for DM and DS scenarios by time period	Supporting information (e.g. maps, technical note)	Additional information (optional) for DM and DS scenarios by time period
Congestion relief road schemes					
e.g. improvements to existing highway	Do-Minimum and Do-Something	Weekday: AM peak hour, average interpeak, PM peak hour, 3-hr AM and PM peak period conversion factors based on local highway and PT data	Number of highway trips (vehicles) affected	Assessment year for the scheme Traffic data, modelling assumptions, model validation of key area, cordon location map, traffic impact analysis showing the effect of proposed scheme within affected area	Vehicle trip purpose proportion
			Total vehicle travelled time (veh-hrs)	Observed and modelled traffic flow, queue and delay on key links/junctions	Vehicle proportion (Car, LGV, OGV1 &2, PSV)
			Total vehicle travelled distance (veh-km)	Average observed and modelled journey time and speed for vehicles passing through each key	Average speed for car, LGV, HGV & PSV
			Total network delays (veh-hrs)		
Congestion relief through public transport, demand management measures and others					
e.g. public transport, alternatives to travel, sustainable measures	Do-Minimum and Do-Something	Weekday: AM peak hour, average interpeak, PM peak hour, 3-hr AM and PM peak period conversion factors based on local highway and PT data	Number of highway trips (vehicles) affected	Assessment year for the scheme Traffic data, modelling assumptions, model validation of key area, cordon location map, traffic impact analysis showing the effect of proposed scheme within affected area	Vehicle trip purpose proportion
			Total vehicle travelled time (veh-hrs)	Observed and modelled traffic flow, queue and delay on key links/junctions	Vehicle proportion (Car, LGV, OGV1 &2, PSV)
			Total vehicle travelled distance (veh-km)	Average observed and modelled journey time and speed for vehicles passing through each key	Average speed for car, LGV, HGV & PSV
			Number of PT passenger trips on affected routes		PT trip purpose proportion
			Bus journey time on affected routes		
			Total PT travelled time (passenger-hrs)		
			Total PT travelled distance (passenger-km)		
			Number of walking and cycling trips		
			Mode share (number and percentage of trips) in affected area		
Access to development sites					
e.g. improvements to existing highway	Do-Minimum Do-Something (no change in trips to/from development) Do-Something (including increases in trips to/from development)	Weekday: AM peak hour, average interpeak, PM peak hour, 3-hr AM and PM peak period conversion factors based on local highway and PT data. Weekend peak hours would be required for large retail development.		Current use and details of the site, vehicle trip generation and attraction	
				Development details (type, size, phases, year) to be unlocked by the improvements	
				Person trip generation and attraction to the development	
				Projected modal split Vehicle trip generation and attraction to the development	
e.g. link roads from highway to site	Do-Minimum Do-Something (including increases in trips to/from development)		Number of highway trips (vehicles) affected	Assessment year for the scheme Traffic data, modelling assumptions, model validation of key area, cordon location map, traffic impact analysis showing the effect of proposed scheme within affected area	Vehicle trip purpose proportion
			Total vehicle travelled time (veh-hrs)	Observed and modelled traffic flow, queue and delay on key links/junctions	Vehicle proportion (Car, LGV, OGV1 &2, PSV)
			Total vehicle travelled distance (veh-km)	Average observed and modelled journey time and speed for vehicles passing through each key	Average speed for car, LGV, HGV & PSV
			Total network delays (veh-hrs)		
Structural maintenance					
e.g. highways, bridges	Do-Minimum and Do-Something	Weekday: AM peak hour, average interpeak, PM peak hour, 3-hr AM and PM peak period conversion factors based on local highway and PT data	Number of highway trips (vehicles) affected	Assessment year for the scheme Traffic data, modelling assumptions, model validation of key area, cordon location map, traffic impact analysis showing the effect of proposed scheme within affected area	Vehicle trip purpose proportion
			Total vehicle travelled time (veh-hrs)	Observed and modelled traffic flow, queue and delay on key links/junctions	Vehicle proportion (Car, LGV, OGV1 &2, PSV)
			Total vehicle travelled distance (veh-km)	Average observed and modelled journey time and speed for vehicles passing through each key	Average speed for car, LGV, HGV & PSV
			Total network delays (veh-hrs)	Type and duration of traffic management during construction	
e.g. highways, bridges	Do-Something during construction	Weekday: AM peak hour, average interpeak, PM peak hour, 3-hr AM and PM peak period conversion factors based on local highway and PT data	Total vehicle travelled time (veh-hrs) during construction		
			Total vehicle travelled distance (veh-km) during construction		
			Total network delays (veh-hrs) during construction (if QUADRO is used)		
			Total vehicle travelled time (veh-hrs) during maintenance	Frequency of maintenance per year	
e.g. highways, bridges	Do-Minimum and Do-Something during maintenance		Total vehicle travelled distance (veh-km) during maintenance	Type and duration of traffic management for maintenance	
			Total network delays (veh-hrs) during maintenance		
			Cost of delay during maintenance (if QUADRO is used)		

Note:

- (1) A base or forecast year model could be used for the assessment of the scheme. This depends on the age of base year model and the availability of a forecast year model for the scheme opening year.
- (2) Highway and PT trip demand, travelled time and distance matrices should be obtained from the Area of Influence (which may be a set of selected links or cordoned network). Matrix calculation is required by multiplying OD trip demand matrix and time/distance matrix in order to calculate the highway and PT total travelled time/distance. The PT time matrix should include generalised cost components (in-vehicle time, waiting time etc.)
- (3) Public transport modes (bus/BRT, rail) should be presented separately.

Scheme Impact Pro Forma for Small Project Bids

Scenario	Input Data / Key Performance Indicators	Unit	AM Peak Hr Weekday	PM Peak Hr Weekday	Inter-Peak Hr Weekday	Nights 19:00-07:00	Sat 07:00-19:00	Sun 07:00-19:00
Do-Minimum	Number of highway trips affected	vehicles	13,519	14,518	8,575	31,299	97,412	78,847
	Total vehicle travelled time	vehicle-hours	1,023	1,065	621	2,267	7,055	5,710
	Total vehicle travelled distance	vehicle-km	62,842	65,495	38,245	139,594	434,463	351,663
	Total network delays	vehicle-hours	534	425	90	329	1,022	828
	Highway peak period conversion factor	-			1.00	3.65	11.36	9.20
	Number of PT passenger trips on affected routes	passenger trips						
	Bus journey time on affected routes	minutes						
	Total PT travelled time	passenger-hrs						
	Total PT travelled distance	passenger-km						
	PT peak period conversion factor	-						
	Number of walking and cycling trips	person trips						
	Mode share in affected area							
	- Walking and cycling	person trips						
	- Bus/BRT	person trips						
	- Rail	person trips						
	- Car	person trips						
	- Total	person trips						
Do-Something	Number of highway trips affected	vehicles	14,427	15,020	8,887	32,438	100,956	81,716
	Total vehicle travelled time	vehicle-hours	1,023	1,032	608	2,219	6,907	5,591
	Total vehicle travelled distance	vehicle-km	65,404	66,404	39,307	143,471	446,528	361,428
	Total network delays	vehicle-hours	475	439	88	321	1,000	809
	Highway peak period conversion factor	-			1.00	3.65	11.36	9.20
	Number of PT passenger trips on affected routes	passenger trips						
	Bus journey time on affected routes	minutes						
	Total PT travelled time	passenger-hrs						
	Total PT travelled distance	passenger-km						
	PT peak period conversion factor	-						
	Number of walking and cycling trips	person trips						
	Mode share in affected area							
	- Walking and cycling	person trips						
	- Bus/BRT	person trips						
	- Rail	person trips						
	- Car	person trips						
	- Total	person trips						

For Do-Minimum Scenario

Vehicle Category	AM Peak Hr Weekday	PM Peak Hr Weekday	Inter-Peak Hr Weekday
Car Work	10%	9%	17%
Car Non-work Commuting	42%	40%	19%
Car Non-work Other	38%	45%	50%
Average Car	89%	94%	87%
LGV	8%	6%	9%
OGV1	2%	0%	2%
OGV2	1%	0%	2%
PSV			
All Total	100%	100%	100%
<b>Public Transport</b>			
Bus Work			
Bus Non-work Commuting			
Bus Non-work Other			
Bus Total	0%	0%	0%
Rail Work			
Rail Non-work Commuting			
Rail Non-work Other			
Rail Total	0%	0%	0%

Average Network Speed (kph)	AM Peak Hr Weekday	PM Peak Hr Weekday	Inter-Peak Hr Weekday
Car	41.90	39.30	52.80
LGV	41.90	39.30	52.80
HGV & PSV	41.90	39.30	52.80

For Do-Something Scenario

Vehicle Category	AM Peak Hr Weekday	PM Peak Hr Weekday	Inter-Peak Hr Weekday
Car Work	10%	9%	17%
Car Non-work Commuting	42%	40%	19%
Car Non-work Other	38%	45%	50%
Average Car	89%	94%	87%
LGV	8%	6%	9%
OGV1	2%	0%	2%
OGV2	1%	0%	2%
PSV			
All Total	100%	100%	100%
<b>Public Transport</b>			
Bus Work			
Bus Non-work Commuting			
Bus Non-work Other			
Bus Total	0%	0%	0%
Rail Work			
Rail Non-work Commuting			
Rail Non-work Other			
Rail Total	0%	0%	0%

Average Network Speed (kph)	AM Peak Hr Weekday	PM Peak Hr Weekday	Inter-Peak Hr Weekday
Car	42.20	39.40	53.00
LGV	42.20	39.40	53.00
HGV & PSV	42.20	39.40	53.00



Glenn Barcham,  
Assistant Director – Highways and Direct Works,  
Bedford Borough Council,  
Borough Hall,  
Cauldwell Street,  
Bedford MK42 9AP

19<sup>th</sup> February 2013

Dear Glenn,

**Re: Pinchpoint Fund Bid: Bedford Western Bypass Northern Section**

I am writing on behalf of the Board of the South East Midlands Local Enterprise Partnership (SEMLEP) to support the bid for pinchpoint funds for the northern section of the Bedford Western Bypass.

This is a priority scheme within SEMLEP to deliver growth in jobs and homes. It was identified as part of SEMLEP's recent 'growth conversation' with DCLG and BIS senior officials.

The bid is also under consideration by the SEMLEP Board for a contribution from the Growing Places Fund, on a loan basis, to ensure the scheme's delivery. We hope to be in a position to make a decision on this element of funding shortly.

This scheme fits well with the objectives of SEMLEP, as set out in its Business Plan 'Getting down to business - Plan for growth April 2012-13 to support growth in homes and jobs.

I am therefore pleased to endorse the application and offer SEMLEP's full support.

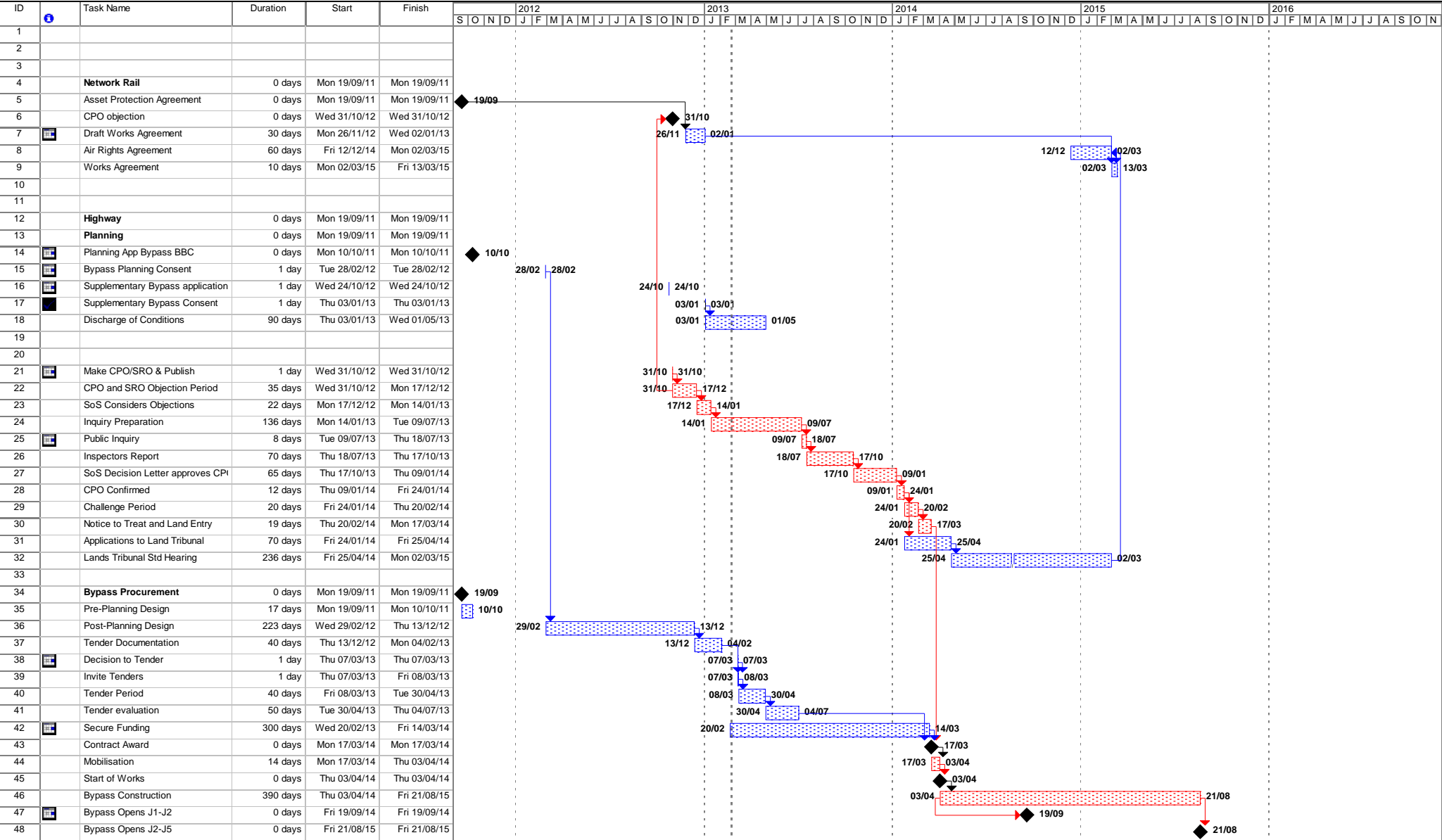
Kind regards

Dr Ann Limb OBE DL, Chair of SEMLEP









Project: Project Plan MH For LPPF  
Date: Thu 21/02/13

Task

Critical Task

Progress

Milestone

Summary

Rolled Up Task

Rolled Up Critical Task

Rolled Up Milestone

Rolled Up Progress

Split

External Tasks

Project Summary

Group By Summary

Deadline

Bedford Western Bypass Northern Section  
Project Plan

## Timeline for Planning and Statutory Procedures through to Completion of the Bypass

Highways Act 1980

Acquisition of Land Act 1981

The Highways (Inquiries Procedure) Rules 1994

The Compulsory Purchase (Inquiries Procedure) Rules 2007

Act/Inquiries Rule		Event	Comments	Event Date
Borough Council's own procedures for authorising Orders action.	1	Borough Mayor to give his Agreement, providing authorisation that the necessary Side Roads Order and Compulsory Purchase Order be made.	Agreement/Authority to be obtained prior to Order making.  Agreement to be based on the Order documents put before the Mayor at the time, but worded sufficiently loosely to permit last minute changes to be made to the documents before their making.	<b>Authorisation 3 August 2012</b>
Section 14 of the Highways Act '80 requires a Side Roads Order to be made in relation to a 'Classified Road'. Classification should be obtained at earliest date; Order will not be authorised without it.	2	Application for Classification of the proposed A6 Bedford Western Bypass – Northern Section, as a Principal Road [and addition to the Primary Route Network] to be made to the National Transport Team in Newcastle, or post-April '12 Classified by the Borough Council as a 'Provisional Classification', ahead of submitting the Side Roads Order.	Classification/Primary Route Network Addition Application to be lodged ahead of submitting the Side Roads Order.	<b>Classification/Reclassification of Existing Highways Network obtained 7 February 2012 from DfT.</b>  <b>Details of one or two issues being looked at, but nothing relevant to or preventing the making of the Side Roads Order.</b>  <b>Bedford Western Bypass – Northern Section has been 'provisionally' classified by the Council, as the A6 Principal Road, on 9 July 2012, allowing the Side Roads Order to be made.</b>



Act/Inquiries Rule		Event	Comments	Event Date
-	3	Supplementary Planning Application, Ref 12/02084//NMA, made for earthworks amendment, i.e. reduction of embankment between Roundabout 3 and the Railway and for increase in size of Attenuation Pond 1.	Amendment to original Planning Permission which was granted on 28 February 2012.	<b>22 October 2012 (Application Registered)</b>
-	4	Non-Material Amendment Planning Application, Ref 12/02106/MAF, made for amendment to red line boundary and for provision of Cycle Track along The Baulk.	Amendment to original Planning Permission which was granted on 28 February 2012.	<b>23 October 2012 (Application Registered)</b>
Order to be made ahead of Notice which is Posted, Served and Published about the Order having been made.	5	Side Roads Order made.	Order now made.	<b>25 October 2012</b>
Order to be made ahead of Notice which is Posted, Served and Published about the Order having been made.	6	Compulsory Purchase Order made.	Order now made.	<b>25 October 2012</b>
Schedule 1, Paragraph 4	7	Notice of Side Roads Order to be posted at the ends of the highway to be stopped up (Cut Throat Lane).	Notices Posted on Highway prior to Order publication date.	<b>Wednesday 31 October 2012</b>
Schedule 1, Paragraph 3	8	<p>Service of Notice of Side Roads Order (Notice, Order and Map showing the affect upon the person served Notice) upon –</p> <ul style="list-style-type: none"> <li>• Every Council in whose area the Scheme is situated/highways works are proposed [and The National Rivers Authority and every Navigation Authority of the affected waters];</li> <li>• The Owner and Occupier of the Premises of any Private Means of Access to be stopped up under the Order;</li> <li>• Any Statutory Utility having apparatus situated in the highway to be stopped up</li> </ul>	Notices Served on All Statutory Interests prior to Order publication date.	<b>Wednesday 31 October 2012</b>

		under the Order.		
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Act/Inquiries Rule		Event	Comments	Event Date
A of L Act '81	9	Notice of Compulsory Purchase Order to be posted on land contained in the Order.	Notices Posted on the Land prior to Order publication date.	<b>Wednesday 31 October 2012</b>
Section 12 A of L Act '81	10	Service of Notice of Compulsory Purchase Order to be served upon every affected land owner, lessee, occupier, interest etc.	Notices Served on Land Interests prior to Order publication date.	<b>Wednesday 31 October 2012</b> (but date can be extended for any individual Notices in event of initial return or failure of Notice).
Schedule 1, Paragraph 2 (Paragraph 1 re manner of Publication)	11	Side Roads Order Published in Local Newspapers and London Gazette.	Published in – The Bedford Times & Citizen  The London Gazette  The Bedfordshire on Sunday	<b>Thursday 1 November 2012 (&amp; Thursday 8 November 2012)</b>  <b>Thursday 1 November 2012</b>  <b>Sunday 4 November 2012 (&amp; Sunday 11 November 2012)</b>
Section 11 A of L Act '81	12	Compulsory Purchase Order Published in Local Newspapers in two consecutive Weeks.	Published in – The Bedford Times & Citizen  &  The Bedfordshire on Sunday	<b>Thursday 1 November 2012 &amp; Thursday 8 November 2012</b>  <b>Sunday 4 November 2012 &amp; Sunday 11 November 2012</b>

Act/Inquiries Rule		Event	Comments	Event Date
-	13	Application Submissions made to the Secretary of State for Transport for confirmation of the SRO and the CPO.	Applications complete, other than to provide – <ul style="list-style-type: none"> <li>• <b>A Final General Certificate</b> at the Expiration of the CPO objection period specifying that CPO Notices were maintained on the Land throughout the objection period, and</li> <li>• <b>A Final Statement on the SRO</b> at the Expiration of the SRO objection period specifying that SRO Notices were maintained at the end of the Highway to be stopped up throughout the objection period.</li> </ul>	<b>Monday 19 November 2012 (Delivered by Hand to the National Team in Newcastle)</b>
-	14	Non-Material Amendment Planning Permission, Ref 12/02084/NMA (for earthworks amendments and increase to Attenuation Pond 1) granted.	Planning Application made on 22 October 2012.	<b>Monday 19 November 2012</b>
Sections 11 and 12 A of L Act '81	15	Compulsory Purchase Order Objection Period Expiry (OPE) for Published and Served Land Interest Notices.	<p>Last OPE date for Land Interest Notices.</p> <p>Last OPE date for Published Notices.</p> <p>Objection period expires on both no earlier than 21 days after Service of</p>	<p><b>Sunday 2 December 2012</b> (but date can be extended for individual Notices in event of any initial return or failure of Notice).</p> <p><b>Sunday 2 December 2012</b> (this allows 31 days from first publication on 1 November '12 and 21 days from last publication on 11 November '12.</p>



			Notice or <i>First</i> Publication date.	
<b>Act/Inquiries Rule</b>		<b>Event</b>	<b>Comments</b>	<b>Event Date</b>
-	16	Council submit a Final General Certificate and accompanying letter to the Secretary of State for Transport (National Team) on the CPO confirming that all Statutory Procedures have been completed, including maintaining Site Notices on the Land until the expiration of the objection period.	Interim Certificate submitted with Applications submissions at Event 13, but confirmation of maintenance of Site Notices on the CPO Land throughout the objection period required.	<b>3 December 2012</b>
-	17	Council to receive copies of any objections received to the Compulsory Purchase Order.	Council will receive a copy of any objections received to the CPO. This may be (but may be unlikely) to be accompanied by the Secretary of State's Service of Notice of Intention of an Inquiry (see Event 21 below).	<b>W/C 3 December 2012 or W/C 10 December 2012</b>
-	18	Statutory Allotments Appropriation Consent (Former Fairhill Allotments) granted (conditional) by the Secretary of State for Communities and Local Government.	-	<b>7 December 2012</b>
<a href="#">Schedule 1, Paragraph 1 (b)</a>	19	Side Roads Order Objection Period Expiry (OPE)	Objection period expires no earlier than 42 days after publication.	<b>Monday 17 December 2012</b>  * Any objections received up to 23 December 2012 would be accepted because of further, unnecessary, publication of SRO a second week in the Bedford Times & Citizen and the Bedfordshire on Sunday.
-	20	Council to receive copies of any objections received to the Side Roads Order.	Council will receive a copy of any objections received to the SRO. This may be to be accompanied by the Secretary of State's Service of Notice of Intention of an Inquiry (see Event 21 below).	<b>Date between 18 December 2012 and (hopefully) 24 December 2012</b>  * Note if the SRO is unopposed, but there are objections to the CPO which takes it to an Inquiry, the (unopposed) SRO is likewise likely to be put before the Inquiry for completeness, should

				any matter arise at the Inquiry to be aired.
Act/Inquiries Rule		Event	Comments	Event Date
Rule 14(1) Rule 3(3)	21	Service of Notice by the Secretary of State that an Inquiry is to be held. OPE Plus 4 Weeks (SRO); OPE Plus 5 Weeks (CPO).	<b>Latest Date</b> – OPE Plus 4 Weeks. Assumes S of S will adopt common practice and look to meet 4 Week deadline relating to the SRO and perhaps extend normal 5 Week period relating to the CPO to 6 Weeks.	<b><u>Monday 14 January 2013</u></b>
-	22	Supplementary Planning Permission 12/02106/MFA (for amendments to red line boundary and construction of Cycle Track along The Baulk) granted.	Application made 23 October 2012.	<b>3 January 2013</b>
Rule 14(1) Rule 3(3)	23	Actual Date of Notice of Intention to hold Inquiry, i.e. ' <b>Relevant Date</b> '	Any date in the 4 Weeks between 18 December 2012 and 14 January 2013	<b>4 January 2013</b>
-	24	Final Statutory Certification of Orders Applications made to DfT, confirming SRO Notices posted on site throughout the objection period to 17 December 2012, and enclosing copies of granted Supplementary and Non-Material Amendment Planning Permissions and Statutory Allotments Appropriation Consent.	-	<b>25 January 2013</b>



Act/Inquiries Rule		Event	Comments	Event Date
-	28	Council identify Venue (explore on the basis of a 1+ week booking (2 weeks maximum) from the three suggested Inquiry dates to DfT for Inquiry.  Inform DfT when venue selected.	Council need to consider a venue close to Scheme works, but which is not the Council's own offices; neutral premises usually used – <b>Bedford High Sports and Performing Arts Complex</b> advertises a Theatre (this style not suitable for an Inquiry), Multi-Function Room, Sports Hall, Gym and Conference Room, which are available for hire.  Situated north of Bromham Road, not far from eastern end of the Scheme. Might be worth investigating, along with any other venue the Council might have in mind.	<b>February 2013</b>
<b>Rule 16(1)</b>  <b>Rule 7(1)</b>	29	Service of Statement of Case by BCC.	Relevant Date Plus 6 weeks -Latest date by which BCC serves its <b>Statement of Case</b> .	<b>Friday 15 February 2013</b> <b>(Actual: Sunday 17 February 2013)</b>
<b>Rule 20(2)</b>  <b>Rule 10(2)</b>	30	<b>Latest Date</b> by which Secretary of State's Notice of Inquiry Date, Time and Place can be served.	Inquiry Date Minus 6 weeks.	<b>Tuesday 28 May 2013</b> <b>But likely to be much <i>earlier</i> (Early April to Mid-May) to give objectors sufficient Notice of Inquiry date, and to prepare evidence and to submit any Alternative Route proposals.</b> (based on 9 July '13 Inquiry)

Act/Inquiries Rule		Event	Comments	Event Date
<a href="#">Section 258(2)</a>	31	Date by which Borough Council will need to publish and post <b>Notice of Inquiry if it is to include an 'Alternative Route' Direction under Section 258(2) of the Highways Act 1980</b> . This date would offer a date for Alternative Routes to come forward 14 days after the publication/posting date.	Inquiry Date Minus 4 weeks.	<b>Thursday 6 June &amp; Sunday 9 June 2013</b> (based on Thursday and Sunday publication dates of The Bedford Times & Citizen and The Bedfordshire on Sunday)
<a href="#">Rule 23(3)</a> <a href="#">Rule 15(3)</a>	32	<b>Latest Date</b> for Proofs of Evidence, and Summaries, to the Secretary of State (and for Inspector).	Inquiry Date Minus 3 weeks.	<b>Tuesday 18 June 2013</b> (Unless otherwise directed by Inspector if he calls a pre-Inquiry meeting (PIM). Level of objections received unlikely to raise likelihood of PIM).
<a href="#">Rule 20(6)</a> <a href="#">Rule 11(2)</a>	33	Latest Date by which Borough Council will need to publish and post Notice of Inquiry if it <b><u>does not include an 'Alternative Route' Direction under Section 258(2) of the Highways Act 1980 (very unlikely that the Notice will not include the Direction and Dates at Action 31 most likely)</u></b> .	Inquiry Date Minus 2 weeks.	<b>Thursday 20 June &amp; Sunday 23 June 2013</b> (based on Thursday and Sunday publication dates of The Bedford Times & Citizen and The Bedfordshire on Sunday)
	34	Date by which Alternative Route Suggestions to be submitted, if Alternative Route Direction included in Notice of Inquiry.	Inquiry Date Minus 2 weeks.	<b>Tuesday 25 June 2013</b>
	35	Council consider details of any Alternative Route submitted/not previously received, so as to rebut/make its case against the Alternative at the Inquiry.	Intervening period ahead of Inquiry.	<b>Prior to 9 July 2013</b>
	36	Inquiries Commence (Prospective Date)		<b>Tuesday 9 July 2013</b>

## POST INQUIRIES PROCEDURES

Act/Inquiries Rule		Event	Comments	Event Date
-	37	Close of Inquiries.	Inquiries likely to run 1 ½ weeks maximum	<b>Tuesday/Wednesday 16/17 July 2013</b>
-	38	Inspector produces Report to the Secretary of State for Transport for consideration.	<b>Latest Date – 3 Months</b> after close of Inquiries	<b>17 October 2013</b>
-	39	Secretary of State for Transport's consideration and Decision on Orders following production of Inspector's Report.	12 – 16 Weeks after receipt of Inspector's Report.	<b>9 January 2014 [6 February 2014]</b>
-	40	Publication of Confirmed SRO and CPO if a Positive Decision is issued by the Secretary of State for Transport.	Same Local Newspapers as made Orders were published and London Gazette for SRO only.	<b>23 and 26 January 2014</b>
-	41	Date from which Notice to Treat potentially might be given.**  ** For Council to decide if it will issue Notice to Treat and Notice of Entry prior to expiration of High Court Challenge Period for Orders.	May be given immediately following confirmation of the CPO, but most likely to be issued following publication of confirmation of CPO. (Notice to Treat must be served within three years of confirmation of CPO)	<b>W/C 3 February 2014</b>
-	42	Period for response on Notice to Treat	Usually 21 days offered for land interests claim in respect of the land.	<b>W/C 24 February 2014</b>
-	43	Date from which Notice of Entry potentially might be given.**  ** For Council to decide if it will issue Notice to Treat and Notice of Entry prior to expiration of High Court Challenge Period for Orders.	Programme assumes Notice to Enter will be given immediately after period for response on Notice to Treat. But Notice to Treat can, effectively, be given at the same time as Notice to Treat.	<b>W/C 3 March 2014</b>
-	44	Potential Entry Date upon the Land.	Minimum of 14 Days after Notice of Entry	<b>W/C 17 March 2014</b>
-	45	Expiry of High Court Challenge Period for Orders	6 Weeks from publication of confirmed Orders	<b>20 February 2014</b>



Act/Inquiries Rule		Event	Comments	Event Date
	46	Tenders Invited	Tenderers will be required to keep their prices valid until the land is available to enter	<b>March 2013</b>
-	47	Works Start on Site	The contract period is to be set at 18 months but the Contractor will be permitted to submit a shorter programme	<b>March 2014</b>
-	47	Works Completed and Opening of Bypass		<b>September 2015</b>





# BEDFORD BOROUGH COUNCIL

Borough Charter granted in 1166

TOWN AND COUNTRY PLANNING ACT 1990



INVESTOR IN PEOPLE

Chief Executive: P. J. Simpkins

## TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT PROCEDURE ORDER

APPLICATION NO: 12/02106/MAF

To: Bedford BC - Highways And Direct Works Group  
c/o Hankinson Duckett Associates  
Mr Brian Duckett  
2 The Stables  
Howbery Park  
Benson Lane  
Wallingford  
Oxfordshire  
OX108BA

**Bedford Borough Council** *HEREBY GRANTS PLANNING PERMISSION* for the development as set out below and in accordance with the application and plans received on 24 October 2012.

**APPLICANT :** Bedford BC - Highways And Direct Works Group

**LOCATION :** Land North Of Roundabout Gold Lane Biddenham Bedfordshire

### **PARTICULARS OF DEVELOPMENT :**

Amendments to the red line boundary of the approved Bedford Western Bypass - Northern Section (Ref 11/02114/EIA) to facilitate the construction of the approved scheme including a cycleway along The Baulk.

**Failure to comply with the conditions overleaf may result in legal action. Please check these carefully as they may require the submission of and agreement to further details before any work commences. PLEASE NOTE: This permission is granted under the Town and Country Planning Act 1990. It does NOT confer permission that may be required under any other legislation; e.g. the Building Regulations. Therefore, the applicant is advised to check the need for further authorisation before starting work.**



Signed:

P Rowland  
Assistant Director (Planning, Strategic Transport and Housing)

Permission Date: 3 January 2013

Borough Hall,  
Cauldwell Street, Bedford MK42 9AP  
Telephone (01234) 267422 Fax (01234) 718084

- 1      The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

REASON: In accordance with Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004, to prevent the accumulation of unimplemented planning permissions.

- 2      No development shall take place until a scheme of structure planting and landscaping as identified on the Concept Master Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include:
- a) Existing trees, shrubs and hedges giving their location, height and spread and indicating those to be retained and those to be removed.
  - b) New planting giving location, number and density, height and eventual spread and the location of grass turfing or seeding.
  - c) Surface treatment of all proposed and existing rights of way and other surface details.
  - d) Depth of top soil to be provided where necessary and the measures to be taken to maintain the new planting and grassed areas for the required period.
  - e) Timing of the implementation of all proposed works.
  - f) Measures proposed for protection of existing trees and hedgerows during construction.
  - g) Scheme of works for the re-aligned A428 to include provision for the treatment of existing sections of the A428 made redundant by virtue of such realignment and the landscaping and planting of these sections.
  - h) Illustration of any proposed works within the floodplain.
  - i) Future management of the landscaped area following implementation to include maintenance schedule as appropriate.
  - j) Proposals for hard and soft landscaping for existing and proposed roundabouts on the A6-A428 link road.

Development shall thereafter only proceed in accordance with the approved details.

REASON: To enhance the appearance of the proposed development and assimilate it into it's surrounding in accordance with Policies BE30, BE38, BE39 and NE6 of the Bedford Borough Local Plan 2002 and Policies CP21, CP22 and CP24 of the Bedford Borough Core Strategy 2008.

- 3      All landscaping and planting approved under condition 2 of this permission shall be implemented in accordance with approved details and shall thereafter be permanently retained and managed in accordance with the approved future management details unless the Local Planning Authority gives written consent to any variation. In any event any trees or plants which within a period of 5 years from their planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. For the purpose of this condition a planting season shall mean the period from November to February inclusive.

REASON: To enhance and maintain the appearance of the proposed development and its assimilation into it's surrounding in accordance with Policies BE30, BE31, BE38, BE39 and NE6 of the Bedford Borough Local Plan 2002 and Policies CP21, CP22 and CP24 of the Bedford Borough Core Strategy 2008.



- 4      The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA), dated 12 December 2011, reference OH/JSM/W/209196 3rd Draft, compiled by Waterman Boreham Ltd, and the following mitigation measures detailed within the FRA:

1. All built development (including all buildings, roads and attenuation ponds) except the outfall for ponds 1 & 2, pond 3 and pond 5 (as denoted within the FRA), shall be located outside the 100-year plus climate change fluvial flood contour, which is agreed as being 31.60 metres Above Ordnance Datum;
2. Measures to ensure that the surface water discharge rates for rainfall events up to and including the 100-year plus climate change event shall not exceed the rates given in litres per second in Sections 7.3 and 7.4 of the above-referenced FRA. All attenuation measures shall be designed based upon these figures.

REASON: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to ensure the impacts of fluvial flooding on the proposed development are reduced as much as is reasonably possible and in accordance with Policies BE30 and U2 of Bedford Borough Local Plan 2002 and Policy CP21 of the Bedford Borough Core Strategy 2008.

- 5      Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall be based upon the principles stated within the Flood Risk Assessment (FRA) dated 12 December 2011, referenced OH/JSM/W/209196 3rd Draft, compiled by Waterman Boreham Ltd, and shall include:

- \* Complete and detailed plans and drawings of the proposed surface water drainage system, including all elements of collection, conveyance, storage, flow control and disposal of surface water. Such drawings shall include details of location, position, gradients, dimensions, pipe reference numbers, volumes (where appropriate), invert and cover levels of all elements;
- \* Full calculations of simulated storm flow through the proposed system demonstrating efficient system performance against design standards. Such calculations shall be based on the allowable discharge rates as given in Sections 7.3 and 7.4 of the above-referenced FRA;
- \* Full calculations demonstrating volumes of attenuation storage required for each catchment;
- \* Plan showing the final masterplan site layout, and finalising such details as impermeable surface of the road;
- \* Cross- and long-section drawings as well as topographical plans with levels in metres AOD, of each of the proposed attenuation ponds;
- \* Confirmation of which party is responsible for maintenance of each element of the complete drainage system, as well as confirmation of Bedford Borough Council's intention to adopt the attenuation ponds and outfalls;
- \* Proposed maintenance programmes for the proposed drainage system.

REASON: To prevent the increased risk of flooding, to improve and protect water quality, to improve habitat and amenity, and to ensure future maintenance of these and in accordance with Policies BE30 and U2 of Bedford Borough Local Plan 2002 and Policy CP21 of the Bedford Borough Core Strategy 2008.

- 6      Development of any phase shall not be opened for use until such time as the attenuation pond, flow controls, discharge mechanism, and all necessary connections and structures that will serve the phase of development, have been fully constructed and tested and are fully operational, in full accordance with the principles given in the approved Flood Risk Assessment (dated 12 December 2011, reference OH/JSM/W/209196 3rd Draft, compiled by Waterman Boreham).



REASON: To prevent the increased risk of flooding by ensuring the drainage system serving proposed development is fully functional and in accordance with Policies BE30 and U2 of Bedford Borough Local Plan 2002 and Policy CP21 of the Bedford Borough Core Strategy 2008.

- 7 There shall be no storage of any materials including soil or raising of ground levels within the floodplain.

REASON: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity and in accordance with Policies BE30 and U2 of Bedford Borough Local Plan 2002 and Policy CP21 of the Bedford Borough Core Strategy 2008.

- 8 No development shall take place until details of surface water drainage, including sustainable drainage systems for that part of the development and for future maintenance has been submitted to and approved in writing by the Local Planning Authority in consultation with Anglian Water and the Environment Agency. The submitted details shall then be carried out in accordance with the approved details.

REASON: To ensure the satisfactory drainage of the site and in accordance with saved Policies U2 and U3 of the Bedford Borough Local Plan 2002.

- 9 Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage shall be passed through trapped gullies with an overall capacity compatible with the site being drained.

REASON: To prevent pollution and in accordance with saved Policies BE30 and U2 of the Bedford Borough Local Plan 2002.

- 10 Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A preliminary risk assessment which has identified:

- \* all previous uses;
- \* potential contaminants associated with those uses;
- \* a conceptual model of the site indicating sources, pathways and receptors;
- \* potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

REASON: To prevent the pollution of controlled waters, in accordance with Planning Policy Statement 23 and the Environment Agency's Groundwater Protection (GP3) policies.



- 11      Prior to construction, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

REASON: To prevent the pollution of controlled waters, in accordance with Planning Policy Statement 23 and the Environment Agency's Groundwater Protection (GP3) policies. A validation report demonstrating satisfactory remediation of the site is required prior to commencement of the proposed development.

- 12      If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

REASON: To ensure that the development complies with approved details, in the interests of protection of the environment and harm to human health.

- 13      Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.

REASON: To prevent the pollution of controlled waters.

- 14      No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

REASON: To prevent the pollution of controlled waters.

- 15      No development shall take place until an over-arching and all site specific archaeological mitigation strategies have been submitted to and approved in writing by the Local Planning Authority.

The archaeological mitigation strategies shall include a timetable and the following components (the completion of each to the satisfaction of the Local Planning Authority will result in a separate confirmation of compliance for each component):-

(i) fieldwork and/ or preservation "in situ" of archaeological remains;

(ii) a post-excavation assessment report (to be submitted within six months of the completion of fieldwork);

(iii) a post-excavation analysis report, preparation of site archive ready for deposition at a store approved by the Local Planning Authority, completion of an archive report, and submission of a publication report (to be completed within two years of the completion of fieldwork).

The archaeological mitigation strategies shall be carried out in accordance with the approved details and timings.



**REASON:** To safeguard archaeological assets within the approved development boundary from impacts relating to any groundworks associated with the development scheme and to ensure the proper and timely investigation, recording, reporting and presentation of archaeological assets affected by this development, in accordance with Saved Policies BE24 & BE25 of the Bedford Borough Local Plan 2002, Policy CP23 of the Bedford Borough Core Strategy and Rural Issues Plan (2008) and according to national policies contained in the NPPF: National Planning Policy Framework.

- 16 No development shall take place until details of any new highway surfacing, boundary treatment and / or lighting scheme for the cycleway / pedestrian footway along the Baulk has been submitted to and approved in writing by the Local Planning Authority. The scheme will be implemented in accordance with the agreed details prior to the completion of roundabout number 2 of the Bypass and maintained thereafter.

**REASON:** In the interests of public safety and to protect the setting of the listed building in accordance with Bedford Borough Local Plan 2002 saved Policies BE21, BE30, BE42, T14 and T21 and Policies CP21, CP23 and CP29 of the Bedford Borough Council Core Strategy and Rural Issues Plan 2008.

**IMPORTANT PLEASE NOTE THE FOLLOWING ADVICE :-**

In dealing with this application, the local planning authority, where possible, has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the application. The issues that were the focus of that process are set out below. Where it has not been possible, within the set time for dealing with the application, to achieve a positive outcome, the reasons for refusal or conditions imposed on any permission have been fully explained in this Notice.

Issues raised:

1. Street lighting of cycleway / footpath
2. Cycleway / footpath access point

***Please note the application has been determined with the following policies taken into consideration and any relevant supplementary planning guidance:***

<b>Policy:</b> BE11	<b>Description:</b> New Development in Conservation Areas	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> BE21	<b>Description:</b> Setting of Listed Buildings	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> BE23	<b>Description:</b> Protection of Archaeology	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> BE24	<b>Description:</b> Protection of Ancient Monuments	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> BE25	<b>Description:</b> Recording of Archaeology	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> BE30	<b>Description:</b> Control of New Development	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> BE38	<b>Description:</b> On and Off Site Landscaping	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> H08	<b>Description:</b> Land North of Bromham Road, Biddenham	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> LR10	<b>Description:</b> Access to the Countryside	<b>Document:</b> Bedford Borough Local Plan



<b>Policy:</b> NE06	<b>Description:</b> Woodland	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> NE08	<b>Description:</b> Compensation for Environmental Losses	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> NE12	<b>Description:</b> Early Landscaping	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> NE13	<b>Description:</b> Landscape Safeguards	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> CP2	<b>Description:</b> Sustainable Development Principles	<b>Document:</b> Core Strategy & Rural Issues Plan 16-Apr-08
<b>Policy:</b> CP13	<b>Description:</b> the countryside & development within it	<b>Document:</b> Core Strategy & Rural Issues Plan 16-Apr-08
<b>Policy:</b> CP21	<b>Description:</b> Designing in quality	<b>Document:</b> Core Strategy & Rural Issues Plan 16-Apr-08
<b>Policy:</b> CP23	<b>Description:</b> Heritage	<b>Document:</b> Core Strategy & Rural Issues Plan 16-Apr-08
<b>Policy:</b> CP24	<b>Description:</b> Landscape protection and enhancement	<b>Document:</b> Core Strategy & Rural Issues Plan 16-Apr-08
<b>Policy:</b> CP25	<b>Description:</b> Biodiversity	<b>Document:</b> Core Strategy & Rural Issues Plan 16-Apr-08
<b>Policy:</b> CP26	<b>Description:</b> Climate change and pollution	<b>Document:</b> Core Strategy & Rural Issues Plan 16-Apr-08
<b>Policy:</b> CP28	<b>Description:</b> Local Transport Plan	<b>Document:</b> Core Strategy & Rural Issues Plan 16-Apr-08

***Please note the following are the approved plan(s) detail(s):  
(If any further amendments are approved/refused following this decision you will need to check on our Website or contact the Local Planning Authority for details)***

<b>Plan type:</b> Location Plan	<b>Plan ref:</b> SK89	<b>Version:</b> V01	<b>Received:</b> 24-Oct-12
<b>Plan type:</b> Site Layout as proposed	<b>Plan ref:</b> 533.3/01C	<b>Version:</b> V02	<b>Received:</b> 24-Oct-12
<b>Plan type:</b> Site Layout as proposed	<b>Plan ref:</b> 533.3/02C	<b>Version:</b> V03	<b>Received:</b> 24-Oct-12
<b>Plan type:</b> Site Layout as proposed	<b>Plan ref:</b> 533.3/03C	<b>Version:</b> V04	<b>Received:</b> 24-Oct-12
<b>Plan type:</b> Cycle route	<b>Plan ref:</b> SK95	<b>Version:</b> V05	<b>Received:</b> 24-Oct-12
<b>Plan type:</b> Topographical Survey	<b>Plan ref:</b> CO/109B	<b>Version:</b> V06	<b>Received:</b> 24-Oct-12
<b>Plan type:</b> Fencing Details	<b>Plan ref:</b> H3 D	<b>Version:</b> V08	<b>Received:</b> 24-Oct-12

**Date Determined by Committee 17 December 2012**



## TOWN AND COUNTRY PLANNING ACT 1990

### TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT PROCEDURE ORDER

APPLICATION NO: 11/02114/EIA Subject to Environmental Statement Application

To: Bedford BC Highways And Direct Works Group  
c/o Hankinson Duckett Associates  
The Stables  
Howbery Park  
Benson Lane  
Wallingford  
Oxfordshire  
OX10 8BA

**Bedford Borough Council** *HEREBY GRANTS PLANNING PERMISSION* for the development as set out below and in accordance with the application, plans and **Environmental Impact Assessment** received on 23 September 2011 revised **Flood Risk Assessment** received 4 January 2012 and **Heritage Statement** received 8 January 2012.

**APPLICANT :** Bedford BC Highways And Direct Works Group

**LOCATION :** Land North Of Bromham Road Biddenham Bedfordshire

#### **PARTICULARS OF DEVELOPMENT :**

Single carriageway to link A428 Bromham Road (at its junction with Gold Lane/Deep Spinney) and the A6 Clapham Road (at its junction with the old Bedford Road). All Associated infrastructure including bridge over midland mainline railway, a footbridge, cycleways/footways , an underpass, attenuation ponds and outfalls to the River Great Ouse.

**Failure to comply with the conditions overleaf may result in legal action. Please check these carefully as they may require the submission of and agreement to further details before any work commences. PLEASE NOTE: This permission is granted under the Town and Country Planning Act 1990. It does NOT confer permission that may be required under any other legislation; e.g. the Building Regulations. Therefore, the applicant is advised to check the need for further authorisation before starting work.**



Signed:

P Rowland  
Assistant Director (Planning, Strategic Transport and Housing)

Permission Date: 28 February 2012

Town Hall,  
St. Paul's Square, Bedford MK40 1SJ  
Telephone (01234) 267422 Fax (01234) 221606



- 1      The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

REASON: In accordance with Section 91 of the Town and Country Planning Act 1990, to prevent the accumulation of unimplemented planning permissions.

- 2      No development shall take place until a scheme of structure planting and landscaping to the amenity open space and proposed and existing vegetation identified on the Concept Master Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include:
- a) Existing trees, shrubs and hedges giving their location, height and spread and indicating those to be retained and those to be removed.
  - b) New planting giving location, number and density, height and eventual spread and the location of grass turfing or seeding.
  - c) Surface treatment of all proposed and existing rights of way and other surface details.
  - d) Depth of top soil to be provided where necessary and the measures to be taken to maintain the new planting and grassed areas for the required period.
  - e) Timing of the implementation of all proposed works.
  - f) Measures proposed for protection of existing trees and hedgerows during construction.
  - g) Scheme of works for the re-aligned A428 to include provision for the treatment of existing sections of the A428 made redundant by virtue of such realignment and the landscaping and planting of these sections.
  - h) Illustration of any proposed works within the floodplain.
  - i) Future management of the landscaped area following implementation to include maintenance schedule as appropriate.
  - j) A written statement of the account taken of the approved Landscape SPG
  - k) Proposals for hard and soft landscaping for existing and proposed roundabouts on the A6-A428 link road..

Development shall thereafter only proceed in accordance with the approved details.

REASON: To enhance the appearance of the proposed development and assimilate it into its surrounding in accordance with Policies BE30, BE38, BE39 and NE6 of the Bedford Borough Local Plan 2002 and Policies CP21, CP22 and CP24 of the Bedford Borough Core Strategy 2008

- 3      All landscaping and planting approved under condition 2 of this permission shall be implemented in accordance with approved details and shall thereafter be permanently retained and managed in accordance with the approved future management details unless the Local Planning Authority gives written consent to any variation. In any event any trees or plants which within a period of 5 years from their planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. For the purpose of this condition a planting season shall mean the period from November to February inclusive.

REASON: To enhance and maintain the appearance of the proposed development and its assimilation into its surrounding in accordance with Policies BE30, BE31, BE38, BE39 and NE6 of the Bedford Borough Local Plan 2002 and Policies CP21, CP22 and CP24 of the Bedford Borough Core Strategy 2008.

- 4      The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA), dated 12 December 2011, reference OH/JSM/W/209196 3rd Draft, compiled by Waterman Boreham Ltd, and the following mitigation measures detailed within the FRA:



1. All built development (including all buildings, roads and attenuation ponds) except the outfall for ponds 1 & 2, pond 3 and pond 5 (as denoted within the FRA), shall be located outside the 100-year plus climate change fluvial flood contour, which is agreed as being 31.60 metres Above Ordnance Datum;

2. Measures to ensure that the surface water discharge rates for rainfall events up to and including the 100-year plus climate change event shall not exceed the rates given in litres per second in Sections 7.3 and 7.4 of the above-referenced FRA. All attenuation measures shall be designed based upon these figures.

REASON: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to ensure the impacts of fluvial flooding on the proposed development are reduced as much as is reasonably possible and in accordance with Policies BE30 and U2 of Bedford Borough Local Plan 2002 and Policy CP21 of the Bedford Borough Core Strategy 2008.

- 5 Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall be based upon the principles stated within the Flood Risk Assessment (FRA) dated 12 December 2011, referenced OH/JSM/W/209196 3rd Draft, compiled by Waterman Boreham Ltd, and shall include:

- \* Complete and detailed plans and drawings of the proposed surface water drainage system, including all elements of collection, conveyance, storage, flow control and disposal of surface water. Such drawings shall include details of location, position, gradients, dimensions, pipe reference numbers, volumes (where appropriate), invert and cover levels of all elements;
- \* Full calculations of simulated storm flow through the proposed system demonstrating efficient system performance against design standards. Such calculations shall be based on the allowable discharge rates as given in Sections 7.3 and 7.4 of the above-referenced FRA;
- \* Full calculations demonstrating volumes of attenuation storage required for each catchment;
- \* Plan showing the final masterplan site layout, and finalising such details as percentage of impermeable surface proposed in each catchment and translating this into final allowable discharge rates from each catchment;
- \* Cross- and long-section drawings as well as topographical plans with levels in metres AOD, of each of the proposed attenuation ponds;
- \* Confirmation of which party is responsible for maintenance of each element of the complete drainage system, as well as confirmation of Bedford Borough Council's intention to adopt the attenuation ponds and outfalls;
- \* Details of overland flood flow routes in the event of exceedance or failure of the proposed system. Such information as flow routes, and likely depths and velocities shall be required;
- \* Proposed maintenance programmes for the proposed drainage system.

REASON: To prevent the increased risk of flooding, to improve and protect water quality, to improve habitat and amenity, and to ensure future maintenance of these and in accordance with Policies BE30 and U2 of Bedford Borough Local Plan 2002 and Policy CP21 of the Bedford Borough Core Strategy 2008.

- 6 Development of any phase shall not commence until such time as the attenuation pond, flow controls, discharge mechanism, and all necessary connections and structures that will serve the phase of development, have been fully constructed and tested and are fully operational, in full accordance with the principles given in the approved Flood Risk Assessment (dated 12 December 2011, reference OH/JSM/W/209196 3rd Draft, compiled by Waterman Boreham).



REASON: To prevent the increased risk of flooding by ensuring the drainage system serving proposed development is fully functional and in accordance with Policies BE30 and U2 of Bedford Borough Local Plan 2002 and Policy CP21 of the Bedford Borough Core Strategy 2008.

- 7     There shall be no storage of any materials including soil or raising of ground levels within the floodplain.

REASON: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity and in accordance with Policies BE30 and U2 of Bedford Borough Local Plan 2002 and Policy CP21 of the Bedford Borough Core Strategy 2008.

- 8     No development shall take place until details of surface water drainage, including sustainable drainage systems for that part of the development and for future maintenance has been submitted to and approved in writing by the Local Planning Authority in consultation with Anglian Water and the Environment Agency. The submitted details shall then be carried out in accordance with the approved details.

REASON: To ensure the satisfactory drainage of the site and in accordance with saved Policies U2 and U3 of the Bedford Borough Local Plan 2002.

- 9     Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage shall be passed through trapped gullies with an overall capacity compatible with the site being drained.

REASON: To prevent pollution and in accordance with saved Policies BE30 and U2 of the Bedford Borough Local Plan 2002.

- 10    Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A preliminary risk assessment which has identified:

- \* all previous uses;
- \* potential contaminants associated with those uses;
- \* a conceptual model of the site indicating sources, pathways and receptors;
- \* potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

REASON: To prevent the pollution of controlled waters, in accordance with Planning Policy Statement 23 and the Environment Agency's Groundwater Protection (GP3) policies.



- 11 Prior to construction, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.  
REASON: To prevent the pollution of controlled waters, in accordance with Planning Policy Statement 23 and the Environment Agency's Groundwater Protection (GP3) policies. A validation report demonstrating satisfactory remediation of the site is required prior to commencement of the proposed development
- 12 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.  
REASON: To ensure that the development complies with approved details, in the interests of protection of the environment and harm to human health.
- 13 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.  
REASON: To prevent the pollution of controlled waters.
- 14 Prior to commencement of development a scheme of archaeological resource management for the application site shall be submitted to and approved by the Local Planning Authority. Development shall thereafter only take place in accordance with the approved scheme of archaeological resource management.  
REASON: To ensure adequate investigation, assessment and recording where appropriate of any identified archaeological remains and to provide a detailed framework for the consideration of reserved matters submissions and in accordance with saved Policies BE24 and BE25 of Bedford Borough Local Plan 2002 and Policies CP21 and CP23 Bedford Borough Core Strategy 2008.
- 15 No work shall commence on any part of the development until a scheme to address the following details has been submitted to and approved by the Local Planning Authority.
- \* Management of construction vehicles including direct site access and routes to and from that part of the development and in the immediate locality and controls over hours of deliveries to and from the site.
  - \* Details of methods to suppress and control dust from the site including methods to monitor, review and measure.
  - \* Details to provide wheel cleaning facilities have been provided and are in use at all site exits relevant to that part of the development.
  - \* Details to control on site construction noise to include details of noise monitoring and mitigation measures to be used across the development site.

The measures as approved shall be implemented in full across the site during the whole construction period unless otherwise agreed in writing by the Local planning Authority.

REASON: In the interest of amenity and to prevent the deposit of mud or other extraneous material on the highway during the construction period and in accordance with saved Policy BE30 of the Bedford Borough Local Plan 2002.



- 16 The road shall not be opened to public vehicular traffic until a scheme for the mitigation of road noise has been submitted to and approved in writing by the Local Planning Authority. The plan thereby approved shall be implemented upon completion of the development and shall remain in force thereafter unless otherwise approved in writing by the local planning authority.

REASON: To ensure any proposals do not detract from the appearance of the development and that the amenities of the occupants of the adjacent dwellings are not prejudiced by excessive noise in accordance with saved Policy BE30 of the Bedford Borough Local Plan 2002.

- 17 Other than essential works to the existing highway on the A428 Bromham Road and the A6 Clapham Road and over the Network Rail mainline, where works overnight will be required in accordance with Highways Act "good practice", works of construction or demolition, including the use of plant, vehicles and machinery necessary for implementation of this consent shall only take place (other than as specifically approved in writing by the relevant local planning authority prior to any works being undertaken) between 07:00 hours and 18:00 on Monday to Friday inclusive; 07:00 hours to 13:00 on Saturdays and not at all on Sundays or Bank Holidays.

REASON: To safeguard the amenities of the adjoining occupiers and in accordance with saved Policy BE30 of the Bedford Borough Local Plan 2002.

- 18 Unless alternative mitigation measures are requested by, and previously agreed in writing with, the Local Planning Authority development shall only take place in accordance with the mitigation measures identified in the Environmental Statement and its appendices for the protection of the following species:

(i) Great Crested Newts

(ii) Bats

(iii) Badgers and survey's with appropriate mitigation shall be submitted to and approved by the Local Planning Authority before any development on or adjacent the riverbank of the River Great Ouse for the following species:

(i) water voles

(ii) otters

Notwithstanding this permission such mitigation measures will need to secure the necessary DEFRA licences for relevant parts of development to proceed

REASON: In accordance with Policy CP25 of the Bedford Borough Core Strategy 2008.

- 19 No development shall take place until the cycleway/footpath and pedestrian bridge provision has been agreed with the Local Planning Authority.

REASON: In the interests of safety of persons using the access and users of the highway and in accordance with saved Policies BE30 and T20 of the Bedford Borough Local Plan 2002.

***Please note the application has been determined with the following policies taken into consideration and any relevant supplementary planning guidance:***

<b>Policy:</b> BE11	<b>Description:</b> New Development in Conservation Areas	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> BE21	<b>Description:</b> Setting of Listed Buildings	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> BE23	<b>Description:</b> Protection of Archaeology	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> BE24	<b>Description:</b> Protection of Ancient Monuments	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> BE25	<b>Description:</b> Recording of Archaeology	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> BE30	<b>Description:</b> Control of New Development	<b>Document:</b> Bedford Borough Local Plan

<b>Policy:</b> BE38	<b>Description:</b> On and Off Site Landscaping	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> BE39	<b>Description:</b> Landscaping Schemes	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> BE40	<b>Description:</b> Trees	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> H08	<b>Description:</b> Land North of Bromham Road, Biddenham	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> LR10	<b>Description:</b> Access to the Countryside	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> NE06	<b>Description:</b> Woodland	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> NE08	<b>Description:</b> Compensation for Environmental Losses	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> NE12	<b>Description:</b> Early Landscaping	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> NE13	<b>Description:</b> Landscape Safeguards	<b>Document:</b> Bedford Borough Local Plan
<b>Policy:</b> CP2	<b>Description:</b> Sustainable Development Principles	<b>Document:</b> Core Strategy & Rural Issues Plan 16-Apr-08
<b>Policy:</b> CP13	<b>Description:</b> the countryside & development within it	<b>Document:</b> Core Strategy & Rural Issues Plan 16-Apr-08
<b>Policy:</b> CP21	<b>Description:</b> Designing in quality	<b>Document:</b> Core Strategy & Rural Issues Plan 16-Apr-08
<b>Policy:</b> CP23	<b>Description:</b> Heritage	<b>Document:</b> Core Strategy & Rural Issues Plan 16-Apr-08
<b>Policy:</b> CP24	<b>Description:</b> Landscape protection and enhancement	<b>Document:</b> Core Strategy & Rural Issues Plan 16-Apr-08
<b>Policy:</b> CP25	<b>Description:</b> Biodiversity	<b>Document:</b> Core Strategy & Rural Issues Plan 16-Apr-08
<b>Policy:</b> CP26	<b>Description:</b> Climate change and pollution	<b>Document:</b> Core Strategy & Rural Issues Plan 16-Apr-08
<b>Policy:</b> CP28	<b>Description:</b> Local Transport Plan	<b>Document:</b> Core Strategy & Rural Issues Plan 16-Apr-08

**Please note the following are the approved plan(s) detail(s):**

**(If any further amendments are approved/refused following this decision you will need to check on our Website or contact the Local Planning Authority for details)**

<b>Plan type:</b> Flood assessment	<b>Plan ref:</b> DRAFT 3	<b>Version:</b> V150	<b>Received:</b> 04-Jan-12
<b>Plan type:</b> Contaminated Land	<b>Plan ref:</b> CONTAMINATED LAND REPORT	<b>Version:</b> V39 - V53	<b>Received:</b> 10-Jan-12
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 LAND BUDGET CHPT 2 PART 2	<b>Version:</b> V098	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 NOISE CHPT 5 PART 1	<b>Version:</b> V099	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL1NOISE LEVEL PLAN CHPT 5 PT 2	<b>Version:</b> V100	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 ECOLOGY CHPT 7	<b>Version:</b> V101	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 LANDSCAPE CHPT 8	<b>Version:</b> V102	<b>Received:</b> 23-Sep-11



**Application No :**     **11/02114/EIA**

<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 SCOPING	<b>Version:</b> V103	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 TRANSPORT ASSESSMENT	<b>Version:</b> V104	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 TRAFFIC FLOW	<b>Version:</b> V105	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 LOCATION PLANS	<b>Version:</b> V106	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 OUTPUT DATA (BY PASS)	<b>Version:</b> V107	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 CYCLE NETWORK PLAN	<b>Version:</b> V108	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 18 HOUR BASE	<b>Version:</b> V110	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 NOISE AND VIBRATION SURVEY	<b>Version:</b> V111	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 18 HOUR PHASE 2	<b>Version:</b> V112	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 18 HOUR BASE	<b>Version:</b> V113	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 NOISE LEVELS	<b>Version:</b> V114	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 TRAFFIC DATA	<b>Version:</b> V115	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 NOISE RESULTS	<b>Version:</b> V116	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 CONSTRUCTION NOISE	<b>Version:</b> V117	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 SOIL AND AGRICULTURE	<b>Version:</b> V118	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 LANDSCAPE AND VISUAL IMPAC	<b>Version:</b> V119	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 AIR QUALITY 2011	<b>Version:</b> V120	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 AIR QUALITY 2016	<b>Version:</b> V121	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 AIR QUALITY 2016	<b>Version:</b> V122	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 AIR QUALITY 2016	<b>Version:</b> V123	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 AIR QUALITY 2016	<b>Version:</b> V124	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 AIR QUALITY	<b>Version:</b> V125	<b>Received:</b> 23-Sep-11

2021

<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 AIR QUALITY 2021	<b>Version:</b> V126	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 AIR QUALITY ASSESSMENT	<b>Version:</b> V127	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 EVALUATION CRITERIA	<b>Version:</b> V128	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 BAT SURVEY	<b>Version:</b> V129	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 WATER VOLE + OTTER SURVEY	<b>Version:</b> V130	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 WATER VOLE +OTTER SURVEY	<b>Version:</b> V131	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 BREEDING BIRDS	<b>Version:</b> V132	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 REPTILE SURVEY	<b>Version:</b> V133	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 GREAT CRESTED NEWT SURVEY	<b>Version:</b> V134	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 ECOLOGICAL STUDY	<b>Version:</b> V135	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 TREE REPORT	<b>Version:</b> V136	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Bridges and Pathways	<b>Plan ref:</b> GENERAL ARRANGEMENT	<b>Version:</b> V003	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Bridges and Pathways	<b>Plan ref:</b> GENERAL ARRANGEMENT	<b>Version:</b> V004	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Bridges and Pathways	<b>Plan ref:</b> FOOTBRIDGE	<b>Version:</b> V005	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Bridges and Pathways	<b>Plan ref:</b> RAILWAY BRIDGE	<b>Version:</b> V006	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Bridges and Pathways	<b>Plan ref:</b> RAILWAY BRIDGE	<b>Version:</b> V007	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Bridges and Pathways	<b>Plan ref:</b> RAILWAY BRIDGE	<b>Version:</b> V008	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Bridges and Pathways	<b>Plan ref:</b> SUBWAY	<b>Version:</b> V009	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Bridges and Pathways	<b>Plan ref:</b> SUBWAY	<b>Version:</b> V010	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Landscaping Scheme	<b>Plan ref:</b> PARK AND NATURE RESERVE	<b>Version:</b> V043	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Landscaping Scheme	<b>Plan ref:</b> PARK AND NATURE RESERVE	<b>Version:</b> V044	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Landscaping Scheme	<b>Plan ref:</b> HEDGE ROW PLANTING	<b>Version:</b> V045	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Landscaping Scheme	<b>Plan ref:</b> SHRUB PLANTING	<b>Version:</b> V046	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Long Sections	<b>Plan ref:</b> NORTHERN	<b>Version:</b> V047	<b>Received:</b> 23-Sep-11



SECTION			
<b>Plan type:</b> Long Sections	<b>Plan ref:</b> NORTHERN SECTION	<b>Version:</b> V048	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Long Sections	<b>Plan ref:</b> NORTHERN SECTION	<b>Version:</b> V049	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Planning Statement	<b>Plan ref:</b> PLANNING STATEMENT	<b>Version:</b> V050	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Lighting Details	<b>Plan ref:</b> STREET LIGHTING	<b>Version:</b> V051	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Lighting Details	<b>Plan ref:</b> STREET LIGHTING	<b>Version:</b> V052	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Lighting Details	<b>Plan ref:</b> STREET LIGHTING	<b>Version:</b> V053	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Lighting Details	<b>Plan ref:</b> STREET LIGHTING	<b>Version:</b> V054	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Transport assessment	<b>Plan ref:</b> TRANSPORT ASSESSMENT	<b>Version:</b> V055	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Transport assessment	<b>Plan ref:</b> SCOPING STUDY	<b>Version:</b> V056	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Transport assessment	<b>Plan ref:</b> JUNCTION IMPROVEMENTS	<b>Version:</b> V057	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Transport assessment	<b>Plan ref:</b> ACCIDENT REPORT	<b>Version:</b> V058	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Transport assessment	<b>Plan ref:</b> NORTHERN SECTION LOCATION PLAN	<b>Version:</b> V059	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Transport assessment	<b>Plan ref:</b> TRAFFIC SURVEY	<b>Version:</b> V060	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Transport assessment	<b>Plan ref:</b> TRAFFIC FORECAST	<b>Version:</b> V061	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Transport assessment	<b>Plan ref:</b> LINK+ ANALYSIS AND METHODOLOGY	<b>Version:</b> V062	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Transport assessment	<b>Plan ref:</b> TRAFFIC MOVEMENTS	<b>Version:</b> V063	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Transport assessment	<b>Plan ref:</b> HIGHWAY INFRASTRUCTURE	<b>Version:</b> V064	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Transport assessment	<b>Plan ref:</b> PHASING PLAN	<b>Version:</b> V065	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Transport assessment	<b>Plan ref:</b> OUTPUT DATA	<b>Version:</b> V066	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Transport assessment	<b>Plan ref:</b> TRAVEL PLAN	<b>Version:</b> V067	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Site Appraisal / Investigation	<b>Plan ref:</b> INVESTIGATION REPORT	<b>Version:</b> V068	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Site Appraisal / Investigation	<b>Plan ref:</b> INVESTIGATION REPORT	<b>Version:</b> V070	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Site Appraisal / Investigation	<b>Plan ref:</b> INVESTIGATION REPORT	<b>Version:</b> V071	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Site Appraisal / Investigation	<b>Plan ref:</b> INVESTIGATION REPORT	<b>Version:</b> V072	<b>Received:</b> 23-Sep-11

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<b>Plan type:</b> Site Appraisal / Investigation	<b>Plan ref:</b> INVESTIGATION REPORT	<b>Version:</b> V073	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 DESK STUDY	<b>Version:</b> V074	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 HABITAT SURVEY	<b>Version:</b> V075	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 BAT SURVEY	<b>Version:</b> V076	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 BAT SURVEY	<b>Version:</b> V077	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 NEWT SURVEY	<b>Version:</b> V078	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 ECOLOGICAL PROPOSALS	<b>Version:</b> V079	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VIARCHAEOLOGY AND HERITAGE CHPT4	<b>Version:</b> V080	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 ARBORICULTURE CHPT 4	<b>Version:</b> V081	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 SOCIO-ECONOMIC CHPT 3	<b>Version:</b> V082	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 TRANSPORT CHPT 4	<b>Version:</b> V083	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 NATURAL RESOURCES CHPT 4	<b>Version:</b> V084	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 RIGHTS OF WAY CHPT 9	<b>Version:</b> V085	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 BIBLIOGRAPHY CHPT 12	<b>Version:</b> V086	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 TOPOGRAPHY	<b>Version:</b> V087	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 PROPOSED VISIBILITY	<b>Version:</b> V088	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 LAND USE AND VEGETATION	<b>Version:</b> V089	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 LANDSCAPE	<b>Version:</b> V090	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 EXISTING VISIBILITY	<b>Version:</b> V091	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 EXISTING VISIBILITY	<b>Version:</b> V092	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 EXISTING VISIBILITY	<b>Version:</b> V093	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 PROPOSED VISIBILITY	<b>Version:</b> V094	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1 PROPOSED VISIBILITY	<b>Version:</b> V095	<b>Received:</b> 23-Sep-11



<b>Plan type:</b> Location Plan	<b>Plan ref:</b> RED OUTLINE	<b>Version:</b> V001	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Bridges and Pathways	<b>Plan ref:</b> GENERAL ARRANGEMENT	<b>Version:</b> V002	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Landscaping Scheme	<b>Plan ref:</b> TREE AND HEDGE ROW REMOVAL	<b>Version:</b> V038	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Landscaping Scheme	<b>Plan ref:</b> TREE AND HEDGE ROW ROW REMOVAL	<b>Version:</b> V039	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Landscaping Scheme	<b>Plan ref:</b> GENERAL LAYOUT	<b>Version:</b> V040	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Landscaping Scheme	<b>Plan ref:</b> GENERAL LAYOUT	<b>Version:</b> V041	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Landscaping Scheme	<b>Plan ref:</b> HAY CUTTING LOCATION PLAN	<b>Version:</b> V042	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 2 RAIL FACILITIES	<b>Version:</b> V109	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> V1ENVIRONMENTAL STATEMENT CHPT 1	<b>Version:</b> V096	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> VOL 1THE DEVELOPMENT CHPT 2 PT 1	<b>Version:</b> V097	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Bridges and Pathways	<b>Plan ref:</b> SUBWAY	<b>Version:</b> V011	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Cross section site	<b>Plan ref:</b> CROSS SECTION	<b>Version:</b> V012	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Cross section site	<b>Plan ref:</b> CROSS SECTION	<b>Version:</b> V013	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Cross section site	<b>Plan ref:</b> CROSS SECTION	<b>Version:</b> V014	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Cross section site	<b>Plan ref:</b> CROSS SECTION	<b>Version:</b> V015	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Drainage details	<b>Plan ref:</b> SLUICE	<b>Version:</b> V016	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Drainage details	<b>Plan ref:</b> DRAINAGE DITCH	<b>Version:</b> V017	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Drainage details	<b>Plan ref:</b> CONSTRUCTION SECTIONS	<b>Version:</b> V018	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Drainage details	<b>Plan ref:</b> CONSTRUCTION SECTIONS	<b>Version:</b> V019	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Drainage details	<b>Plan ref:</b> DRAINAGE DITCH	<b>Version:</b> V020	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Drainage details	<b>Plan ref:</b> HARD LANDSCAPING	<b>Version:</b> V021	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Drainage details	<b>Plan ref:</b> HARD LANDSCAPING	<b>Version:</b> V022	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Drainage details	<b>Plan ref:</b> DITCH CONSTRUCTION	<b>Version:</b> V023	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Drainage details	<b>Plan ref:</b> CONSTRUCTION SECTIONS	<b>Version:</b> V024	<b>Received:</b> 23-Sep-11

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<b>Plan type:</b> Drainage details	<b>Plan ref:</b> CONSTRUCTION SECTIONS	<b>Version:</b> V025	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Drainage details	<b>Plan ref:</b> CONSTRUCTION SECTIONS	<b>Version:</b> V026	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Fencing Details	<b>Plan ref:</b> GATE	<b>Version:</b> V029	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Fencing Details	<b>Plan ref:</b> FENCE	<b>Version:</b> V030	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Fencing Details	<b>Plan ref:</b> FENCE	<b>Version:</b> V031	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Fencing Details	<b>Plan ref:</b> FENCE	<b>Version:</b> V032	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Environmental Statement	<b>Plan ref:</b> ENVIRONMENTAL STATEMENT VOL 3	<b>Version:</b> V035	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Landscaping Scheme	<b>Plan ref:</b> NORTHERN SECTION	<b>Version:</b> V036	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Landscaping Scheme	<b>Plan ref:</b> TREE DETAIL	<b>Version:</b> V037	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Drainage details	<b>Plan ref:</b> CONSTRUCTION SECTIONS	<b>Version:</b> V027	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Drainage details	<b>Plan ref:</b> CONSTRUCTION SECTIONS	<b>Version:</b> V028	<b>Received:</b> 23-Sep-11
<b>Plan type:</b> Minerals and Waste Info	<b>Plan ref:</b> MINERALS AND WASTE	<b>Version:</b> V138	<b>Received:</b> 08-Dec-11
<b>Plan type:</b> Heritage Statement	<b>Plan ref:</b> HERITAGE STATEMENT	<b>Version:</b> V137A	<b>Received:</b> 08-Dec-11

**Date Determined by Committee 27 February 2012**



# **BEDFORD BOROUGH COUNCIL**

**AGENDA ITEM NO:6**

For publication

**COMMITTEE : Planning**

**DATE : 27 February 2012**

**AUTHOR : Assistant Director (Planning,  
Strategic, Transport and Housing)**

## **DEVELOPMENT APPLICATIONS**

e.mail [planning@bedford.gov.uk](mailto:planning@bedford.gov.uk)

**Background Papers:** Those representations received in respect of each application.

Please note that all correspondence from consultees (i.e. letters of objection, support, comments from Government departments, other local authorities and statutory undertakers etc.) referred to in the Schedule constitute background papers and will be available for inspection in accordance with the requirements set out in the Local Government (Access to Information) Act 1985.

**Schedule of applications under Agenda Item No. 6**

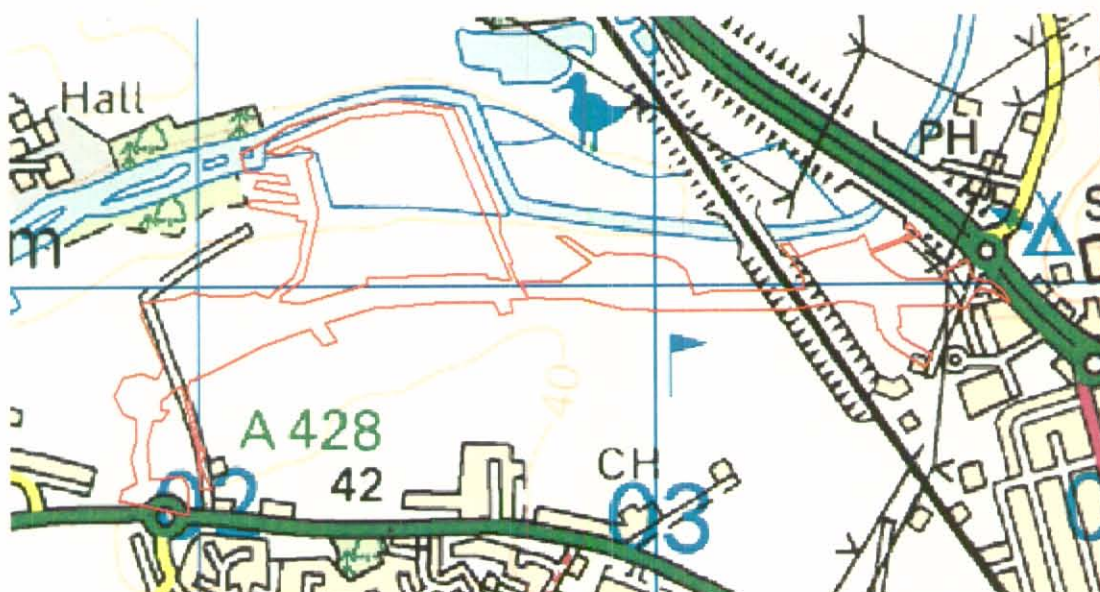
### **6(1) APPLICATIONS RECOMMENDED FOR CONSENT**

1. 11/02114/EIA Land North Of Bromham Road Biddenham Bedfordshire



**6(1) DEVELOPMENT APPLICATIONS – TO CONSIDER THE SCHEDULE OF APPLICATIONS TO BE DETERMINED**

1.     **APPLICATION NO:**     11/02114/EIA  
       **LOCATION:**         Land North Of  
                              Bromham Road  
                              Biddenham  
                              Bedfordshire
- PROPOSAL:**         Single carriageway to link A428 Bromham Road (at its  
                              junction with Gold Lane/Deep Spinney) and the A6 Clapham  
                              Road (at its junction with the old Bedford Road). All  
                              Associated infrastructure including bridge over midland  
                              mainline railway, a footbridge, cycleways/footways , an  
                              underpass, attenuation ponds and outfalls to the River Great  
                              Ouse.
- APPLICANT:**        Bedford Bc Highways And Direct Works Group  
       **EXPIRY DATE:**     13 January 2012



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**PLANNING CASE OFFICER:- Mr Wayne Campbell (01234) 718541**

**LAST DATE FOR COMMENTS: 24 February 2012**

**RECOMMENDATION: Grant Permission subject to the following conditions:-**

- 1     The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
       REASON: In accordance with Section 91 of the Town and Country Planning Act 1990, to prevent the accumulation of unimplemented planning permissions.
- 2     No development shall take place until a scheme of structure planting and landscaping to the amenity open space and proposed and existing vegetation identified on the Concept Master Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include:



- a) Existing trees, shrubs and hedges giving their location, height and spread and indicating those to be retained and those to be removed.
- b) New planting giving location, number and density, height and eventual spread and the location of grass turfing or seeding.
- c) Surface treatment of all proposed and existing rights of way and other surface details.
- d) Depth of top soil to be provided where necessary and the measures to be taken to maintain the new planting and grassed areas for the required period.
- e) Timing of the implementation of all proposed works.
- f) Measures proposed for protection of existing trees and hedgerows during construction.
- g) Scheme of works for the re-aligned A428 to include provision for the treatment of existing sections of the A428 made redundant by virtue of such realignment and the landscaping and planting of these sections.
- h) Illustration of any proposed works within the floodplain.
- i) Future management of the landscaped area following implementation to include maintenance schedule as appropriate.
- j) A written statement of the account taken of the approved Landscape SPG
- k) Proposals for hard and soft landscaping for existing and proposed roundabouts on the A6-A428 link road..

Development shall thereafter only proceed in accordance with the approved details.

REASON: To enhance the appearance of the proposed development and assimilate it into it's surrounding in accordance with Policies BE30, BE38, BE39 and NE6 of the Bedford Borough Local Plan 2002 and Policies CP21, CP22 and CP24 of the Bedford Borough Core Strategy 2008

- 3 All landscaping and planting approved under condition 2 of this permission shall be implemented in accordance with approved details and shall thereafter be permanently retained and managed in accordance with the approved future management details unless the Local Planning Authority gives written consent to any variation. In any event any trees or plants which within a period of 5 years from their planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation. For the purpose of this condition a planting season shall mean the period from November to February inclusive.

REASON: To enhance and maintain the appearance of the proposed development and its assimilation into it's surrounding in accordance with Policies BE30, BE31, BE38, BE39 and NE6 of the Bedford Borough Local Plan 2002 and Policies CP21, CP22 and CP24 of the Bedford Borough Core Strategy 2008.

- 4 The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA), dated 12 December 2011, reference OH/JSM/W/209196 3rd Draft, compiled by Waterman Boreham Ltd, and the following mitigation measures detailed within the FRA:

- 1. All built development (including all buildings, roads and attenuation ponds) except the outfall for ponds 1 & 2, pond 3 and pond 5 (as denoted within the FRA), shall be located outside the 100-year plus climate change fluvial flood contour, which is agreed as being 31.60 metres Above Ordnance Datum;
- 2. Measures to ensure that the surface water discharge rates for rainfall events up to and including the 100-year plus climate change event shall not exceed the rates given in litres per second in Sections 7.3 and 7.4 of the above-referenced FRA. All attenuation measures shall be designed based upon these figures.

REASON: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to ensure the impacts of fluvial flooding on the proposed development are reduced as much as is reasonably possible and in accordance with Policies BE30 and U2 of Bedford Borough Local Plan 2002 and Policy CP21 of the Bedford Borough Core Strategy 2008.

- 5 Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.



## APPLICATIONS FOR PLANNING PERMISSION RECOMMENDED FOR CONSENT

The scheme shall be based upon the principles stated within the Flood Risk Assessment (FRA) dated 12 December 2011, referenced OH/JSM/W/209196 3rd Draft, compiled by Waterman Boreham Ltd, and shall include:

- \* Complete and detailed plans and drawings of the proposed surface water drainage system, including all elements of collection, conveyance, storage, flow control and disposal of surface water. Such drawings shall include details of location, position, gradients, dimensions, pipe reference numbers, volumes (where appropriate), invert and cover levels of all elements;
- \* Full calculations of simulated storm flow through the proposed system demonstrating efficient system performance against design standards. Such calculations shall be based on the allowable discharge rates as given in Sections 7.3 and 7.4 of the above-referenced FRA;
- \* Full calculations demonstrating volumes of attenuation storage required for each catchment;
- \* Plan showing the final masterplan site layout, and finalising such details as percentage of impermeable surface proposed in each catchment and translating this into final allowable discharge rates from each catchment;
- \* Cross- and long-section drawings as well as topographical plans with levels in metres AOD, of each of the proposed attenuation ponds;
- \* Confirmation of which party is responsible for maintenance of each element of the complete drainage system, as well as confirmation of Bedford Borough Council's intention to adopt the attenuation ponds and outfalls;
- \* Details of overland flood flow routes in the event of exceedance or failure of the proposed system. Such information as flow routes, and likely depths and velocities shall be required;
- \* Proposed maintenance programmes for the proposed drainage system.

REASON: To prevent the increased risk of flooding, to improve and protect water quality, to improve habitat and amenity, and to ensure future maintenance of these and in accordance with Policies BE30 and U2 of Bedford Borough Local Plan 2002 and Policy CP21 of the Bedford Borough Core Strategy 2008.

- 6 Development of any phase shall not commence until such time as the attenuation pond, flow controls, discharge mechanism, and all necessary connections and structures that will serve the phase of development, have been fully constructed and tested and are fully operational, in full accordance with the principles given in the approved Flood Risk Assessment (dated 12 December 2011, reference OH/JSM/W/209196 3rd Draft, compiled by Waterman Boreham).

REASON: To prevent the increased risk of flooding by ensuring the drainage system serving proposed development is fully functional and in accordance with Policies BE30 and U2 of Bedford Borough Local Plan 2002 and Policy CP21 of the Bedford Borough Core Strategy 2008.

- 7 There shall be no storage of any materials including soil or raising of ground levels within the floodplain.

REASON: To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity and in accordance with Policies BE30 and U2 of Bedford Borough Local Plan 2002 and Policy CP21 of the Bedford Borough Core Strategy 2008.

- 8 Development shall take place until details of surface water drainage, including sustainable drainage systems for that part of the development and for future maintenance has been submitted to and approved in writing by the Local Planning Authority in consultation with Anglian Water and the Environment Agency. The submitted details shall then be carried out in accordance with the approved details.

REASON: To ensure the satisfactory drainage of the site and in accordance with saved Policies U2 and U3 of the Bedford Borough Local Plan 2002.

- 9 Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage shall be passed through trapped gullies with an overall capacity compatible with the site being drained.

REASON: To prevent pollution and in accordance with saved Policies BE30 and U2 of the Bedford Borough Local Plan 2002.



## APPLICATIONS FOR PLANNING PERMISSION RECOMMENDED FOR CONSENT

- 10 Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
- 1) A preliminary risk assessment which has identified:
    - \* all previous uses;
    - \* potential contaminants associated with those uses;
    - \* a conceptual model of the site indicating sources, pathways and receptors;
    - \* potentially unacceptable risks arising from contamination at the site.
  - 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
  - 3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
  - 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
- Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.
- REASON: To prevent the pollution of controlled waters, in accordance with Planning Policy Statement 23 and the Environment Agency's Groundwater Protection (GP3) policies.
- 11 Prior to construction, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.
- REASON: To prevent the pollution of controlled waters, in accordance with Planning Policy Statement 23 and the Environment Agency's Groundwater Protection (GP3) policies. A validation report demonstrating satisfactory remediation of the site is required prior to commencement of the proposed development
- 12 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.
- REASON: To ensure that the development complies with approved details, in the interests of protection of the environment and harm to human health.
- 13 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.
- REASON: To prevent the pollution of controlled waters.
- 14 Prior to commencement of development a scheme of archaeological resource management for the application site shall be submitted to and approved by the Local Planning Authority. Development shall thereafter only take place in accordance with the approved scheme of archaeological resource management.
- REASON: To ensure adequate investigation, assessment and recording where appropriate of any identified archaeological remains and to provide a detailed framework for the consideration of reserved matters submissions and in accordance with saved Policies BE24 and BE25 of Bedford Borough Local Plan 2002 and Policies CP21 and CP23 Bedford Borough Core Strategy 2008.
- 15 No work shall commence on any part of the development until a scheme to address the following details has been submitted to and approved by the Local Planning Authority.



## APPLICATIONS FOR PLANNING PERMISSION RECOMMENDED FOR CONSENT

\* Management of construction vehicles including direct site access and routes to and from that part of the development and in the immediate locality and controls over hours of deliveries to and from the site.

\* Details of methods to suppress and control dust from the site including methods to monitor, review and measure.

\* Details to provide wheel cleaning facilities have been provided and are in use at all site exits relevant to that part of the development.

\* Details to control on site construction noise to include details of noise monitoring and mitigation measures to be used across the development site.

The measures as approved shall be implemented in full across the site during the whole construction period unless otherwise agreed in writing by the Local planning Authority.

REASON: In the interest of amenity and to prevent the deposit of mud or other extraneous material on the highway during the construction period and in accordance with saved Policy BE30 of the Bedford Borough Local Plan 2002.

- 16 The road shall not be opened to public vehicular traffic until a scheme for the mitigation of road noise has been submitted to and approved in writing by the Local Planning Authority. The plan thereby approved shall be implemented upon completion of the development and shall remain in force thereafter unless otherwise approved in writing by the local planning authority.

REASON: To ensure any proposals do not detract from the appearance of the development and that the amenities of the occupants of the development are not prejudiced by excessive noise in accordance with saved Policy BE30 of the Bedford Borough Local Plan 2002.

- 17 Other than essential works to the existing highway on the A428 Bromham Road and the A6 Clapham Road and over the Network Rail mainline, where works overnight will be required in accordance with Highways Act "good practice", works of construction or demolition, including the use of plant, vehicles and machinery necessary for implementation of this consent shall only take place (other than as specifically approved in writing by the relevant local planning authority prior to any works being undertaken) between 07:00 hours and 18:00 on Monday to Friday inclusive; 07:00 hours to 13:00 on Saturdays and not at all on Sundays or Bank Holidays.

REASON: To safeguard the amenities of the adjoining occupiers and in accordance with saved Policy BE30 of the Bedford Borough Local Plan 2002.

- 18 Unless alternative mitigation measures are requested by, and previously agreed in writing with, the Local Planning Authority development shall only take place in accordance with the mitigation measures identified in the Environmental Statement and its appendices for the protection of the following species:

(i) Great Crested Newts

(ii) Bats

(iii) Badgers and survey's with appropriate mitigation shall be submitted to and approved by the Local Planning Authority before any development on or adjacent the riverbank of the River Great Ouse for the following species:

(i) water voles

(ii) otters

Notwithstanding this permission such mitigation measures will need to secure the necessary DEFRA licences for relevant parts of development to proceed

REASON: In accordance with Policy CP25 of the Bedford Borough Core Strategy 2008.

- 19 No development shall take place until the cycleway/footpath and pedestrian bridge provision has been agreed with the Local Planning Authority.

REASON: In the interests of safety of persons using the access and users of the highway and in accordance with saved Policies BE30 and T20 of the Bedford Borough Local Plan 2002.



**REPORT:**

**SITE & SURROUNDINGS**

The site is in essence a long corridor of land which is currently used as agricultural land and located adjacent to existing residential development on the northern edge of Biddenham and the rear gardens of existing dwellings on the northern side of Bromham Road. Occupying approximately 24.8 hectares, the land will be accessed by the existing Deep Spinney/Bromham Road roundabout on the A428

The route of the bypass crosses arable farmland in the West which slopes down towards the river Great Ouse before crossing over the Ouse Valley Golf Course. A new bridge over the East Midland mainline railway will allow the bypass to cross over into an area of derelict land and former allotments adjacent to the Clapham Road Sainsbury store. This area to the east of the railway line is identified for development as a new park and ride together with development for employment purposes.

**CONSULTATION RESPONSES**

**Queens Park Urban Community  
Council  
HECS (Env Health & Trading  
Standards)**

No comments received.

Air Quality - no comments to make.

Land Contamination - no comments to make.

Noise - recommendation of approval subject to conditions being imposed with regard to noise mitigation; the suppression and control of dust (including monitoring and review); construction noise; and site operating hours.

**Conservation Officer-**

Assessments have found there to be a degree of harm to the setting of two designated heritage assets - 66 Bromham Rd and Little Park House. The degree of harm to 66 Bromham Rd is considered greater than that to Little Park House though for the purposes of applying the tests set out in PPS5 the harm is considered to be less than substantial in both cases. PPS5 Policy HE10.1 states that where applications fail to preserve those elements of setting that make a positive contribution to the significance of a heritage asset, as is the case here, they should weigh any harm against the wider benefits of the application. The greater the negative impacts on the significance of the heritage asset, the greater the benefits that will be needed to justify approval. PPS5 also requires differing policies to be applied according to the degree of harm. In cases where the harm is considered less than substantial Policy HE9.4 should be applied which states that authorities should:

- i) Weigh the public benefit (for example that it helps to secure the optimum viable use of the heritage asset in the interests of its long term conservation) against the harm; and
  - ii) Recognise that the greater the harm to the significance of the heritage asset the greater the justification will be needed for any loss.
- Officers are advised to apply this approach in this case.

**Highways (Development Control)  
Officer**

No plans have been provided to show the potential line for the link to be dualled in the future, the span between the bridge abutments would appear to be short in respect of future widening.

Drg 209196 SK33 is showing a 5 arm roundabout for the first junction on Bromham Road which is incorrect as this will be a 4 arm roundabout.

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<b>Arboricultural Officer</b>	<p>Clarification required on future carriageway width and design of footbridge access ramps to either side.</p> <p>The proposed route of the link road will have a limited arboricultural impact and is therefore acceptable. However, would recommend that the specification for the protective fencing is revised.</p>
<b>Biddenham Parish Council</b>	<p>The Parish Council would not support the housing development unless the full northern section of the bypass was already under construction. Commented that improvements to the Shakespeare Road double roundabout must be considered as should junction alterations at Biddenham Turn / Bromham Road. Further, that footpaths and cycle paths should be developed at the same time as any access roads.</p> <p>Question raised as to whether or not a park and ride facility will be considered at Clapham Road or Great Denham. Also, the naming of the proposed development and which borough ward it will fall under.</p> <p>The Parish Council requires the provision by the developer of a pedestrian/cycle bridge over the River Great Ouse to ensure a safe route for school children attending Biddenham Upper School.</p> <p>General concerns raised re: local schooling needs and access to community facilities.</p>
<b>Bromham Parish Council</b> <b>Clapham Parish Council</b> <b>Brickhill Parish Council</b> <b>Great Denham Parish Council</b> <b>Anglian Water</b>	<p>Gold Lane roundabout was to be landscaped when originally planned, Parish Council request that the landscaping to be part of the highways construction works. Parish Council understand that the Council are considering reducing the speed limit along Bromham Road into the town centre which the Parish Council would fully support.</p> <p>No objection.</p> <p>No objections to the application.</p> <p>No comments received.</p> <p>No comments received.</p> <p>The highway drainage design should be incorporated within the overall surface water strategy which would need to satisfy adoption criteria under Section 104 and 106 of the Water Industry Act 1991.</p> <p>To date, although comment has been made regarding discharge rates and connection points, no technical approval has been granted or agreement entered in to.</p>
<b>British Horse Society</b> <b>Biddenham Society</b> <b>Cycling Campaign for North Bedfordshire</b>	<p>The applicant should be encouraged to pursue agreement under the above Acts in order to satisfy Anglian Water's requirements.</p> <p>No comments received.</p> <p>No comments received.</p> <p>Supports the construction of the link road and the provision of the underpass on the north side of the Gold Lane roundabout to provide cyclists and pedestrians with a non-stop continuous east-west route along Bromham Road;</p> <p>Recommended that a dual use track should also be provided between the two roundabouts on the east side between Gold Lane and the roundabout serving the community facilities.</p>



**Campaign for Dark Skies  
Eastern Energy ( 24-7 now EDF  
Energy)  
Environment Services Manager**

Comments also made about the lack of a dual use track along the south side of the link between roundabouts 2 and 3. The campaign group have also stated that on the north side employment part of the development near Clapham Road there must be safe cycle route connections to the town centre via an off-road route on the north side of Clapham Road from the Manton Lane toucan to Clarendon Street as well as a dual use path between Clapham Road and Byron Crescent along the west side of Shakespeare Road.

No comments received.

No comments received.

**Beds & Luton Fire Rescue  
Headquarters  
Greenspace Officer  
Beds/River Ivel Internal Drainage  
Board  
Luton Angling Club**

Consideration must be given for placement of waste receptacles for loose waste material i.e. litter. Any highway where egress / recess for lay-bys parking may have been proposed, consideration will be required to the installation of receptacles in these areas. There must be a minimum of 2 waste receptacles in a lay-by area.

No comments received.

No comments received.

No comments received.

Raise questions over the club's access to their car park to the north of the bypass route.

No comments received.

**The Royal Society For The  
Protection Of Birds  
HECS (Landscape Architect)**

Largely support the broad 'green' river frontage to the development which helps mitigate the development from the wider countryside however raise an issue with the proposed water attenuation ponds. In terms of landscape character consider open water bodies to be a departure from a lowland river valley landscape. Appreciate their presence has a practical function therefore recommend additional consideration be given to their form in order to improve integration into the local landscape character. As an example, new water bodies could simulate field drainage ditches and / or small field ponds.

Recommend that any proposed noise attenuation fencing along the proposed carriageway is 'sandwiched' by new vegetation to reduce visual impact. Support structural planting adjacent to the carriageway although proposals should avoid the appearance of 'highlighting' the route by the presence of solid vegetation;

There appears to be a lack of buffer planting for residents situated north of Bromham Road.

No comments to make with respect to contamination on land.

**Scientific Officer Environmental  
Health  
Team Leader Transport Policy**

There are no fundamental traffic capacity objections to the bypass proposal.

Comments from our original response which are relevant to the bypass are:

Cycle path on south side of bypass for whole length, or condition for strategic cycle route through Phase 1 to our satisfaction (i.e. without numerous stops and road crossings).



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Cycle route on both sides of the carriageway between Junctions 1 and 2

### Archaeological Officer

Bridge to be joint cycleway/footway and designed appropriately. With regard to the history of archaeological assessment and decisions within Land North of Bromham Road (LNOBR), the non-technical summary (NTS) could be viewed as misleading. Only 50% of the LNOBR area has been subject to limited evaluation and this is particularly sparse along the proposed route of the bypass. Although the text implies that there is no archaeology of national importance and that the nature has been confirmed, this cannot be discounted until sufficient evaluation has been undertaken.

Mitigation outlined in terms of the filter drainage is acceptable. However, the supporting documentation that either evaluation or mitigation has been considered for ancillary development such as scrapes, landscaping, deep footings for the railway bridge etc is not convincing.

It is recommended that evaluation is completed at the earliest opportunity. A working method statement will need to be submitted and approved prior to the construction of the embankment at the eastern part of the route. This will need to contain details of machinery to be used, detail of direction of scrape, plant route. No comments to make.

### Minerals And Waste Team Environment Agency

Recommendation that planning permission should only be granted subject to the imposition of conditions relating to flood risk and surface water drainage and land contamination.

Advisory notes provided for the applicant with regard to land contamination; surface water drainage; oil / fuel storage; waste; and pollution prevention guidance.

### Natural England

It is essential that the bypass is accompanied by strategically placed (multi-user) crossing points to enable ready access to the proposed country park.

The scheme must contain fully integrated pollution control mechanisms to prevent polluted run-off from the bypass. Natural England do however support the use of appropriately filtered water run-off as an aid to maintain suitable wet conditions in the Bromham Water Meadows CWS.

Reference made to standing advice re: domestic protected species (badgers, reptiles, water voles and birds). Emphasis placed on the importance of integrating badger access via tunnels and fencing under the bypass.

Bespoke comments provided re: European Protected Species (bats, great crested newts and otters).

The area contains and adjoins habitats of significant value for bats (at least 6 species). It is essential that any trees with suspected or potential bat roosts are resurveyed prior to felling as mitigation and licensing requirements may exist. The bypass does provide new

barriers to bat movement - bat crossing points (preferably unlit) are supported as is additional planting to the west of the bypass.

The medium sized population of great crested newts at the eastern end of the development site will not be directly affected by the development.

**Bedfordshire Bat Group**

It seems that thorough ecological surveys have been carried out for bats, and bat issues have been adequately addressed in the report. Work undertaken with regard to the badger population is welcome; retention of the existing badger sett is the best option and care and attention is required when putting together the detailed plans for fencing during the development stages and the construction of the underpass so that this is used and not bypassed by the badger population.

**The Wildlife Trust**

The retention and enhancement of the Bromham Water Meadows County Wildlife Site is welcome; enhancements should be ideally undertaken in accordance with a management plan that draws upon advice from appropriate sources with an understanding of the reasons for the site's designation as a CWS. This should be a long term management plan and will need to include plans for the management of the site and also the funding of this management in the future.

The development of a Country Park is welcome; any seed mix used to sow these new areas of grassland should be of locally sourced seed if at all possible, and should be an appropriate mix of seeds from species which are relevant to the local area. It is hoped that mature trees and hedgerows are retained wherever possible. It is important that the planting of native/local species occurs when replanting is undertaken throughout the site.

It is suggested that conditions are included with any permission granted to ensure that the mitigation identified in chapter 7 (7.5.2.2) of the ES is carried out. Also, that appropriate mitigation's are undertaken in light of sections 7.5.4.3 and 7.5.4.5 of the ES.

**Highways Agency  
Ramblers Association**

No objection.

No objection. However, where the pedestrian path and cycle track share the same strip of ground it would be good to separate them with a low fence rather than a white line, which wears away and is anyway ignored by pedestrians. I have experienced this with the cycle track along Bedford Road, Kempston.

The provision of a safe (tunnel or bridge) pedestrian / bicycle crossing of the bypass, so as to provide safe access into Clapham, would be welcome.

**Network Rail**

Raise no objections but advise that any proposals which crossed the railway would require the applicant to obtain the following from Network Rail:

Easement agreement;  
Basic asset protection agreement;  
Detailed design bridge;  
Method statements;  
A full programme of works;



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All other relevant legal agreements.

Security of the railway boundary will require to be maintained at all times. Consideration should be given to ensure construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting safety of, or encroaching on, Network Rail's adjacent land.

Where new lighting is to be erected adjacent to the operational railway, the potential for train drivers to be dazzled must be eliminated. Location and colour of lights must not give rise to confusion with signalling arrangements on the railway.

With regard to construction traffic, specific consideration should be given to effect of abnormal loads over Network Rail assets.

### **Council Protection for Rural England**

#### **Cycle-ways**

Very pleased to note that the plans indicate that the new link road will incorporate a protected dual use footpath/cycle-way along its entire length.

We assume that it will properly link with the Clapham/Sainsbury's protected cycle-way? CPRE hopes Council will take opportunity to work with developers to ensure all housing developments associated will also include protected cycle-ways or dual use footpath/cycle-ways that connect with cycle-ways to the town centre. CPRE regards it essential that a proper integrated network of protected cycle routes are incorporated from the outset when planning new residential developments. This link road and its associated housing developments provide an excellent opportunity for the Borough to set the highest standards.

#### **Footpaths**

We are unable to precisely determine the extent of footpaths and public access alongside the river bank and would ask for confirmation that the whole length of the river bank throughout this development will be open to public access footpaths.

#### **Lighting.**

Very pleased to note that lighting restricted to access points (roundabouts) only. We ask that all lighting including in residential areas be the absolute minimum necessary.

#### **Noise generated by road traffic.**

We would be grateful if you would provide us with details of the action you are proposing to minimise traffic noise levels to the north and south of the link road. Consider this to be particularly important in view of the close proximity of the river, the associated country park and residential areas.

### **Education (Planning) - English Heritage**

No comments received.

Application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

### **NEIGHBOUR COMMENTS**

Five letters of objection have been received from local residents on this application. Areas of objection relate to the following:

- \* Impact on local wildlife and loss of trees / hedgerows, development should propose new planting to act as a barrier to reduce pollution.
- \* Impact of development on archaeological sites and areas of interest.
- \* Concern over impact of dust clouds and increase in noise disturbance.
- \* No complimentary measures proposed to ensure that bypass is used over existing Bromham Road route, would suggest change in speed limit along Bromham Road to 30 mph, a narrowing of Bromham Road on its southern side from Gold Lane to the Biddenham Turn, and the use of horizontal traffic calming measures.
- \* Development will increase traffic onto the Bromham Road exacerbating the level of congestion on this road.
- \* Development needs to provide enhanced cycle paths as compensation to local residents.
- \* Development will result in the loss of areas of open space.

### **RELEVANT PLANNING HISTORY**

11/01828/EIASCP	<u>Details Not Required</u>	Request for scoping opinion under the Town and Country Planning (environment impact assessment) (England and Wales) regulations 1999. Bedford Western Bypass phase 2 - Land North of Bromham Road Biddenham Bedford.
11/02568/EIASCP	<u>Details Not Required</u>	Request for scoping opinion under the Town and Country Planning (environmental impact) assessment) (England and Wales Regulations 2011. - Land North of Bromham Road, Biddenham.

### **RELEVANT PLANNING POLICIES**

<b><i>Policy:</i></b>	<b><i>Description:</i></b>	<b><i>Document:</i></b>
BE11		Bedford Borough Local Plan
BE21		Bedford Borough Local Plan
BE23		Bedford Borough Local Plan
BE24		Bedford Borough Local Plan
BE25		Bedford Borough Local Plan
BE30		Bedford Borough Local Plan
BE38		Bedford Borough Local Plan
BE39		Bedford Borough Local Plan
BE40		Bedford Borough Local Plan
H08		Bedford Borough Local Plan
LR10		Bedford Borough Local Plan



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NE06	Bedford Borough Local Plan
NE08	Bedford Borough Local Plan
NE12	Bedford Borough Local Plan
NE13	Bedford Borough Local Plan
CP2	Core Strategy & Rural Issues Plan 16-Apr-08
CP13	Core Strategy & Rural Issues Plan 16-Apr-08
CP21	Core Strategy & Rural Issues Plan 16-Apr-08
CP23	Core Strategy & Rural Issues Plan 16-Apr-08
CP24	Core Strategy & Rural Issues Plan 16-Apr-08
CP25	Core Strategy & Rural Issues Plan 16-Apr-08
CP26	Core Strategy & Rural Issues Plan 16-Apr-08
CP28	Core Strategy & Rural Issues Plan 16-Apr-08

### **REASONS FOR RECOMMENDATION**

#### **1.0 BACKGROUND**

1.1.1 This application has been submitted by Bedford Borough Council and seeks full planning permission for the construction of the final phase of the Bedford Western bypass to link the A428 Bromham Road with the A6 Clapham Bypass (Paula Radcliffe Way). The scheme represents the second and final phase of the western relief road to Bedford with phase 1 of the Bypass, linking the A421 to the A428, having been completed in 2009. It is considered that the completion of the link will bring substantial transport benefits in its wake.

1.1.2 The application site forms part of a larger development area which is the subject of three further applications under references 01/02199/EIA for the overall site, 11/01934/EIA for the western edge of the site and 11/02675/EIA for the south eastern corner of the overall site. This application is supported by an environmental statement, transport assessment, planning statement and parameter plans.

1.1.3 Planning permission for the bypass is required to establish the acceptability of the proposed development in land use terms. By reason of the substantial benefits which arise from the construction of the Bypass the Council would wish to proceed with the construction of the Bypass as soon as practicable. Whilst it is to be hoped that all land which comprises the Bypass could either be made available or could be acquired by private treaty, there is a realistic prospect that before the Council can proceed with the construction of the Bypass it will be necessary to progress with a Compulsory Purchase Order (CPO) of land in order to facilitate this important part of the infrastructure of Bedford. The grant of planning permission is considered to be a necessary pre-cursor to that process. The CPO process is likely to be required as not all the land is within the control of one landowner and also because not all the land covered by the bypass is currently being considered as part of a planning application for development.



## **2. APPLICATION DETAILS**

2.1.1 The bypass is designed as a single carriageway road to a length of 2.1km, with a carriageway width of 7.3 metres together with a 1.0 metre wide hard service strip. In addition, each side of the carriageway will be flanked by a 2.4 metre wide footway / cycleway or a 2.4 metre soft verge (see Paragraph 3.1.3 below). At its western end, the bypass will join the A428 Bromham Road at its roundabout junction with Deep Spinney/Bromham Road. This existing roundabout will be replaced with a larger 60m diameter roundabout to incorporate a 4th arm serving the bypass and providing access to the development site identified in the Bedford Borough Local Plan for housing and mixed use development (Policy H8 of the Local Plan refers). Incorporated within this roundabout design is a pedestrian and cycleway underpass. Approximately 200m to the north of the main access roundabout, along the route of the proposed bypass, will be a second roundabout. This will provide access to the proposed residential development as well as providing a connection to the northern section of the private road known as 'The Baulk'.

2.1.2 To the east of the second roundabout, the bypass will continue eastwards at grade or in a slight cutting (maximum depth 1.29m) for approximately 800m to a third roundabout providing access to the proposed residential development to the south of the bypass and proposed Country Park to the north. East of this roundabout the bypass will rise over a 600m length on an embankment (maximum elevation 5.4m) to cross the railway with a new bridge link. Approximately 200m to the east of the railway bridge, a fourth roundabout will provide access to the commercial development, the future park and ride site and the connection onto the A6 Clapham bypass roundabout.

2.1.3 A Footway / cycleway will be provided along the full length of the bypass to enable access to the Country Park and employment areas but it will cross from one side of the road to the other at an intermediate point. The minimum footway / cycleway width will be 2.4 metres with a 1.0 metre verge and, in the event that there is no provision for footway / cycleway, a 2.4 metre wide verge will be provided. Adequate space will be provided along the northern side of the bypass to allow for future widening to dual carriageway status.

2.1.4 Two bridges form part of the application details. The first will take the bypass over the East Midlands main railway line at its eastern end to link to the A6. The second will be a pedestrian/cycle bridge over the bypass to allow access from the main development parcels into the Country Park.

## **3. PLANNING HISTORY**

3.1.1 In January 2002 an outline planning application was submitted for the development of land to the north of Bromham Road, Biddenham which included the construction of this section of the Bedford Western bypass. That application had a reference 01/02199/OUT and was supported by a detailed Environmental Statement (ES). The ES was subsequently updated to accord with the "Land North of Bromham Road" Development Brief (adopted by Bedford Borough Council in January 2003) and was re-submitted in support of that application to this Council in March 2003. In September 2003 the application was again reported to the Planning Committee who resolved to grant outline planning permission, subject to a number of conditions and the signing of a section 106 legal agreement. Although negotiations to complete the associated documents then continued, the S106 agreement was not completed and the planning permission has therefore not been issued.

3.1.2 Recent discussions between the parties have resulted in the owners of the land that form the western part of the original main application site requesting the Council to reconsider the application as part of a suite of proposals including separate applications for the constituent parts of the overall proposal encompassed by the original 2002 application.

3.1.3 As part of this process the opportunity has been taken to reconsider the layout of the master plan and to make some modest changes to it, in order to secure the deliverability of important elements of the infrastructure required for major housing development. Although these changes mainly relate to the location



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of the proposed community facilities and the proposed school, there are some minor changes to the location of the roundabout junction located midway along the length of the bypass. As such and in order to address these changes to the masterplan as shown in the adopted Development Brief, members will see that there is a separate committee item on this agenda which seeks approval to the changes to the masterplan.

### 4. MAIN PLANNING CONSIDERATIONS

4.1 In considering this proposal, the main issues covered by the refreshed ES are as follows:

1. Transportation and infrastructure;
2. Noise;
3. Natural Resources;
4. Hydrology;
5. Air Quality;
6. Contaminated land risk;
7. Ecology;
8. Landscape and visual impacts;
9. Archaeology; and
10. Trees/Hedges.

#### 4.2 Transportation and infrastructure.

4.2.1 The aim of this application is the completion of the Bedford Western bypass which is intended to be the principal means of access to the future housing areas located along its southern flank. It will reduce traffic congestion leading into Bedford along the Bromham Road as well as reducing driving times along this route. Furthermore the bypass will provide direct access for traffic from the west to the proposed Park and Ride site which will encourage visitors to Bedford to use the local bus service into and out of the town centre. Cycleways alongside the bypass and from the development parcels will allow access to the proposed Country Park and easy cycle access to the employment area which will help to reduce the reliance on the private car. The submitted Transport Assessment (TA) considers the implications of the bypass, taking into account changes to traffic from planned development in the area, including that for the Land North of Bromham Road which is associated with the road proposal. The TA, in terms of junction and link capacity, has been based on the assumed provision of an overall development quantum on Land North of Bromham Road of 1,300 dwellings plus an area of employment/Park & Ride. The TA has been undertaken for the proposed junctions in a robust way by assuming that their use will be at the predicted greatest level of impact. The TA includes a review of the following key junctions;

- a) A428/Western Bypass
- b) A428/Deep Spinney/ Site Access
- c) A428/Biddenham Turn/Site Access
- d) A428/Ashburnham Road/ Shakespeare Road
- e) Shakespeare Road/ A6 Clapham Road/ Manton Lane
- f) A6 Clapham Road/ A6 Clapham Bypass
- g) Bypass Northern Section/ Employment & Park and Ride site access
- h) Bypass Northern Section/ Residential access east
- i) Bypass Northern Section/ Residential access west

4.2.2 In terms of policy, the key issue is to consider the bypass against the details of saved Policy H8 of the Bedford Local Plan 2002 as well as the adopted Development Brief for the "Land North of Bromham Road". Policy H8 requires the completion of a distributor road linking the A6 with the A428 prior to the occupation of the 501st dwelling sanctioned by this policy. With the planning permission in place for the bypass, work could commence in advance of any residential development on the first phase located at the western edge of the site, currently the subject of an outline application reference 11/01934/EIA. In the event of this outline application being granted, it would be linked to a requirement to ensure that a section of the bypass up to the third roundabout was completed prior to the first occupation of any dwelling. The remainder of the bypass



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would need to be secured through private treaty, or the CPO process in respect of land currently forming part of the Ouse Valley golf course. Although the route and location of the bypass is broadly in line with both Policy H8 and the Development Brief, there are minor variations between the application master plan and those adopted documents in respect of the position of the third roundabout and the pedestrian bridge. The change to the position of the third roundabout will allow for a second access point into the land owned by Hallam Land Management without crossing the golf course site. The importance of this is that the application on the golf course site has not yet been submitted and as such the main access route through the development site would only have one point of access onto the bypass. In terms of the pedestrian bridge, this has moved towards the east by a few metres to allow a slightly improved access into the Country Park area. Although different to the illustrative master plan within the adopted Development Brief, overall the application still conforms substantially with the adopted documents.

4.2.3 To assist pedestrian and cycle movements, a new pedestrian and cycle underpass will be provided at the proposed Bromham Road/ Deep Spinney junction, providing pedestrians and cyclists with a continued non-stop east-west route across this junction. According to the applicant, this will eliminate any potential delay to pedestrians at this point, improving their journey to and from the town centre. There will also be pedestrian crossing facilities in the form of traffic islands provided on all arms of the proposed junctions to facilitate pedestrian movements "at grade". A segregated cycleway will be constructed as part of the bypass along its entire length, including over the railway line, providing access to both the residential parcels and the Country Park. It is suggested by the Council's Highway Development Control Officer that, with further internal links within the residential development of the land identified for development in Local Plan Policy H8, more access points to the Country Park could be gained from the north side of the road and that these could be shown as part of the reserved matters details for each parcel. To aid access to the proposed Country Park, a footway/cycle bridge will be provided across the bypass between roundabouts 2 and 3. The Highway Development Control Officer has requested that the foot/cycle bridge be designed to accommodate this dual use for pedestrians and cyclists which the applicant has confirmed will be the case.

### 4.3 Noise

4.3.1 The application is supported by a noise assessment. Clearly, the provision of a major distribution road will result in a change in noise levels resulting from vehicles using the bypass.

4.3.2 From the information submitted, it is clear that there will be a major adverse noise impact comprising more than a 5.0dB increase in noise levels at the rear facades of the properties at 66 and 92 to 130 Bromham Road and at the farm house located to the immediate south of the river Great Ouse. However there will be a moderate beneficial impact by means of a 3.0 – 4.9 dB reduction in noise levels to the fronts of the properties at 6 to 66 Bromham Road. There will be a minor reduction in noise levels to the fronts of all properties in Windmill Hill with a mix of major, moderate and minor increases of noise levels to the rear facades of these properties as a result of the bypass development.

4.3.3 A solution to the identified increase in noise levels could be to provide acoustic screening adjacent to the western side of the bypass link between the first and second roundabouts. This screening, to a required height of 3m above local ground level, may be in the form of an earth bund, a close boarded timber fence, or a combination of the two. With this in place, the applicant has calculated that the absolute noise levels at the rear of 92 Bromham Road should fall to below 55dB<sub>L</sub>Aeq,T during the day-time and below 45dB<sub>L</sub>Aeq,T at night, reducing the definition of the level of noise impact to "Minor". The calculations also show that the rear facades of 94 to 124b Bromham Road should also benefit from this acoustic screening. It is also suggested that, in conjunction with other features of the master plan in the area, acoustic mitigation could be provided for the rear façade of 66 Bromham Road by introducing an acoustic screen. The final form of this mitigation will be guided by monitoring noise levels at this property and managing a solution to respond to the phasing of adjacent development proposals. No detailed information on the acoustic fencing has been provided with the application although members will see that a condition requiring details be submitted prior to the commencement is included in the list of suggested conditions.

### 4.4 Natural Resources



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4.4.1 The application site is currently a mix of agriculture, open countryside and a golf course. The proposal is that this will be developed for the road, associated land works, interchanges and settlement ponds. The land has been the subject of an Agricultural Land Classification (ALC) Survey, which was carried out in 1995 and 1998. This survey classified the land into a mixture of Grade 2, 3a, 3b and non-agricultural land. The proposed development involves all four classification grades, as follows:

- \* grade 2 (very good) 6.3ha which is equal to 25.7% of the site;
- \* grade 3a (Good) 4.1ha which is equal to 16.7% of the site;
- \* grade 3b (Moderate) 4.6ha which is equal to 18.8% of the site; and
- \* non-agricultural 9.5ha which is equal to 38.8% of the site.

4.4.2 PPS7 'Sustainable Development in Rural Areas' explains that land of ALC grades 2 and 3a are defined as "best and most versatile agricultural land". However, having regard to the amount of existing grade 2 and 3a land within this area, the loss of approximately 10.4ha of Grade 2/3a land is considered by the applicant to have a minor adverse impact on the agricultural land resource. In addition, it should be noted that the site has been allocated for several years for major development within the context of saved policy H8 of the Bedford Borough Local Plan. Although the development of the bypass will split the existing agricultural field into two separate smaller fields, vehicle access to the fields can be retained to allow farming to continue until the area is developed for residential purposes, as allocated under Policy H8. It is therefore considered that, although the bypass will result in the permanent loss of some good quality agricultural land in active use, the small amount of land lost and the existing site designation for development, together, justify a conclusion that the proposed development is acceptable in principle.

### 4.5 Hydrology

4.5.1 The River Great Ouse is immediately to the north of the application site and land levels fall towards the river. Therefore, the area to be occupied by the bypass is at a lower level than the land to the south but slightly higher than the area adjacent to the river.

4.5.2 In order to reduce the impact of increased surface water runoff into the river, the applicant is proposing to install drainage for the road to ensure that the run-off rate will be limited to "Greenfield" levels so that there will be no increased risk of flooding. Furthermore, is also stated by the applicant that the proposed drainage strategy will comply with PPS25 and other requirements of the Environment Agency.

4.5.3 With regard to impermeable areas, the proposal is for surface water to be collected from road gulleys, linear drainage or open channels to run via storm water sewers through oil interceptors into three attenuation ponds. The three attenuation ponds have been designed to store approximately 21,000m<sup>3</sup> of water and will be sited to the north of the proposed bypass outside the flood plain of the river and adopted by this Council. The ponds have been designed to accommodate future discharge from any major residential development to the south of the bypass route and it is calculated that run off from the road will only occupy approximately 20% of their total capacity.

4.5.4 Based on the above and no objections having been received from the Environment Agency it is considered that there are no hydrology reasons to refuse this application.

### 4.6 Air Quality

4.6.1 In considering this aspect, there are two phases of the development which need to be taken into account; the first being the construction phase while the second is the operational phase of the bypass. With regard to the construction phase, the applicant advises that there are potentially significant effects of the proposal related to fugitive dust and fine particulate matter brought about primarily by haulage, windblow across disturbed surfaces and materials handling. In considering this aspect the applicant has carried out an air quality assessment of the potential impacts of fugitive dust on nearby representative receptors. From this assessment it has been stated that, in the absence of adequate mitigation measures, substantial adverse



impacts are predicted at the residential properties to the immediate east of the western access point. Slight adverse impacts are predicted at residential properties to the west of the western access point, to Bromham Hall and Park and to the food retail superstore at the eastern end of the bypass (Sainsbury).

4.6.2 In order to mitigate against these impacts the applicant is proposing that, during construction activities, the contractors on site will adopt standard "best practice" in respect of dust control and site management. Such measures include, but will not be limited to, cessation of activities if winds carry visible dust towards any sensitive site boundary, provision of suitable haul routes, the sheeting of vehicles and dust suppression. The mitigation measures will be secured by a condition and no objections to this approach have been received from the Council's Environmental Health Officer. It is accepted by the applicant that there will be occasions when some residential properties will be adversely affected by dust. However these impacts will be short lived.

4.6.3 With regard to the impact during the operational phase, potentially significant effects will be vehicle emissions brought about by changes to the flow of traffic as traffic uses the bypass. Therefore, the application is supported by an air quality assessment which shows that no exceedance of any Air Quality Management objective is predicted at any receptor as a result of the development. The assessment shows that imperceptible increases in the annual mean NO<sub>2</sub> and PM<sub>10</sub> levels are predicted at isolated existing receptors along Bromham Road to the west of the western access to the bypass, resulting in negligible adverse impacts. Furthermore, the report continues by stating that a small to medium decrease in the annual mean NO<sub>2</sub> levels is predicted at the receptors to the east of the western access along Bromham Road and Gold Lane which is explained by the redirection of traffic away from Bromham Road. The overall conclusion is that there is no significant adverse impact predicted at any receptor resulting from construction of the bypass and that there are significant beneficial impacts predicted at receptors within Bedford resulting from the redirection of traffic away from the town. The overall impact is considered to be moderately beneficial when account is taken of the number of receptors potentially affected before and after the construction of the bypass. In considering these aspects of the scheme, the Council's Environmental Health Officers have taken the details of the air assessment into account and have confirmed that there is no objection to the scheme on the issue of air quality.

#### 4.7 Contaminated Land Risk

4.7.1 The historic land uses along the route of the proposed road are for agricultural purposes on the west half of the route, as an operational golf course over the central section (to the west of the railway), and Council land to the east of the railway with a known former use as allotments. Therefore, also taking into account the end use as a road, the potential for contamination risks is considered to be very limited.

4.7.2 The Environment Agency has advised that the 2004 report on Contaminated Land Risk that was undertaken in association with the outline planning application for residential development of the land including the bypass route is now out of date and must be updated and that a preliminary (phase 1 desk study) report should be submitted to enable the Environment Agency to review the level of risk posed to controlled waters at this site. The Environment Agency has suggested that the updated report be provided for approval prior to the commencement of development on the site via a condition. In terms of comments from the Council's Environmental Health Officer, the advice provided is that, as this is an application for a road, there is no objection to the scheme from a land contamination point of view.

#### 4.8 Ecology

4.8.1 The application is supported by a detailed wildlife and natural habitat assessment which has been drawn together through extensive ecological survey work conducted at the site since 1998. The surveys confirm the presence of a number of protected species, such as bats, badgers and breeding birds while otters are also known to use the River Great Ouse to the north of the site. The surveys also confirm that, whilst Great Crested Newts are present within the wider land North of Bromham Road development area, there are no newt breeding habitats within the bypass site.



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4.8.2 In considering the site in detail the applicant confirms that the site consists primarily of three elements split between the west and east of the site. Within the western section are two intensively cultivated arable fields which, according to the applicant, are of negligible nature conservation interest, with field margins absent or narrow and only a very restricted range of common arable species present. The eastern section of the site contains part of the Ouse Valley Golf Club while, to the east of the railway line, there is an area of former allotments, now dominated by Hawthorn, Blackthorn and Bramble scrub, as well as areas of rough grassland and mixed aggregate access tracks. The area of the site within the golf course is dominated by amenity grassland (greens and fairways), small patches of rough grassland (between fairways), and areas of young and/or maturing amenity tree planting which is dominated by Hybrid Black-poplar, Silver Birch and Scots Pine.

4.8.3 The application site encompasses a small part of the Bromham Water Meadows County Wildlife Site (CWS) to the north of the proposed bypass. Habitats within the CWS consist of low-lying damp fields (neutral grassland and floodplain grazing marsh) bounded by dense scrubby hedgerows which include a number of mature trees, an area of wet woodland and the banks of the River Great Ouse. Wetland habitats within the CWS generally represent poor-quality examples of their type and have appeared to be drying out over the course of surveys at the site. The area of the CWS within the site comprises a redundant ditch and small areas of neutral grassland and floodplain grazing marsh. The applicant confirms that the proposal as a whole aims to retain and improve the CWS which is welcomed by the Wildlife Trust. The Wildlife Trust has continued by suggesting that the area could be enhanced through the submission and approval of a management plan with appropriate funding. This could be secured as part of a section 106 agreement associated with the applications for the overall site under application reference 01/02199/EIA and/or for development of the western section of the overall site under application reference 11/01934/EIA.

4.8.4 It is accepted by the applicant that the bypass could potentially have an ecological impact, in terms both of habitats and of species contained within the site area, if mitigation measures are not put in place. In particular it is highlighted that potential impacts could include:

- Pollution and silt flotation from bypass construction works, from installation of balancing pond outfalls to the River Great Ouse and from construction of a new ditch system and Off River Spawning Unit (ORSU) within Bromham Water Meadows CWS;
- Operational phase pollution from bypass run-off and accidental spillages;
- Impacts of noise and lighting on the River Great Ouse corridor and associated species during installation of balancing pond outfalls;
- Impacts of noise and lighting on the Bromham Water Meadows CWS and associated species during construction of the new ditch system and Off River Spawning Unit (ORSU); and
- Reduction in habitat connectivity around the site as a result of habitat loss and lighting.

4.8.5 In order to address these potential impacts the applicants have confirmed that a number of mitigation measures will be adopted by contractors during the construction phase and future measures employed during the operational phase of the bypass. In detail it is confirmed that, during the construction phase, contractors on the site will adopt measures to include working in accordance with the Environment Agency 'Pollution Prevention Guidelines' as well as the use of settlement tanks and/or temporary interceptors where necessary to prevent waterborne pollution entering these receptors. No objection to this method has been raised by the Environment Agency or Natural England and it can be required by conditions attached to a planning permission.

4.8.6 Once the bypass is operational, the mitigation measures adopted will include a drainage strategy which includes the construction of three balancing ponds with a sensitive design and ecological planting schemes to maximize their benefit for wildlife. Any water flowing into these balancing ponds will be controlled by the use of permanent interceptor tanks while a system of open ditches and crest weirs within the CWS will discharge clean water from the westernmost balancing pond into the sedge bed in order to re-wet the area and deliver significant future enhancement to the value of these areas for wildlife. This point is welcomed and supported by comments made by Natural England who raise no objections to the scheme, subject to suitably worded conditions.



4.8.7 The construction of the bypass will result in the loss of a number of mature trees and areas of scrub which are suitable habitats for wildlife such as breeding birds. To mitigate this loss, the application seeks to provide significant areas of new landscape planting associated with the bypass which will provide a net increase in habitats in the longer-term with a corresponding increase in the value of the site for birds. The establishment of areas of landscape planting to either side of the bypass, along with the creation of adjacent new wetland habitats associated with balancing ponds, is expected to increase habitat connectivity and the foraging resource for bat species when compared with the open arable fields currently covering a large proportion of the site. Further specific compensation and enhancement measures are also integrated into the development proposal, where appropriate, to ensure compliance with protected species legislation and avoid significant adverse impacts on ecological resources and/or protected species. These include:

- A badger mitigation strategy to retain all areas of habitat containing identified setts, use of badger fencing and dedicated badger underpasses to reduce collision mortality risk to allow movement of Badgers between the main sett and areas of existing and newly created foraging habitat around the westernmost balancing pond, beyond the proposed bypass;
- Retention of tree and scrub habitat along 'The Baulk' to either side of new road locations, strengthening of gaps in retained habitats with new planting to improve connectivity, and avoidance of excessive lighting within retained areas to maintain a dark corridor;
- New native-species tree and shrub planting to improve functionality and connectivity of wildlife corridors providing new habitat for breeding birds and foraging bats;
- Retention of mature trees within boundary features wherever safe to do so;
- Installation of bat boxes on suitable retained trees at a level equivalent to twice the number of potential bat-roost trees to be removed and to mitigate for the loss of potential roosts used by tree-dwelling species;
- Work programming to avoid vegetation removal during the main bird breeding season; and
- Retention of the low status bat roost within the Ash woodland adjacent to the River Great Ouse within an undisturbed area of the site.

4.8.8 All measures are welcomed by both the Wildlife Trust and Natural England, both of whom raise no objection to the application subject to the use of suitability worded conditions to ensure that the ecological mitigation measures are implemented. For these reasons, it is considered that the proposed bypass development with the mitigation measures in place will not result in an adverse impact on the ecology within the area.

#### 4.9 Landscape and Visual Impact

4.9.1 The refreshed ES confirms that the western half of the application site is located within the 'Biddenham Loop- Agricultural (Rural)' HDA Character Area, whereas the eastern half passes through the 'Biddenham Loop- Recreation and Amenity' HDA Character Area, and to the north is the 'River Great Ouse Valley Floor' HDA Character Area, though this lies outside the application site. The land levels of the application site generally fall to the River Great Ouse in the north, with land to the south rising to a small plateau with a maximum height 45 metres AOD on the southern edge of Biddenham. The site also contains a mix of uses from open countryside to the north, agricultural land in the west, a golf course in the centre of the site and derelict land located to the east of the railway line.

4.9.2 Although the site is situated on sloping land on the side of a valley, surrounded by elevated land topped with settlements, it is not an area of land that is highly visible from its surroundings. This is due to the landform of the site and its surroundings and vegetation within and around the site creating an effective screen. The development in isolation will have a significant impact on the character of the area both at construction and at operational stage.

4.9.3 Inevitably, when the bypass is constructed, there will be direct and permanent impact on the local landscape because it is, at present, a predominantly rural area. The assessment contained within the submitted refreshed ES concludes that this impact can be judged as being of "moderate" to "low" significance. To support this view the applicant points out that, views from various viewpoints will be



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limited or affected by existing or future development in the long term. As one example, the assessment concludes that the impact of the bypass lighting will become filtered as the new planting grows to a height where the lighting sits within or below the tree canopy level.

4.9.4 However, notwithstanding the outcome of the assessment, the character of the area will change to become part of the urban fringe of Bedford. It is accepted that there is little that can be done to mitigate the visual impact resulting from a construction project of this size. However, a condition will be attached requiring the submission and approval of a detailed landscaping scheme which will replace lost landscaping in terms of numbers of trees and lengths of hedgerow within the boundaries of the application site. It should also be noted that the bypass is only part of the scheme for the development of this area between Bedford, Biddenham and Bromham and the main thing to note is that it accords with development plan policy and will deliver a scheme and essential development that has been planned for many years. Therefore, on balance, the impact on the landscape and visual amenity, though significant and a factor which weighs against the proposed development, is not considered to be a reason for refusal. It is however considered that it justifies a careful scheme to mitigate adverse impacts upon the landscape and upon visual amenities as a result.

### 4.10 Archaeology and Heritage

4.10.1 The refreshed ES confirms that a non-intrusive field walking, geophysical survey and targeted trial trenching was completed more than a decade ago in the western fields crossed by the road route and the applicant considers that the results of this survey are still valid. Prehistoric artefacts were recovered from gravel workings whilst aerial photographs and geophysical survey revealed deposits relating to ploughed out settlement enclosures, field systems and truncated burial. A number of extraction pits of very limited archaeological interest have been identified on the road route itself but it avoids the main concentrations of archaeological interest identified from investigation to date. The applicant also confirms that the eastern areas of the proposed bypass route have not been subject to evaluation to date, mainly due to access issues.

4.10.2 However, concern has been expressed by the Council's archaeologist with regard to the suggestion in the ES that there are no important archaeological deposits within the application site. This assumption cannot be made until the remainder of the site is the subject of further trenching works as it is not possible to simply assume that, based on a small area of trenching, the rest of the site will be the same, bearing in mind that the area of the application site is equal to approximately 24.8ha. For this reason it is recommended that any permission granted should be the subject a suitably worded condition requiring further trench work investigation along the route of the bypass to be carried out prior to the commencement of the works.

4.10.3 On the issue of heritage impact, the applicant has confirmed that there are no extant heritage features or structures which are directly affected by the route of the bypass. Although no designated heritage assets such as listed buildings and scheduled monuments are directly affected, it is accepted by the applicant that there are some located within the surrounding settlements whose settings may be indirectly affected. In particular, the assessment has considered the potential impact on the Biddenham conservation area which is located to the south of the bypass route, and the potential impact on the western part of the Bedford Conservation Area, located approximately 200 metres to the east of the bypass route. With regard to the former, the bypass route will be over 400 metres to the north and, having regard to existing buildings and structures located between the route and the conservation area, there will be no significant impact as a result of the bypass. Similarly, the Bedford Conservation Area lies at least 200m east of the proposed road and there is existing development lying between the conservation area and the bypass. Consequently it is considered that the bypass will have no significant effect on any part of this conservation area.

4.10.4 With regard to listed buildings, the closest listed property to the application site is 66 Bromham Road which is a grade II listed building located close to the existing Bromham Road/Gold Lane roundabout. The immediate setting of this building has changed because of the roundabout. This will be increased in size as part of the development of the bypass but the house will retain the same curtilage and outbuildings. The avenue on which it is located, 'The Baulk', remains, as do its flanking trees although this belt has widened to the west. Key elements are its garden, Bromham Road to its south and The Baulk and its flanking tree lines



to the west. Given that the positive aspects of the setting are preserved, it is considered that the proposals would have a negligible effect on the significance of the listed building.

4.10.5 Other historical assets in the vicinity of the bypass route include the following buildings and structures. Approximately 700m to the west of the route is the eastern end of Bromham Bridge, a scheduled monument and, at the western end of the bridge, is a group of three grade II listed buildings. To the north of Bromham Bridge, sixteen Grade II listed structures lie along the main Bromham village street, approximately a kilometre from the closest proposed bypass works. Also in Bromham and close to the bypass route is a group of listed buildings centred on the Grade II\* listed Bromham Hall. The grade I listed Church of St Owen lies nearby on a spur of high ground above the River Great Ouse. Finally, in Bromham, is Little Park House, a grade II listed farmhouse which is over 600m north of the closest point of the bypass route.

4.10.6 Policy HE6 of PPS5 requires applicants to provide a description of the significance of the heritage assets affected and the contribution of their setting to that significance. A supplementary assessment of the potential impact of the development on Land North of Bromham Road including the bypass was submitted to this Council. The contents of this additional information have been considered by the Council's Conservation Officer and confirmation that there is no objection to the scheme has been received.

#### 4.11 Trees/Hedges

4.11.1 As the western part of the application area consists of large arable fields, the trees within this area of the site are largely situated along the field perimeters or on internal boundaries such as along the private lane of The Baulk. Where the bypass route crosses the Ouse Valley Golf Course, there are significant numbers of trees while, between the East Midlands mainline railway and the A6 is a 'brownfield' area of former allotments which has been largely colonized by scrub. None of the trees within the application site are covered by tree preservation orders.

4.11.2 Of the 177 trees surveyed within the application site, only two were identified as being of high quality (defined as Category A in accordance with BS5837:2005 'Trees in relation to construction'), the retention of which would be highly desirable. Seventeen trees were classified within Category B (approximately 10% of the total trees on the Bypass land) and the majority (155 trees) were considered to be of low quality and value (Category C). Three trees were recommended for removal for arboricultural reasons.

4.11.3 The alignment of the proposed bypass has been designed to retain trees where possible, particularly those in the higher classifications. Twelve will be retained and construction works in the vicinity of retained trees will be carried out in accordance with BS5837 'Trees in relation to construction' in order to maintain their landscape, amenity and wildlife value. The main area of tree loss will be on the golf course where 151 trees will be removed. In addition to these tree losses, where the bypass passes through the western boundary hedge to the former golf course, a 34m length of hedge will be lost. The realignment of the A428 Bromham Road/Deep Spinney roundabout will result in a further loss of five trees, one of which is a Category A Scots Pine, and also the loss of 140 metres of hedgerow from the current Bromham Road frontage which will have a significant impact.

4.11.4 In total, the bypass route will result in the total loss of 165 trees and up to 211 metres of hedgerow which the applicant accepts may be assessed as significant when considering the bypass in isolation. No objections have been received from the Council's tree officer subject to suitable conditions requiring the protection of existing trees on the site during the construction phase for the bypass. However it has to be remembered that these losses are, on the whole, of relatively low quality trees. In addition, a condition can and should be attached to any permission granted, requiring the submission a detailed landscaping scheme for the site incorporating proposals to plant a significantly greater number of trees than will be removed and to replant in an appropriate location and where practicable, the hedgerow lost as part of this scheme.



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4.11.5 Having regard to the scope to provide significant replacement planting that will more than offset the loss of the generally poor quality trees along the bypass route, it is not considered that the bypass scheme will be detrimental overall to the tree and hedge cover on the site..

### **5. CONCLUSIONS**

5.1.1 The proposal to provide a bypass in this location is in compliance with both Bedford Local Plan Policy H8, LR9 of the Bedford Transport Plan and also the adopted "Land north of Bromham Road" Development Brief.

5.1.2 The proposed route for the bypass as shown on the submitted plans and within the supporting documentation corresponds with the route of the bypass as shown on the illustrative master plan within Policy H8 and within the adopted development brief.

5.1.3 The applicant has demonstrated that the provision of the bypass with appropriate mitigation measures will not result in significant environmental harm to the immediate and / or surrounding area. It is accepted that the provision of the bypass will significantly alter the character of this rural area. However, the benefits of the bypass in reducing traffic congestion along Bromham Road and in improving travel times are, together, considered to outweigh any such impact.

5.1.4 The proposed bypass should also be seen as part of the overall mixed development planned for this area.

5.1.5 The completion of the Bedford bypass is a committed scheme included in the Bedford Local Transport Plan 2011-2021 (LTP3 - 23rd February 2011) and is supported in the following adopted statutory local policy documents:

- The Bedford Borough Sustainable Community Strategy 2009-2021 (2009);
- The Bedford Borough Corporate Plan 2009-2012 (2009);
- The Bedford Borough Local Investment Plan (2010).
- The Bedford Borough Core Strategy and Rural Issues Plan (adopted April 2008) (part of the Local Development Framework);

5.1.6 Therefore, having regard to all of the above, it is recommended that planning permission be granted.

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### Economic Efficiency of the Transport System (TEE)

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.  
All entries are discounted present values, in 1998 prices and values



## Public Accounts

Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers.  
All entries are discounted present values, in 1998 prices and values

Table 3 Public Accounts for the Appraisal of Major Highway Schemes

ROAD INFRASTRUCTURE	
TOTAL	
Local Government Funding	
Operating Costs	1551
Investment Costs	12766
Developer and Other Contributions	0
NET IMPACT	14318
Central Government Funding	
Operating costs	0
Investment Costs	0
Developer and Other Contributions	0
Indirect Tax Revenues	1578
NET IMPACT	1578
Present Value of Costs (PVC)	15896