

**Land at Bedford Road, Roxton
Bedford Borough Council**

**Transport Statement
April 2022**

Brian Currie Milton Keynes Ltd



Fieldgate Consultants Ltd

Document History

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1 Introduction

Appointment

- 1.1 Fieldgate Consultants Ltd has been commissioned by Brian Currie Milton Keynes Ltd to provide a Transport Statement in support of an application for a new Vehicle Maintenance Unit (VMU) on land at Bedford Road, Roxton in Bedford Borough Council. A location plan is included in **Appendix A** and a proposed site plan is included in **Appendix B**.

Previous application 20/02961/MAF

- 1.2 A previous application for a VMU on this site was refused by Bedford Borough Council but received no objections from the Borough Council highway officer or from Highways England. The comments from Bedford Borough Council highways concluded:

"Subject to conditions on ghost island junction, visibility splays, access surfacing and drainage and cycle and motorcycle parking, the proposal is considered acceptable in terms of highways and would comply with Policies 31 and 53 of Bedford Borough Local Plan 2030."

- 1.3 The highway officer also noted:

"Bedford Road and the site has excellent connectivity to the strategic road network avoiding local villages and towns via the A421 / A1 Black Cat roundabout located nearby."

- 1.4 There were objections from residents including some objections on grounds of highway safety and traffic generation.

Proposed development and traffic management plan

- 1.5 This new application is for a reduced size VMU with fewer parking spaces. The proposals will be for fewer staff and shorter operating times, with fewer jobs per day resulting in a reduction in traffic movements compared to the previous application. The proposed access design remains identical to the previous application. The site plan in **Appendix B** shows the proposed new layout including a workshop and office buildings, staff and HGV parking and access via a private road from Bedford Road.
- 1.6 To seek to address residents' highways objections, this statement includes a proposed traffic management plan that could be offered as part of a Section 106 agreement that seeks to minimise any local traffic impacts by ensuring that all HGV traffic uses the strategic road network via the Black Cat roundabout.

This Statement

- 1.1 This Statement has been prepared in accordance with the latest relevant Planning Practice Guidance National Guidance Statement. This includes guidance published by the Ministry for Housing, Communities and Local Government on Travel Plans, Transport Assessments and Statements (March 2014).
- 1.7 This Transport Statement has regard for national policy, local planning policy and pre-application advice and contains the following sections:
- Section 2 – Policy and pre-application advice
 - Section 3 – Existing site conditions;
 - Section 4 - Proposed development; and
 - Section 5 – Accessibility and expected impacts; and
 - Section 6 - Summary and conclusions.

2 Policy Review

Introduction

- 2.1 This section describes the local relevant local, regional and national policy and sets out the highways pre-application advice received.

National Planning Policy Framework (February 2019)

- 2.2 Paragraph 11 of the NPPF states that plans and decisions should apply a presumption in favour of sustainable development. For decision taking this means:

“c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

- 2.3 Paragraphs 108 to 111 deal with sustainable transport and access for new development. Paragraphs 108 to 109 are relevant and these state:

“108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

Bedford Borough Council Adopted Local Plan 2030

- 2.4 Bedford BC Local Plan 2030 was adopted in January 2020. The key relevant policy is Policy 31 – The impact of development - access impacts. These states:

“Development proposals should not have any significant adverse impact on access to the public highway. Planning applications should give particular attention to all of the following considerations:

- i. Highway capacity, parking provision, safety or general disturbance to the area.*
- ii. The extent to which the development is served by, and makes provision for access by public transport, cyclists and pedestrians.*
- iii. The suitability of access arrangements to and within the development for all members of the community, including: pedestrians, cyclists and people with disabilities.*
- iv. The suitability of access arrangements to and within the development for service and emergency vehicles.*

Developers will be required to implement or contribute towards measures to mitigate adverse impacts.”

- 2.5 Parking standards for cycling and vehicles are set out in the SPD on Parking Standards for Sustainable Development.
- 2.6 These parking standards include the following relevant provision:
- For B1 (office) development a:
 - Maximum 1 car parking space per 20m² of floor area; and
 - Minimum 1 long stay cycle parking space per 200m² floor area and 1 short stay cycle parking space per 500m² floor area.
 - For B2 (light industrial use) development a:
 - maximum of 1 car parking space per 50m² of floor area; and
 - Minimum 1 long stay cycle parking space per 200m² floor area and 1 short stay cycle parking space per 500m² floor area.
- 2.7 For units over 2000m² floor area, HGV parking is considered on its merits.
- 2.8 The design guide provides guidance on car parking space design, including car parking spaces required to be 5m long by 2.7m wide.

Bedford Borough Council comments on previous application

- 2.9 A previous application 20/02961/MAF for a VMU on this site was refused by Bedford Borough Council but received no objections from the Borough Council highway officer or from Highways England. The comments from Bedford Borough Council

highways concluded:

"Subject to conditions on ghost island junction, visibility splays, access surfacing and drainage and cycle and motorcycle parking, the proposal is considered acceptable in terms of highways and would comply with Policies 31 and 53 of Bedford Borough Local Plan 2030."

2.10 The highway officer also noted:

"Bedford Road and the site has excellent connectivity to the strategic road network avoiding local villages and towns via the A421 / A1 Black Cat roundabout located nearby."

2.11 There were objections from residents including some objections on grounds of highway safety and traffic generation.

2.12 The full comments from highways form the decision notice are included in **Appendix C**.

3 Existing Conditions

Existing site location and function

- 3.1 The site is located outside any settlement envelope close to the village of Roxton. The A421 forms the north-west site boundary and the southern and eastern site boundaries are formed by the Bedford Road and a private drive that is the old Roxton Road. This private drive was used as the access to a site compound, used by Highways England when constructing the A421. The drive is currently gated and provides access to a scaffolding business located just north-east of the site.
- 3.2 The site is currently greenfield.

Local highway conditions

- 3.3 The site is accessed from the Bedford Road. The Bedford Road was formerly a principle route between Bedford to the south-west and St Neots to the north-east. This function has now been replaced by the A421 dual carriageway running along the northern site boundary. The Bedford Road is now a single carriageway unclassified road with the national speed limit of 60mph that joins the Black Cat Roundabout junction of the A421 and A1 700m to the north-east of the site. The Bedford Road provides access to Roxton, just south of the site and then Great Barford to the south-west, before rejoining the A421 approximately 7km to the south-west.
- 3.4 The private road that forms a junction with the Bedford Road and then access to the site area is the former Roxton Road that used to join Roxton to Chawston. This road has been severed by the A421 and a new Roxton Road replacing this joins the Bedford Road 300m east of the site.
- 3.5 The private access road now provides access to the site and also to a scaffolding business just beyond the site and then an area of hardstanding that was used as a site compound for the A421 construction. The private access road is currently gated and has CCTV for security purposes. This previous country lane has a width that varies from about 7.5m close to the junction with Bedford Road, to 5m at the proposed site entrance.
- 3.6 The junction of the private road with Bedford Road was previously a ghost island right turn. The right turn lane has been replaced with hatched markings. Visibility at the junction is excellent with over 215m visibility in both directions at 2.4m and 4.5m back from the carriageway.
- 3.7 There is a footway on the northern side of the Bedford Road extending from the access, south-west following the road as far as Park Road about 530m where there are bus stops serving the village of Roxton. The footway extends beyond this all the way to Great Barford. There is a footway on the south side of Bedford Road opposite the site that then gives access to Roxton via the High Street. The centre of Roxton, which includes a Post Office, Pub, convenience store and café is 550m walk from the site.

- 3.8 The larger settlement of Great Barford is 3.75km along Bedford Road and would be convenient for a cyclist

Local buses

- 3.9 There are two bus services from the stops on Bedford Road:
- Stagecoach bus 905 provides services every 30 minutes between Cambridge and Bedford including Roxton, Great Barford and St Neots; and
 - Ivel Sprinter bus 112 runs on a Thursday between Biggleswade and St Neots.
- 3.10 Bus timetables are included in **Appendix D**.

Accident risk

- 3.11 Data from Crashmap shows that in the five years to end of 2019 there was one accident in the site vicinity. This was a serious accident that occurred on the Bedford Road involving a car hitting a pedestrian walking along the carriageway with their back to traffic.
- 3.12 A second slight accident is recorded as occurring nearby. This was a car hitting the rear of a parked bus. However, the road name is recorded as the A421 which would place this accident remote from the site in terms of access.
- 3.13 The accident data is included in **Appendix E**.

4 Proposed development

Introduction

- 4.1 This section describes the proposed development and access.

Brian Currie Milton Keynes Ltd

- 4.2 Brian Currie is a truck service dealer offering vehicle sales, after sales services and maintenance of a range of commercial vehicles. Brian Currie operates in Milton Keynes, Northampton, Bedford and Irtlingborough.

Proposed Vehicle Maintenance Unit

- 4.3 The development proposals are for a Vehicle Maintenance Unit. A proposed site plan is shown in **Appendix B**. The plans shows:
- A proposed vehicle access with the private road in the north-east site corner;
 - A proposed pedestrian and cycle access close to the Bedford Road junction with the private access;
 - Internal road layout suitable for articulated lorries with road widths of 6m and a proposed one-way system for HGVs to and from a large, gated compound with parking for up to 34 HGVs;
 - Office and workshop areas totaling 985m² floor area for the servicing and maintenance of vehicles, including office and ancillary space;
 - Staff and visitor parking for up to 31 vehicles including 2 disabled bays and 4 electric charging points; and
 - 8 Sheffield stands providing 16 cycle parking spaces.
- 4.4 The 985m² floor area comprises:
- 372m² offices space; and
 - 728m² workshop.
- 4.5 The floor space therefore consists of 372m² B1 office space and 728m² of B2 light industrial use.

Expected operation

- 4.6 The Vehicle Maintenance Unit is expected to operate from 6am Monday to 1pm Saturday, therefore operating weekdays 24 hours per day, maintaining and servicing commercial vehicles. This is a reduction over the previously proposed operational hours which were 24 hours per day 7 days per week. There is also a reduction in expected vehicles serviced from 40 per day to 25 to 30 per day. These are expected to be 60% HGV (over 7.5t) and 40% LGV (7.5t or less).

- 4.7 The 30 vehicles services, or “jobs” will be carried out by two shifts of staff with upto 12 technicians on each shifts. The shifts are 12 hour and run 6am to 6pm and 6pm to 6am. Additionally, there will be 5 office staff on the same shift times.
- 4.8 The geographic radius for the origin of the work will be circa 15 miles.

Development access

- 4.9 The proposed private access road junction with Bedford Road will be relined as a ghost island right turn junction. A plan of this junction including sight lines of 215m is shown in **Appendix F**. This proposed arrangement was accepted by Bedford BC highways.

Pedestrian access

- 4.10 Pedestrian gates are provided in the access for staff or visitors who may live in or wish to visit Roxton or Great Barford on foot or by bike, or who may use the local bus services.

Vehicle parking

- 4.11 The floor space proposed of 372m² B1 office space and 728m² of B2 light industrial use suggests car parking of 13 office spaces and 8 light industrial, giving a total of 21 spaces. This compares to the staff and visitor parking of 31.
- 4.12 The HGV parking is for storing new vehicles and vehicles to be serviced or maintained and is therefore outside the usual maximum parking standards.
- 4.13 The proposed parking therefore meets Bedford BC parking standards.
- 4.14 Moreover, the proposed parking meets operational requirements including a need for:
- Additional parking spaces during shift changeover times;
 - parking for HGV drivers; and
 - parking for visitors including deliveries.

Cycle parking

- 4.15 The proposed 8 Sheffield stands provides 16 cycle parking spaces which exceeds the required standard of 1 short stay per 500m² and 1 long stay per 200m² of floor area.

Proposed traffic management plan

- 4.16 It is understood that there are some concerns from Great Barford and Roxton residents that traffic will increase through their villages due to the development. However, as set out in section 5 below, all HGV traffic is expected to use the

strategic road network by turning left out and right into the site to and from Bedford Road and using the Black Cat Roundabout immediately to the east of the site. This means all HGV traffic will avoid Roxton and Great Barford villages.

- 4.17 To help ensure that HGV traffic uses this route and does not use the route to and from the west A421 via Great Barford a traffic management plan is proposed. This plan will be subject to a Section 106 agreement between the applicants and Bedford Borough Council that will make it legally binding upon the applicants and any future occupiers of the site.
- 4.18 The traffic management plan will include the following elements:
- Brian Currie will issue to all customers a robust plan for entry and exit to the site and would ensure the plan is available on their location maps and on the DAF (customer) website and app for drivers to locate the site;
 - All HGV drivers will be informed that they must use the Black Cat roundabout to access the A421 as well as the A1 and A428;
 - CCTV coverage of the access will record all vehicle movements into and out of the site and this recording will be kept with movements logged;
 - Any drivers seen entering or leaving via Bedford Road to the west will asked not to do so;
 - Records of HGV movements will be kept and made available to Bedford Borough Council on request; and
 - Any complaints from residents will be investigated and compared against recorded HGV movements.

5 Accessibility and Expected Impact

Introduction

- 5.1 This section briefly describes the accessibility of the development and then sets out the expected impact on the local highway network.

Accessibility

- 5.2 Given the nature and location of the development, most trips to and from the site will be by vehicle. The site is appropriately located for such business, close to the strategic road network and relatively distant from residential areas.
- 5.3 However, the site is within walking distance of Roxton Village where there is a convenience store and pub and within cycling distance of Great Barford with more facilities. These locations may also be suitable for employees who would then be able to walk or cycle to and from work.
- 5.4 There are bus stops within 500m or about 5minutes' walk of the site. The 905 service has early morning and late evening services that would allow day and night shift employees to use the bus to work from Cambridge, Bedford or other towns on the route.
- 5.5 Therefore, the site is reasonably sustainable given its location and the nature of its operational requirements.

Expected trip generation

- 5.6 The employee and operational characteristics are set out in section 4. In summary, they consist of:
- two shifts starting and ending 7am and 7pm each with 12 technicians and 5 office staff;
 - upto 30 jobs per 24 hours of which 60% HGV and 40% LGV; and
 - a geographic scope of up to 15 miles.
- 5.7 17 staff would generate 17 trips. Assuming 5% of employee trips are non-car driver, including passenger or by bus, then employees are expected to generate:
- a total of 16 inbound car trips between 6 and 7am and again between 6 and 7pm; and
 - 16 outbound car trips between 7 and 8am and between 7 and 8 pm.
- 5.8 The maintenance jobs are expected to generate:
- 18 HGV inbound trips every 24 hours, or less than 1 per hour;
 - Similarly, less than 1 outbound HGV trip per hour;
 - 12 LGV inbound trips every 24 hours or one every 2 hours; and

- the 1 outbound LGV trips every 2 hours.
- 5.9 There will be additional visitor trips and work trips to and from meetings. This is estimated at an additional 20% of day-time employee trips, or say 3 inbound and 3 outbound during the daytime hours.

Traffic assignment

- 5.10 The operational catchment would be mostly concentrated in the larger settlements within the 15 miles geographic scope which includes Bedford, Huntingdon and possibly Cambridge. It would not include Milton Keynes which already has a Brian Currie VMU. Employee catchment would be a similar radius but would include all settlements, including for example Roxton and Great Barford.
- 5.11 Given the relatively small number of traffic movements expected per hour, an assignment has been estimated as follows:
- All operational traffic uses the Black Cat Roundabout and 1/3rd comes from each of:
 - A1 North;
 - A1 South; and
 - A421.
 - Employee traffic is split:
 - 30% from Bedford direction and Great Barford or Roxton via Bedford Road;
 - 20% from A1 south via Black Cat Roundabout;
 - 20% from A1 north via Black Cat Roundabout; and
 - 20% from A421 via Black Cat Roundabout.

Traffic impacts

- 5.12 Based on the traffic generation and assignment, there are expected to be per day:
- 64 car movements;
 - 24 LGV movements; and
 - 36 HGV movements.
- 5.13 These daily traffic movements will be dispersed across the local highway network. For example, the 36 daily HGV movements are expected to be 12 per day on each of the A421, A1 north and A1 south. These trips will have no significant impacts on the local highway network.
- 5.14 Peak period traffic is expected to be very limited with a maximum of:
- 1 to 2 HGV movements and 1 LGV movement between 8 and 9am; and
 - 1 to 2 HGV movements and 1 LGV movement between 5 and 6pm.

- 5.15 These peak hour movements may result in at most one additional HGV or LGV movement on each of the A421, A1 north and A1 south.
- 5.16 The maximum period of traffic movements is early morning and early evening when shifts start or end, with employee traffic at these times as set out above. Again, this traffic is dispersed on the local highway network and would result in at most 4 trips east or west on the Bedford Road via Great Barford and 12 trips east or west on Bedford Road via Back Cat Roundabout.
- 5.17 These trips are outside peak periods and will have no significant impacts on the local highway network.

Accident risk

- 5.18 The expected increase in traffic is not significant and there is no existing or expected future impact upon accident risk.

6 Summary and Conclusions

- 6.1 This Transport Statement supports an application by Brian Currie Milton Keynes Ltd for a new Vehicle Maintenance Unit at Bedford Road, Roxton in Bedford Borough.
- 6.2 Brian Currie is a truck service dealer offering vehicle sales, after sales services and maintenance of a range of commercial vehicles. Brian Currie operates in Milton Keynes, Northampton, Bedford and Irtlingborough.
- 6.3 The proposed development includes onsite and offsite works to provide:
- A new vehicle access via a private road onto Bedford Road, including resurfacing and widening the access and providing a new ghost island right turn junction between Bedford Road and the private road;
 - A new pedestrian and cycle access close to the Bedford Road junction with the private access;
 - Internal road layout and parking for HGVs and staff of the VMU with parking within Bedford required parking standards;
 - Cycle parking for 16 cycles which exceeds the Bedford required minimum; and
 - Office and workshop areas totaling 985m² floor area for the servicing and maintenance of vehicles, including office and ancillary space.
- 6.4 The VMU is expected to operate from 6am Monday to 1pm Saturday maintaining and servicing commercial vehicles.
- 6.5 Based on the traffic generation and assignment, there are expected to be per day:
- 64 car movements;
 - 24 LGV movements; and
 - 36 HGV movements.
- 6.6 These daily traffic movements will be dispersed across the local highway network.
- 6.7 Peak hour movements are expected to be limited and may result in at most one additional HGV or LGV movement on each of the A421, A1 north and A1 south. Employee trips are outside peak periods and will have no significant impacts on the local highway network.
- 6.8 A legally binding traffic management plan will be put in place to ensure that no HGV movements pass through Great Barford or Roxton.
- 6.9 The expected increase in traffic is not significant and there is no existing or expected future impact upon accident risk.
- 6.10 The proposed development complies with national and local policy guidance and there are no reasons for any objections on highways grounds.

Appendices

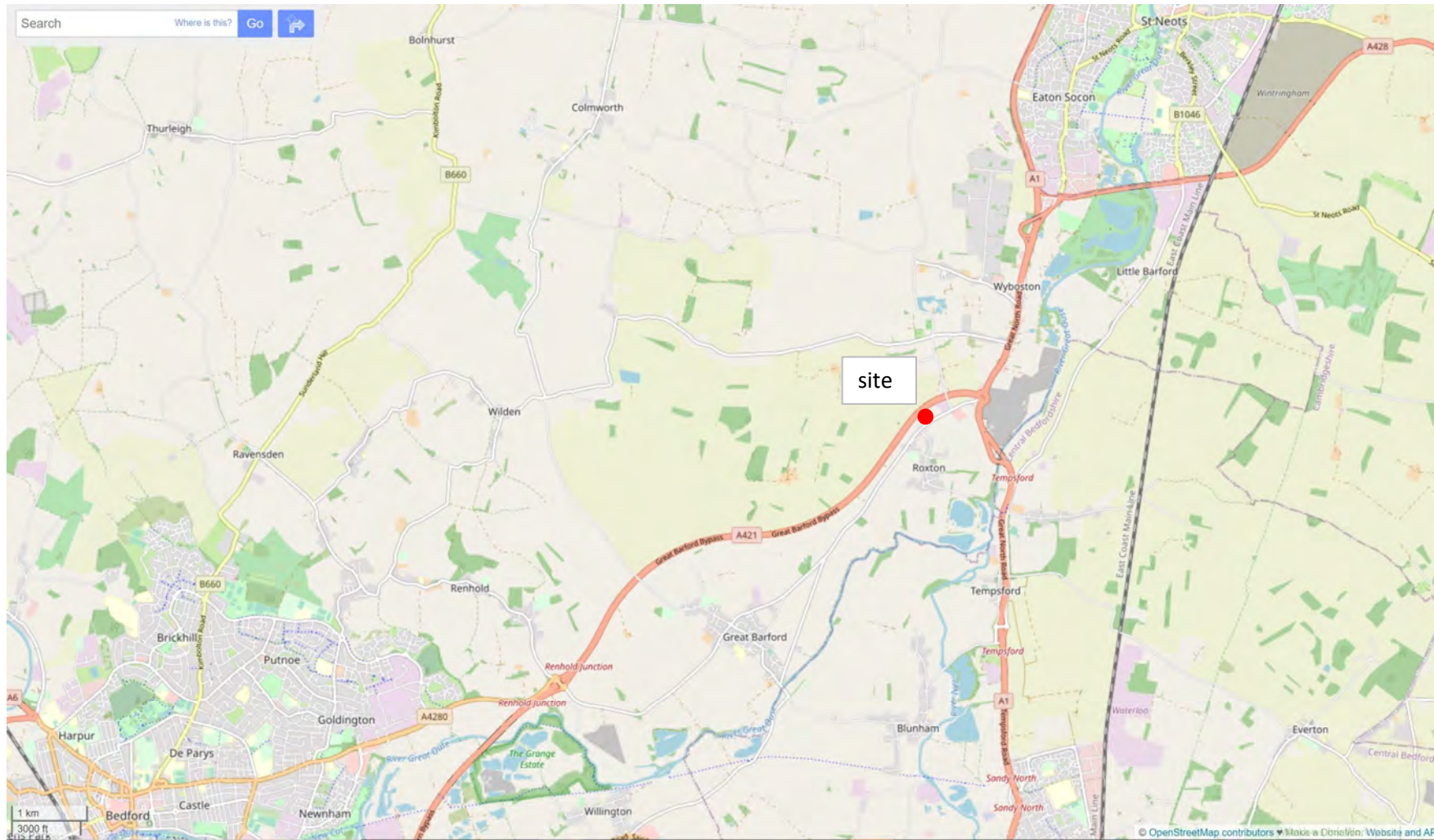
- Appendix: A Location plan
- Appendix: B Site plan
- Appendix: C Pre-application advice
- Appendix: D Bus timetables
- Appendix: E Accident data
- Appendix: F Access plans with sight lines
- Appendix: G HGV tracking

Brian Currie



Appendix: A

LOCATION PLAN



Location Plan

Brian Currie

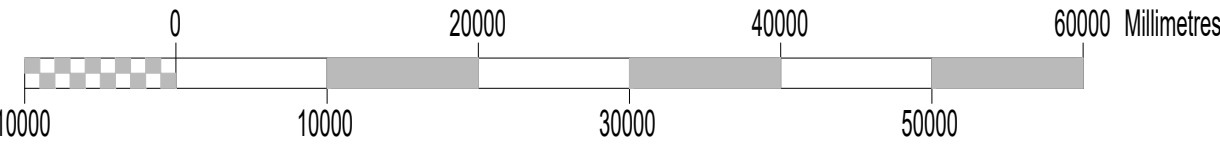


Appendix: B

SITE PLAN

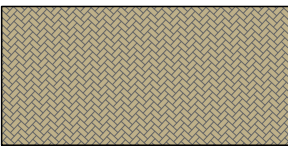
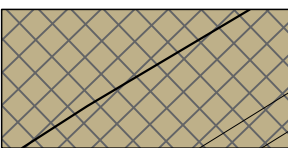
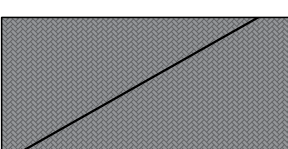
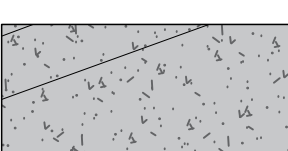
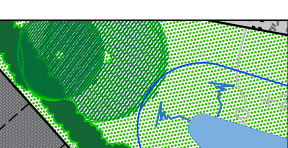

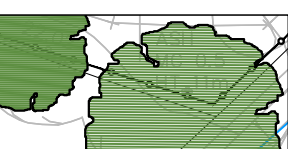


SITE PLAN AS PROPOSED - 1:500



SCALE 1:500

EXTERNAL WORKS - SURFACES LEGEND

-  **BLOCK PAVING**
Marshalls Piora Permeable Block Paving (or similar) with British Standard Kerb Edging. Colour: Bracken
-  **FLAG PAVING**
Marshalls Flag Paving
-  **BLOCK PAVING**
Marshalls Piora Permeable Block Paving (or similar) with British Standard Kerb Edging. Colour: Charcoal
-  **CONCRETE HARDSTANDING**
Tampored Finish
-  **SOFT LANDSCAPING**
Seeded Grass / Shrubs to Landscape Architects Design
-  **BOUNDARY TREATMENTS**
Steel Palisade fencing and vehicular entrance gates
-  **EXISTING LANDSCAPING**
Existing Mature Trees and Hedging to be retained

SITE AREA

4.32 acres (17,496m²)

PROPOSED VMU GROSS EXTERNAL FLOOR AREA & PARKING ALLOCATION

985m² (10,600sq ft approx) 31 parking spaces

Parking allocation based on Bedford Borough Council Parking Standards for Non-Residential B2 use class as noted below.

B2 General Industry
1 space per 30m² below 500m² plus 1 space per 100m² above 500m²

Minimum Parking Calculation:
Total Office Floor Area: 372m² / 30 = 13 Spaces
Total Workshop Area: 728m² / 100 = 8 Spaces

Minimum Spaces Required = 21 Spaces

P02	swales added as per PCE design	30.03.22
P01	first issue	10.02.22
revision	note	date

client
Brian Currie Ltd

project title
New Vehicle Maintenance Unit - Bedford
drawing title

Proposed Site Plan

drawing status

Planning

scale date

1:500 @ A1 January 2022

project number drawing number revision

2548 AP0101 P02



Brian Currie



Appendix: C

PRE-APPLICATION ADVICE



TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT PROCEDURE ORDER

APPLICATION NO: 20/02961/MAF

To: Brian Currie Milton Keynes Ltd
c/o Aragon Land And Planning UK Ltd
The Old Coalhouse
28A Rosamond Road
Bedford
MK40 3SS

Bedford Borough Council ***HEREBY REFUSES PLANNING PERMISSION*** for the development in accordance with the details on this notice, including any reasons and the plans listed below.

APPLICANT : Brian Currie Milton Keynes Ltd

LOCATION : Land North Of 51 And 53 Bedford Road Roxton Bedfordshire

PARTICULARS OF DEVELOPMENT :

Erection of commercial premises and use of land for the storage and service/preparation/Mot/repair of commercial vehicles.

PLEASE TAKE IN ATTACHED REASONS FOR REFUSAL AS SPECIFIED OVERLEAF

Signed:

Director of Environment

Refusal Date: 20 August 2021

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

01. The proposal would fail to meet the spatial strategy of Bedford Borough Local Plan 2030, by being located in the countryside, outside of the urban area of Bedford or Kempston or an allocated employment site. The proposal would also not meet any of the circumstances for new employment development in the countryside, in addition to a failure to demonstrate need to be in the rural area or how the proposal would meet local needs and have identified local community support whilst supporting the rural economy. This would be contrary to Policies 3S (vii), 7S, 69S and 75 (criteria i-iv and vi) of Bedford Borough Local Plan 2030.
02. The proposal by reason of the building's size, scale and materials, amount of hardstanding, illumination and open storage would have an urbanising effect that would be harmful to the intrinsic character of the open countryside and would result in no biodiversity enhancement. This would be contrary to Policies 3S (viii), 7S (xi & xii), 28S (i, ii, iv and viii), 29 (i and ii), 30 (i, ii and iii), 37 (vi), 43 and 75 (vii and ix) of Bedford Borough Local Plan 2030.
03. The proposed development comprises a significant loss of Best and Most Versatile Agricultural Land. The proposed development is therefore contrary to the National Planning Policy Framework and Policy 46S of the Bedford Borough Local Plan 2030 which seek to prioritise the reuse of previously developed land and minimise the loss of land of high environmental quality.
04. Insufficient information has been submitted to assess the impact of lighting on protected species, notably bats. This would be contrary to Policies 32 (i and ii) and 42S of Bedford Borough Local Plan 2030.

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

<i>Policy:</i> LP49	<i>Description:</i> Waste	<i>Document:</i> Local Plan 2030
<i>Policy:</i> AD1	<i>Description:</i> Sustainable development policy	<i>Document:</i> Allocations and Designations Local Plan
<i>Policy:</i> LP2S	<i>Description:</i> Healthy Communities	<i>Document:</i> Local Plan 2030
<i>Policy:</i> LP7S	<i>Description:</i> Development in the countryside	<i>Document:</i> Local Plan 2030
<i>Policy:</i> LP30	<i>Description:</i> The impact of development design impact	<i>Document:</i> Local Plan 2030
<i>Policy:</i> LP31	<i>Description:</i> The impact of development access impacts	<i>Document:</i> Local Plan 2030
<i>Policy:</i> LP32	<i>Description:</i> The impact of dev disturb pollution	<i>Document:</i> Local Plan 2030
<i>Policy:</i> LP1	<i>Description:</i> Reviewing the Local Plan 2030	<i>Document:</i> Local Plan 2030
<i>Policy:</i> LP38	<i>Description:</i> Landscaping in new development	<i>Document:</i> Local Plan 2030
<i>Policy:</i> LP39	<i>Description:</i> Retention of trees	<i>Document:</i> Local Plan 2030

Please note the following are the refused plan(s) detail(s):

(To check if any further applications are approved/refused following this decision, please refer [here](#) for our Website and How to Guides)

Plan type: Drainage scheme	Plan ref: V8.1 DRAINAGE DESIGN REPORT REV 1	V No: V23A	Received: 14-Apr-21
Plan type: Drainage scheme	Plan ref: 20096-004 P2/EXCEEDENCE FLOWS	V No: V11A	Received: 14-Apr-21
Plan type: Drainage scheme	Plan ref: 20096-003 P2	V No: V10A	Received: 04-Apr-21
Plan type: Proposed Floor plans	Plan ref: 0004 P03/GF	V No: V05	Received: 06-Jan-21

AND ROOF PLAN

Plan type: Planting Plan	Plan ref: PS01/PLANT SPECIES	V No: V27	Received: 18-Jan-21
Plan type: Block and Location plans	Plan ref: 0002 P03	V No: V01	Received: 06-Jan-21
Plan type: Proposed Elevations	Plan ref: 0005 P04	V No: V03	Received: 06-Jan-21
Plan type: Proposed Floor plans	Plan ref: 0003 P01	V No: V04	Received: 06-Jan-21
Plan type: Drainage scheme	Plan ref: 20096-002 P1	V No: V09	Received: 06-Jan-21
Plan type: Visual View	Plan ref: 2546	V No: V13	Received: 06-Jan-21
Plan type: Design and Access Statement	Plan ref: P1	V No: V14	Received: 06-Jan-21
Plan type: Planning Statement	Plan ref: P2	V No: V15	Received: 06-Jan-21
Plan type: Flood assessment	Plan ref: V1	V No: V16	Received: 06-Jan-21
Plan type: Ecological Study	Plan ref: P3	V No: V17	Received: 06-Jan-21
Plan type: Noise report	Plan ref: 1.0	V No: V18	Received: 06-Jan-21
Plan type: Tree Report	Plan ref: P4	V No: V19	Received: 06-Jan-21
Plan type: Transport assessment	Plan ref: 80	V No: V20	Received: 06-Jan-21
Plan type: Energy Statement	Plan ref: 503373 B	V No: V21	Received: 06-Jan-21
Plan type: Sequential Test to Accompany Planning St	Plan ref: P5	V No: V22	Received: 06-Jan-21
Plan type: Landscape Assessment	Plan ref: P6/SOFT LANDSCAPE SPECIFICATION	V No: V25	Received: 06-Jan-21
Plan type: Landscape Assessment	Plan ref: 03/LANDSCAPE MAINTENANCE AND MANAGEMENT	V No: V26	Received: 06-Jan-21
Plan type: Planting Plan	Plan ref: TP01 1/TREE	V No: V07A	Received: 07-Jul-21
Plan type: Proposed floor and roof plans	Plan ref: 2548 AP0004 P04	V No: V28	Received: 10-Jun-21
Plan type: Agricultural Report	Plan ref: P7	V No: V29	Received: 12-Jul-21
Plan type: Supporting Information	Plan ref: P8/BRIAN CURRIES VEHICLE SITE LAYOUT	V No: V30	Received: 22-Jul-21
Plan type: Site Layout as proposed	Plan ref: 0001 P07	V No: V02A	Received: 07-Jul-21
Plan type: Planting Plan	Plan ref: SP02 1/SHRUB	V No: V06A	Received: 07-Jul-21
Plan type: Drainage scheme	Plan ref: 20096-001 P5	V No: V08C	Received: 07-Jul-21
Plan type: Construction Details	Plan ref: 20096-005 P4	V No: V12C	Received: 07-Jul-21
Plan type: Drainage details	Plan ref: 2038426502/GREENFIELD	V No: V24B	Received: 07-Jul-21

**RUNOFF RATE
ESTIMATION**

Date Determined by Committee 16 August 2021

Appeals: To make an appeal online go to <http://www.planningportal.gov.uk/planning/appeals/>. Alternatively to submit by post please contact the Planning Inspectorate Customer Support Team on 0303 444 5000 or email enquiries@pins.gsi.gov.uk to obtain paper forms and advice. **The applicant has a right to appeal against the Local Planning Authority's (LPA's) decision in accordance with the following:**

Householder Planning Applications	Other Planning Applications
12 weeks from the date of the decision notice.	6 months from the date of the decision notice, or 6 months from the expiry of the period which the LPA had to determine the application.
However, if an enforcement notice has been served for the same or very similar development the time limit is: 28 days from the date of the LPA decision if the enforcement notice was served before the decision was made yet not longer than 2 years before the application was made. 28 days from the date the enforcement notice was served if served on or after the date the decision was made (unless this extends the appeal period beyond 12 weeks). NB – if the LPA has failed to determine your householder planning application or you are appealing against the grant of permission subject to conditions to which you object, or your Householder application has an accompanying Listed Building application then please follow the time limits for Other Planning applications .	However, if an enforcement notice has been served for the same or very similar development within the previous 2 years, the time limit is: 28 days from the date of the LPA decision if the enforcement notice was served before the decision was made yet not longer than 2 years before the application was made. 28 days from the date the enforcement notice was served if served on or after the date the decision was made (unless this extends the appeal period beyond 6 months). NB – the LPA determination period is usually 8 weeks (13 weeks for major developments and 28 days for non-material amendment applications). If you have agreed a longer period with the LPA, the time limit runs from that date. If the Appellant wishes the Appeal to be an inquiry, the Local Planning Authority and Planning Inspectorate must be notified at least 10 days prior to the appeal submission

OFFICER REPORT The Officer Report is for information and does not form part of the Decision Notice. Please note this report may have been updated at the Committee meeting. Please refer to the file online at www.bedford.gov.uk/searchplans where you can also find a link to the Planning Committee page and view any relevant minutes.

SITE DESCRIPTION and PROPOSED DEVELOPMENT

The application site is a 2.3 hectare, irregularly shaped, parcel of grade 1 agricultural land located on the northern side of Bedford Road and north of Roxton village. To the south of the site is hedging and trees, a dry ditch and a footpath alongside Bedford Road (which is at a higher level than the site). The village of Roxton (and its Conservation Area) is approximately 120m to the south of the site. To the north of the site is a landscaped mound and beyond this the A421 dual carriageway. To the east of the site is a hedgerow and then a private track leading to a scaffold yard business to the north east and a TPO wooded area and balancing pond to the east. To the west of the site is a tree and hedgerow boundary, beyond this is an agricultural field and a terrace of six dwellings approximately 320m from the site. Roxton Garden Centre is located approximately 235m to the east, accessed off Bedford Road. Further to the east is the Black Cat Roundabout junction which links the A1, A421 and Bedford Road.

The application seeks planning permission for a new commercial vehicle repair and storage premises for Brian Currie. The building will be located to the eastern side of the site and measures 28.8m by 65m, 7.9m to the ridge and 6.05m to the eaves. The building will be constructed in silver and black horizontal metal cladding, with black windows, doors, shutter doors and rainwater goods. The roof is low pitch, but will have 40 rooflights and large area of photovoltaic panels. The north east elevation has a ground floor window and door, along with two metal shutter doors and the signage for the business. The south western elevation has 11 shutter doors and a ground floor window. The north west elevation has no openings and the south east elevation has four ground floor windows/doors and a first floor window. The proposed building consists of 570 sq.m of B1a Office space and 1,564 sq.m of workshop space.

The site will employ 30 workshop technicians and 12 office staff, split over two shifts to provide a 7 day a week, 24 hour business operation. The site will have 51 car parking spaces, including 2 disabled bays and 2 EV charging bays for cars. Additionally, the site will have a total of 69 HGV vehicle bays for the servicing and sale of HGV articulated and LGV vehicles. Provision has also been made for 16 short stay cycle parking spaces within the site. The existing access road would need to be widened to accommodate the HGV use.

Brian Currie were established in 1975 and supply all makes of trucks, trailers and van parts, along with bus and coach parts and are also a VOSA test facility. The company currently operates from sites in Milton Keynes, Northampton, Irthlingborough, Daventry and Bedford.

CONSULTATION RESPONSES

**Environment Agency
Flood Investigation Officer
Arboricultural Officer - Planning**

No comments received
Do not wish to restrict the grant of planning permission.
There are no objections to the proposal providing the details for tree protection stated in section 6 and shown in Tree Protection Plan within the Arboricultural report are implemented. Additionally, the proposed tree planting plan and species selection are suitable to support the application.

**Anglian Water
Nature Space (Newts)**

No comments received
Due to the proximity of the attenuation pond (P1) to the site and the habitats present within the red line boundary - Further information on the capacity of this pond to support a GCN population is required to assess the Impact. There is also possibly an additional waterbody identified 115m southeast of the site which may also require assessment due to its proximity.

**Police Architectural Liaison Officer
Bedfordshire Fire And Rescue Service
Waste Services Manager**

No objections
Made recommendations in respect of fire safety.
Bin storage areas have been identified within the property and there are various access points to enable bins to be presented externally for collection. We therefore have no further concerns regarding the proposed development.

NEIGHBOUR COMMENTS

In response to the planning application 30 letters of objection have been received from 23 households making the following comments:

- Inappropriate rural location
- Highway safety and traffic generation
- Noise
- Background noise levels obtained in September 2020 when traffic on roads was reduced
- Proximity to Roxton village and conservation area
- Substantial works

- Contrary to Policy 7S and 75
- No employment for local people
- Site is a green buffer between the A421 and Roxton
- Out of character
- Visual impact
- Light pollution
- Previous appeal dismissed on site due to harm to character and appearance of countryside
- Landscaping will not screen views
- Does not meet local or community needs
- Air pollution
- Harmful to wildlife
- Inadequate access to sewage, water pressure and internet
- Potential for cabins for workers to reside on site

One neighbour comment asking for access to be from the Black Cat direction.

In response to the reconsultation of amended plans, an additional 18 letters have been received (8 from previous objectors). New issues raised include:

- No assessment by Conservation Officer on Conservation Area impact
- Inadequate sequential assessment
- More suitable sites in industrial areas and town
- No increase in job opportunities
- Loss of prime agricultural land
- No community support

ASSESSMENT OF APPLICATION

1. CONTEXT & POLICY CONSIDERATIONS

The application is being reported to the Planning Committee as an objection has been submitted by Roxton Parish Council.

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that proposals should be determined in accordance with the development plan unless material considerations indicate otherwise. For the purpose of this application the development plan comprises:

The Allocations and Designations Local Plan (2013)
Bedford Borough Local Plan (2030) (BBLP)

Other material considerations which also need to be taken into account include the National Planning Policy Framework (NPPF) (2021) and the associated Planning Practice Guidance (PPG) (first published in March 2014 but regularly updated), as well as Supplementary Planning Document, Parking Standards for Sustainable Communities (2014), Technical Guidance - Waste & Recycling in New Developments (2021), Supplementary Planning Document Sustainable Drainage Systems (2018) and Landscape Character Assessment (2020).

Other material considerations can also be taken into account in decision making, such as planning history, but material considerations can encompass many things so are therefore determined on a case by case basis.

In 2009 planning permission was granted for 'Erection of hay storage barn and stables, formation of manege and change of use of land to the keeping of horses for training purposes' (09/00813/FUL). This was not implemented on site.

In 2010 planning permission was refused for 'Change of use of land for the siting of a mobile home for a Romany Gypsy family' (10/00970/COU). This was followed in 2011 by an application for 'Change of use

of land for the sitting of four mobile homes and four touring caravans and erection of building to provide ancillary facilities' (11/01620/FUL). This was refused by Committee, but a subsequent appeal was then allowed. This decision was then quashed by the High Court and a re-determined appeal was finally dismissed. Part of the reasoning for dismissal included significant harm to the character of the countryside and some limited harm to the appearance of the area.

The scaffold yard to the north east of the site was granted approval for 'use of land for open storage (Use Class B8) and ancillary works including surfacing and siting of office building' (18/00626/FUL) as a Member overturn at Committee. This application was originally recommended for refusal by Officers for the following reasons:

- 1) The application site is located in the countryside outside any identified Settlement Policy Area or key service centre and the applicant has not demonstrated a proven need for the development to be located within the Rural Policy Area. The development is therefore contrary to Policy CP13, and is not supported by Policy CP14, of the Core Strategy and Rural Issues Plan 2008.
- 2) The proposed scaffolding racks, hardstanding and site office would be visually harmful to the character and appearance of the rural area. This would therefore be contrary to saved policies BE30 (i) (ii), contained in the Bedford Borough Local Plan 2002 and policies CP13, CP14, CP24 and CP21 (iii) contained in the Core Strategy and Rural Issues Plan 2008 and the National Planning Policy Framework.

The application has been subject to pre application advice where Officers advised that there was no clear need for the proposed business to be located in this open countryside location and therefore the principle of development was unlikely to be supported by officers.

2. MAIN ISSUES

2.1 Principle of Development

The application site is not located within the urban area of Bedford and Kempston, a designated Key Service Centre or a settlement policy area boundary and therefore in planning policy terms is located within the open countryside.

BBLP includes amongst its objectives: "support a stronger local economy delivering economic growth; broadening employment opportunities and attracting and enabling high value businesses to prosper for the benefit of the borough's existing and future residents". Policy 3S sets out the local plan's spatial strategy and requires development to contribute to achieving the objectives. It will do this by seeking to build on and expand the town's employment base with a focus on strategic locations related to the primary road network in the context of increasing east-west connectivity through road and rail improvements (criterion iii). In addition seeking to safeguard the intrinsic character of the countryside and the environment and biodiversity within it (to fulfil the requirements of European directives) through the careful management of development to meet local needs whilst supporting the rural economy (criterion vii).

The proposal will meet criterion iii of Policy 3S by building on the town's employment base with a location related to the primary road network and east-west connectivity and supporting a stronger local economy delivering economic growth. The application also has the support of the Bedford Borough Council's Economic Growth & Development Team who have made the following comments:

"Brian Currie Ltd is a well-established company, set up in 1977 in Milton Keynes and is an appointed DAF truck service dealer. The company has expanded from a small operation in Newport Pagnell and has kept pace with the ever-changing demands of the Heavy Goods Vehicle logistics and engineering industries. The company now plan to establish a new base in Bedford amalgamating the company's sales, parts and after sales support building, currently situated on Brunel Road into a new facility.

The economic growth & development section have held several meetings with the company to assist with their investment proposal, with the first back in March 2015. The company have stated their commitment to securing a long-term future and jobs retention in Bedford, whilst having built a strong customer base and reputation in Milton Keynes, they want to emulate that success and growth in Bedford.

Transport, logistics and supply-chain is a thriving, growing and important sector in Bedford Borough and has been a key element in the response to COVID for food distributors and other front line public services. The sector is forecasted to continue to grow with the continued growth of e-retailing. Brian Currie are a key service in the supply-chain to the sector, by servicing the HGV vehicles employed by logistics operators. The company's continued growth in operations contributes to the viability of the sector locally and therefore we wish to state our support for the proposals from an economic growth perspective.

The company securing planning permission and investing into this site will create more employment opportunities in a growing sector and demonstrate commitment to Bedford, safeguarding roles for years to come. Against the backdrop of Brexit and COVID, new private sector investment into Bedford is a positive economic indicator for the region, demonstrating confidence that Bedford Borough is an attractive location to invest".

There is however conflict with criteria vii of policy 3S as the proposal will be developing a greenfield site which cannot be seen as safeguarding the intrinsic character of the countryside. The proposal is also arguably meeting a regional need rather than a local need, so does not support the rural economy.

Policy 7S relating to development in the countryside states that exceptionally development proposals will be supported on sites that are well-related to a defined Settlement Policy Area, Small Settlements or the built form of other settlements where it can be demonstrated that:

- vi. It responds to an identified community need; and
- vii. There is identifiable community support and it is made or supported by the parish council or, where there is no parish council, another properly constituted body which fully represents the local community; and
- viii. Its scale is appropriate to serve local needs or to support local facilities; and
- ix. The development contributes positively to the character of the settlement and the scheme is appropriate to the structure, form, character and size of the settlement.

The proposal does not meet any of these exceptional circumstances.

Policy 69S also states that the main focus for jobs growth will be the urban area of Bedford and Kempston and on allocated employment sites. The proposal is not in any of these locations.

BBLP does not make provision for additional employment sites (except for strategic-scale development on sites larger than 5 ha) on the basis that there is sufficient employment land available to meet needs arising over the plan-period.

Policy 75 in BBLP states that new employment development in the countryside will be supported in the following circumstances:

- i. Where it is within a defined employment area; or
- ii. For the reuse of land last used for employment purposes within the 'B' use classes, sui generis or for the reuse of existing buildings; or
- iii. For the expansion of an established business within its existing operational site; or
- iv. For the diversification of agricultural and provision for other land based rural businesses

In all instances applicants will be required to demonstrate all of the following:

- v. If a new building is proposed, there are no existing buildings that could be used for the proposed use;
- vi. The proposed use needs to be in the rural area and cannot be located within a Settlement Policy Area or within a designated Small Settlement;
- vii. Open storage is ancillary to employment buildings and is located in well contained and screened areas of the site with an appropriate height restriction;
- viii. The proposal would not generate traffic movement and volume that would lead to unacceptable environmental impacts or detriment to highway safety objectives;
- ix. The proposal would not have a significant and demonstrable harm to the established character of the area and the local amenities and adjoining land uses and accords with Policy 41S;

x. There would be no adverse impact on biodiversity including Natura 2000 sites in accordance with Policy 42S.

The proposal would not meet criteria i to iv above, so would not comply with Policy 75, however for the sake of completeness the remaining criteria will be addressed in the report. Highways issues (viii), character of the area (ix) and impact on biodiversity (x) will be discussed in sections 2.4, 2.3 and 2.9 below.

There are no existing buildings on site that could be used and therefore a new building is proposed which could comply with criterion v.

With regard to criteria vii, the proposal does include open storage for large vehicles, but this cannot be considered to be ancillary, as it covers a larger area than the employment building.

With regard to criterion vi and the need for the business in the rural area, the existing Brian Currie premises at Brunel Road, Bedford are in the urban area, however the site is said to be extremely constrained in terms of size and access, so larger HGVs find the site inaccessible. The agent has commented that with the increase in the size of HGVs, it is not ideal for these large vehicles to be travelling through Bedford town and residential areas as is currently the case. The proposed relocation to the east of Bedford with a site close to a transport corridor and links to the future east-west rail corridor and the A421, A1 and redeveloped Black Cat roundabout, is said to suit the business requirements for the next decade. Despite this there appears to be no specific reason why the proposal needs to be in the rural area, other than this particular location is close to important transport links and it would avoid driving through residential areas/town centre.

It is accepted that the proposal should not be located within a Settlement Policy Area or a designated Small Settlement due to the proximity to residential properties. This however does not mean that the location needs to be a rural area close to Roxton village and there may be alternative sites with better access which are equally as well suited. Alternative sites have been considered by the applicant via a sequential assessment. The majority were on existing older industrial estates, but were discounted due to access issues and proximity to residential areas. The search however has not included sites close to the A1 which could meet their access and locational requirements. Furthermore, as the applicant has a location preference to the east of Bedford, it is considered that there are alternative greenfield sites closer to the Black Cat roundabout which could be considered which would be preferable to one that is only 120m from Roxton village. It is not considered that the applicant has sufficiently demonstrated that the proposed use needs to be in the rural area at this stage and the proposal would therefore fail to meet criterion vi of Policy 75 of BBLP.

To conclude, there is a policy principle conflict between the economic benefits of the proposal and the spatial strategy of BBLP for employment sites to be located in the urban area or allocated employment sites. Furthermore the proposal would not meet any of the circumstances for new employment development in the countryside, in addition to failure to demonstrating a need to be in the rural area. In these circumstances economic benefits are not considered to outweigh the spatial strategy or failure to demonstrate need and the proposal is not considered acceptable and would be contrary to Policies 3S (vii), 7S, 69S and 75 (i-iv, vi and vii) of BBLP.

2.2 Visual Impact and Landscaping

Policies 7S (xi & xii), 28S, 29, 30 and 37 of BBLP seek to ensure that new development achieves high design standards, is of high quality, promotes local distinctiveness, has a positive relationship with the surrounding area, respects its local context and protects and enhances the key landscape features of the landscape character areas. Policies 38 and 39 of BBLP seek to ensure that new developments are appropriately landscaped and existing landscape features such as trees, hedges and shrubs are retained and enhanced where possible and suitable measures are secured to ensure that retained landscape features are protected during development.

The application site currently contributes positively to the rural character of the area by virtue of its undeveloped, open nature and its boundary hedgerows and trees. The immediate area forms an area of largely undeveloped land between the dual carriageway and Bedford Road. Traffic on the dual carriageway is not visible across the site due to the landscaped mound to the northwest, but the presence of the road is noticeable due to constant traffic noise. The undeveloped character of this side of Bedford Road is disturbed by the scaffold yard to the north of the site, which is set approximately 95m back from Bedford Road. However this is a small site of approximately 0.3ha and scaffold storage heights are limited to 4m, so views of the site are limited to the vehicular access with Bedford Road and some long distance views to the south.

As the application site is close to Bedford Road the proposal will be prominent with a two storey industrial building of a scale, size and materials that are not typical of a rural area or indeed any buildings nearby. Whilst Roxton garden centre could be seen as a nearby large building, this is actually a range of single storey buildings with different roof orientations and is timber clad, so the visual impact is lessened and is more in keeping in a rural area. The prominence of the proposal will also be exacerbated by the amount of hard surfacing around the building, along with the open storage of large vehicles and 2.4m high steel pallisade fencing around the site.

In the Bedford Borough Landscape Character Assessment (Oct 2020) the site is located within the Great Ouse Clay Valley that is characterised by its lowland landscape with mixed land use of arable land and improved pasture with medium sized fields and busy transport corridors. Landscape Management Guidelines for this area are to enhance the landscape through restoring hedgerows and take opportunities to plant new woodlands that will screen major road corridors.

The application has been accompanied by a Tree Survey Report which shows retention of all the trees and hedgerow on site, with the exception of one Ash tree to the north east corner of the site where the vehicular access will be located. There is also potential for an adverse impact to an Oak tree on the southern boundary due to the road, however a no dig method can be utilised along with a load spreading material and permeable surface. The Council's Tree Officer has no objections providing the tree protection details are implemented.

The proposed landscape scheme shows new tree planting to the north, east and west of the site. On the boundaries of the site a mixed native hedgerow is proposed, along with a native tree and shrub boundary. Within the site and around the edges of parking areas shrub planting is proposed and a small area of grass and wildflower planting. The proposed landscaping will achieve an adequate depth of planting to screen views from the east and west. An amended site plan and landscaping plans have been received to show a wider landscape strip to the south of the site, with a minimum width of approximately 4m (compared to the previous 1.3m to 3.6m in width). The amended site plan also shows some additional tree planting to the south west of the site. This increased width landscape strip would over time and subject to trees reaching a suitable height help screen the built development and parked lorries from views to the south.

Additional details have been provided for the site's lighting scheme, this includes 150W flood lights mounted at a height of 6m on the building and a range of 30W, 50W and 100W street lights on 6m poles around the site perimeter and between parking spaces. Whilst the highest levels of illumination are contained within the site, due to 24 hour use, the lighting will be required to be left on at night and will be visible from outside the site. The immediate surrounding area has no streetlights, including the A421. The introduction of lighting in this open countryside location will contribute to an urbanising impact and the landscaping scheme proposed would be unlikely to provide a sufficient shield to 6m high lights.

Despite the landscape scheme improvements, the proposed building's size, scale and materials, amount of hardstanding, illumination and open storage of large vehicles is considered to have an urbanising effect that would be harmful to the intrinsic character of the open countryside. This would be contrary to Policies 3S (vii), 7S (xi & xii), 28S (i, ii, iv and viii), 29 (i and ii), 30 (i, ii and iii), 37 and 75 (vii and ix).

2.3 Highways

Policy 31 seeks to ensure that new development does not have any adverse impacts on access to the public highway. Policy 53 of the Bedford Local Plan 2030 requires all development to take available opportunities to integrate the principles of sustainable design and layout. Policy 89 requires developments to include electric charging points for vehicles.

The Highways Development Control Officer has made the following summarised comments:

"The application site is located off a disused spur road taking access from Bedford Road, Roxton. Bedford Road is a through route at this location, a classified road (C44), unlit, derestricted and thus subject to the national speed limit of 60mph. Bedford Road and the site has excellent connectivity to the strategic road network avoiding local villages and towns via the A421 / A1 Black Cat roundabout located nearby. The nearest local road junction to the site is around 95m to the west, with High Street, Roxton providing access into the village of Roxton itself. Bedford Road is the old A421 prior to Roxton being bypassed and the access into the proposed site is part of the original Roxton Road and an existing access previously used for one way access into the A421 Great Barford Bypass Site Offices and compound.

An initial Transport Assessment has been submitted and this would indicate around 88 car movements, 32 LGV movements and 48 HGV movements per day over the entire 12hr working period 7am to 7pm. It is most likely that car movements would be highest at shift start, shift changeover and at shift end. Other vehicle type movements would occur throughout the working day and indications of these are typically 2 to 3 vehicle journeys in and out per hour along with vehicle testing and sales trips.

The adjacent, neighbouring parcel of land to the north, also takes access off the same point along Bedford Road and this has recently been subject to a previous application as a scaffolders yard (Application ref 18/00626/FUL dated 13th April 2018). This required infrequent use of the site and access also by long HGV vehicles and staff or visitor cars and made its own provision for parking and turning, on plot, etc.

The existing Bedford Road access should nearly be sufficiently sized to accommodate most larger turning vehicles, although this will need to be proven by tracking analysis as part of any further design. Due to the intense use of the access by articulated vehicles, the access must be appropriately sized in terms of width and depth to facilitate an articulated HGV to turn off from Bedford Road whilst one awaits simultaneously at the Give Way to exit the site. The access is currently double gated and secure with the gates opening inwards at a setback of around 15m off the channel line of Bedford Road. These are considered a temporary security measure and would require removal / replacement / relocation for this application, and if replaced, should accommodate the potential for at least one or multiple, longer larger vehicles to wait, off the Highway, whilst gaining access into the site. Vehicle retention on the quietly trafficked, high speed Bedford Road would not be acceptable on road safety grounds. Any works required on Bedford Road and any works to the application site access within the Highway would need to be provided by the Highway Authority and paid for by the Applicant as part of a Section 278 Agreement. Non-Motorised User (NMU), foot or cycle traffic to and from the site and Roxton or from the local bus stops or the local shop should be provided for within the Section 278 and therefore proposals should include for elements of works to the local footway network to get this up to standard in the vicinity of the site and leading into the site.

Use of the plot as a commercial vehicle sales and repair operation will lead to more frequent use of the access, especially by longer and larger vehicles and would be an intensification of use. Whilst the application site access has been redundant for a time, the junction on Bedford Road has been remarked, removing the previous ghost island right turn roadmarkings for the A421 site compound. This layout was for a 'ghost island right turn junction' to TD42 very similar to that, if not duplicating that, already provided with the High Street (95m to the west). To cater for this application and the additional vehicle movements generated, a TD 42 compliant ghost island right turn junction would need to be reinstated as part of the Section 278 by the Highway Authority. The suitability of this and the internal access road layout would need to be proven by the design and the turning circle analysis pending its intended use. Free flow of articulated vehicles into the site must be maintainable. The removed ghost island layout and the length of the right turn lane previously provided at this access on Bedford Road was visible on aerial mapping. The applicant will need to verify that any reinstated junction will be sufficiently sized for the level of operations proposed with this application and that appropriate dimensional, visibility and forward visibility to comply with the requirements of DMRB can be attained. This is thought not to create any issues along Bedford

Road with the visibility criteria being attainable. Visibility at the proposed junction is good and will likely comply with or can be made to comply with the requirements of the Design Manual for Roads and Bridges (DMRB). At a setback of 4.5m (for longer larger vehicles), 215m long visibility splays in each direction can be attained, including forward visibility to the rear of right turning traffic at the junction. Highway verges will require extensive grass cutting or clearing and tree canopies raising in order to maintain these, especially for cars and larger or high cabbed commercial vehicles using the proposed site. Access junction size, access road and visibility requirements can be conditioned.

Beyond the existing temporary gates, within the existing access, the existing service or access road is not sufficiently wide enough to accommodate for commercial goods vehicles to easily pass. The width of the road cannot presently be determined due to the amount of detritus lying over the road, however this is likely to only be around 6.0m in this instance and due to the curve on entry will require physical widening works. An element of widening is indicated on the above application drawing, but this is subject to detailed design to tie into the Section 278 junction layout required. The service road appears to have been disused for quite some time allowing it to fall into disrepair and therefore further elements of works would be required to bring this up to a suitable standard. A major clearance exercise will be required to address overgrowing landscape, a silted ditch, removal of detritus etc. Security of the site will be an important issue and provision of any gated access must initially be well set back off Bedford Road, at least 20m to allow for at least one maximum length legal articulated vehicle to clear Bedford Road traffic. The provision for broken down vehicles being towed into the site should also be considered within the access design as this is also likely to be applicable to site usage. This could negate the provision of a gated access completely or double the distance that they would be indented.

The provision of B1a Office space at 570sqm would require a minimum of 29 car parking spaces to comply with Bedford Borough Council (BBC) parking standards. The applicant's proposals at 51 spaces exceeds this expectation and adequately provides for both staff, staff shift changeovers, potential visitors, EV charging points and disabled employees or visitors to the site. The provision of 69 HGV articulated vehicle spaces will exceed any BBC standard compliant requirement for service vehicles. The level of proposed parking shown on the proposed layout is wholly acceptable but the dimensional requirements of BBC compliant parking spaces must be noted for cars, the disabled and possibly service vehicles.

The applicant has included the provision of 8 Sheffield cycle stands within the site which effectively secures the parking for 16 cycles. This provision is neither short stay or long stay compliant but it is suggested that the cycle parking to the site is made more secure and covered in order to be compliant with long stay parking requirements. This could then also be deemed suitable for motorcycle parking and fully compliant with BBC standards".

Highways England are satisfied that there would be minimum scope of solar reflections from the proposed building façade to vehicle users running on the A421. The proposed development would therefore not have a severe traffic safety impact on the Strategic Road Network (A421).

Subject to conditions on ghost island junction, visibility splays, access surfacing and drainage and cycle and motor cycle parking, the proposal is considered acceptable in terms of highways and would comply with Policies 31 and 53 of Bedford Borough Local Plan 2030. However, the additional work sought would further urbanise this site and change the fundamental rural road character.

2.4 Impact on Neighbouring Amenity

Policy 32 and 47S of BBLP seek to ensure that development proposals minimise and take into account the effects of disturbance including (i) noise, vibration, smell, harmful emissions, impact on water quality, light glare or other disturbance pollution which is likely to be generated by the development and (iv) factors which might give rise to disturbance to neighbours and the surrounding community.

Given the distance of the site from the nearest residential neighbour (110m to No. 53 Bedford Road), the proposal will not give rise to adverse impacts with respect to privacy, overlooking, loss of light or overbearing impacts.

The proposal has been accompanied by a Noise Assessment. This explains that the principal operating hours would be normal daytime periods with regular vehicle movements around the site and into and out of the site. The workshop does remain open overnight but the level of activity would be lower, as the workshop staff tend to collect and return the vehicle with only one service bay being operational. Whilst the background noise levels were obtained in lockdown, this will actually give a lower background noise level than normal, which is favourable to local residents. The initial assessment of daytime noise levels at the closest noise sensitive properties, No. 51 & 53 Bedford Road indicates that the rating level of noise would remain at least 5 dB(A) below the prevailing background noise levels, indicating the low potential for an adverse noise impact. Furthermore, the noise levels attributable to the operation of the site would be 15 dB(A) below the measured daytime ambient (LAeq) noise levels, which would indicate that the activities would not be generally audible at the neighbouring properties during the daytime periods. Overnight, the assessment indicates a rating level 5 dB(A) below the prevailing background noise levels, again indicating a low potential for an adverse impact at the properties. The Noise Assessment comments that BS 4142 advises that it is often more important to consider the absolute levels of noise, rather than the difference between the background noise levels. The calculations indicate a level of 34 dB LAeq,15 min at the properties, which would remain in excess of 10 dB(A) below the prevailing ambient noise levels, which are principally attributable to traffic travelling along the A421 and A1 overnight. The Noise Assessment concludes that the operation of the proposed workshop and vehicle storage would not result in adverse noise impacts at the neighbouring properties, during the day or night-time periods, with noise levels remaining below the prevailing background noise and that there would be no significant adverse impacts. The Council's Environmental Health Officer has reviewed the application and has no objections.

The development will inevitably result in potential for some noise and disturbance as the building is constructed, which is unavoidable; however this can be minimised through a construction management plan which can be secured via a condition.

Objectors have raised concerns about air pollution, however as the site is approximately 120m from the closest neighbour and located next to two main roads, the proposal is not likely to give rise to any increase in air pollution in the area. Furthermore the Council's Environmental Health Officer has not raised any objections to the proposal.

As discussed in section 2.2 a lighting scheme has now been submitted that shows 6m high lighting, that is likely to be required throughout the night. An illuminance plan has been included which shows lux levels reducing towards the site edges. Due to the distance of neighbours the lighting is not thought to have a direct impact on residential amenity.

The proposal is considered acceptable in terms of privacy, overlooking, loss of light, overbearing impacts, noise, disturbance and air pollution and the lighting will not have a direct impact on residential amenity.

2.5 Loss of Agricultural Land

Policy 46S states that where significant development is demonstrated to be necessary on agricultural land, poorer quality land should be used in preference to the best and most versatile. The NPPF defines higher quality (best and most versatile) agricultural land as land in grades 1, 2 and 3a of the Agricultural Land Classification. The policy goes on to say that where the site is located on agricultural land outside of existing settlements, applicants will be required to provide evidence of the grade of agricultural land and, where that land is likely to be grade 3 or higher, undertake a detailed survey of land quality.

Natural England's Eastern Region Agricultural Land Classification map shows that the agricultural land to the north and east of Roxton, south of the A421 (and in the triangle formed by the A421, A603 and A1) is potentially the highest quality agricultural land in Bedford Borough, and among the best in England and Wales.

The agent has submitted an Agricultural Land Classification Assessment (ALCA) which shows soil variability across the site consistent with the geological nature of clay and 'river terrace deposits'. The ALCA shows that the site has 1.2ha of Grade 2 (very good) and 1 ha of Grade 3a (Good) quality soils. The land is therefore classed as Best and Most Versatile Agricultural land, although not in the highest

grade 1 as previously thought. The Assessment concludes that the site at approximately 2.3 ha represents a very small amount of land within the best and most versatile category and is not therefore considered to be of more than local significance in terms of its potential loss.

Whilst the ALCA has confirmed the land is not grade 1 agricultural land, it is still very good quality (grade 2) to good quality (grade 3a) land and is classed as Best and Most Versatile Agricultural land. It is therefore particularly important to use the land in this area efficiently, and with the minimum land-take to meet the requirements for development. As the principle of the use is not acceptable and other sites with poorer quality land have not been fully considered closer to the A1, there is currently insufficient justification as to why the loss of the agricultural use is appropriate in this instance. This would be contrary to Policy 46S of BBLP.

2.6 Historic Environment

NPPF policies 197 and 199 and Bedford Borough Local Plan policy 41s (viii) set out the requirements for the loss to a heritage asset's significance to be assessed and weighed as part of a planning decision and for this significance to be recorded prior to or during development where it will be lost (wholly or in part) in a manner proportionate to its importance and the impact, and to make this evidence (and any archive generated), publicly accessible.

The Council's Conservation Officer has made the following comments:

"The proposal site is located c. 150m to the north west of the boundaries of the Roxton Conservation Area (CA), which takes in the historic core of the settlement. At its northern extent the CA takes in the plot to College Farmhouse and the northern part of High Street. Setting generally contributes positively to its significance, including those areas of rural character which are informative of the village's historic dependency on agriculture as well as providing an attractive backdrop to the village. The proposal site is separated from the CA by Bedford Road and the link roads into the village, and the site represents a small area of open land between Bedford Road and the A421 further north. From the public realm, views through to the field are restricted by planting within the grounds of College Farmhouse (subject to a TPO) bounding High Street, and by other mature trees close to the road junction and the short road leading up to Bedford Road. From the public realm looking north out of the CA, views are therefore channelled out towards the road junction and do not take in the proposal site. Acknowledging that views make up only a part of the contribution made by setting to significance, it is noted that the site is adjacent to a busy road and so makes no contribution to the tranquil, verdant setting one experiences from within the boundaries of the CA (such as Roxton Park). The site therefore makes no contribution to the special interest of the CA.

The site is also located c.190m to the north west of College Farmhouse, a grade II listed building (list entry no.: 1,311,876). College Farmhouse is a high status timber framed farmhouse articulated east and overlooking the historic courtyard. This is the perspective from which the asset is best experienced, as well as from the adjacent garden plot to the northwest. From the garden there are views out to open countryside to the north and northwest, including the proposal site, and this is located within the CA. There are also views from the proposal site back towards the listed building and the rear north range; taking in the roof forms as well as the modern barn to the north east of the listed building (outside the CA). This view does not reveal much about the significance of the building (its distinctive close studded timber framing and striking external stack are not experienced from this perspective), and there would appear to be limited views of the site from the building itself. The proposal site forms part of the wider, rural setting to the Farmhouse, but there is intervening open rural space which makes more of a contribution, and the contribution made by the proposal site to significance is inhibited by intervening planting and the busy Bedford Road. It therefore makes no contribution to significance.

The impact of the proposal would likely be glimpsed views of the upper part of the south corner of the proposed building from within the garden of Manor Farmhouse c.200m to the north. As above, the site makes no contribution to the significance of the Farmhouse and whilst the building could be visible from certain perspectives within the garden (also within the CA), it would not impact on the way in which its significance is appreciated and understood.

As such, the proposal will preserve the way in which setting contributes to the significance of College Farmhouse and the Roxton Conservation Area".

The Council's Archaeologist has made the following comments:

"The proposed development site has been identified by the Bedford Borough Historic Environment Team (Archaeology) as being located in an area with archaeological interest. A number of features were identified during archaeological investigations undertaken ahead of the construction of the A421 bypass immediately to the north of the proposed development. These included gullies, pits, and postholes, the postholes were considered likely to represent the remains of at least one structure and one of the pits was considered to be characteristic of a Saxon sunken floored building (SFB). Whilst the features themselves yielded no datable evidence, archaeological field walking to the southwest recovered Saxon pottery and a contemporary bead therefore the features may well be of a similar date.

Archaeological monitoring of development was undertaken as a requirement of permission 18/00626/FUL however the groundworks for the development only reached a maximum depth of 0.30m which was insufficient to expose the archaeological horizon.

More recently archaeological evaluation work undertaken ahead of the A428 Black Cat to Caxton Gibbet bypass in the field to the south has revealed evidence of Romano-British settlement enclosures which continued from a site initially investigated during the construction of the A421 to the north.

The 'Round Hill' scheduled monument (NHLE1013521) lies c.240m to the west of the application site. The monument includes a bowl barrow situated in a prominent position on high ground to the northwest of the village of Roxton. The barrow mound stands close to its original height and there is no evidence that it has ever been excavated, it is located amidst a wide area of cultivated fields and forms a conspicuous local landmark. However the application site is at lower level than the mound and this together with the intervening modern dual carriageway makes a harmful setting impact unlikely.

Groundworks for the development may disturb or destroy archaeological remains of Anglo-Saxon or Medieval date associated with the site identified to the north or Romano-British remains associated with the site to the south. A programme of archaeological trial trench evaluation is required in the first instance in order to fully assess the archaeological potential of the site".

Subject to a condition on archaeological strategy for evaluation and mitigation the proposal is considered acceptable in terms of the historic environment and would be in accordance with Policy 41S of BBLP.

2.7 Waste Storage and Collection

Policy 32 of BBLP states that development proposals should make arrangements for dealing with waste, storage and collection and 'Technical Guidance - Waste & Recycling in New Developments' (March 2021) sets out these requirements in more detail. Amended plans have been received to show waste storage areas within the building.

The Council's Recycling Officer has made the following comments:

"Commercial premises are required, by law (Environmental Protection Act, Sections 46 & 47), to enter into a commercial waste agreement with a registered waste carrier for the collection, transportation and disposal of their waste. Bin storage areas have been identified within the property and there are various access points to enable bins to be presented externally for collection. We therefore have no further concerns regarding the proposed development".

It is considered that waste storage and collection has now been adequately addressed and would comply with Policy 32 of BBLP.

2.8 Ecology

Policies 42S and 43 set out objectives for the biodiversity and geodiversity of the Borough to be protected and enhanced where appropriate.

The presence of protected species is a material consideration, in accordance with the National Planning Policy Framework, Natural Environment & Rural Communities (NERC) Act 2006 (section 40), Wildlife and Countryside Act 1981 as well as Circular 06/05. In the UK the requirements of the EU Habitats Directive is implemented by the Conservation of Habitats and Species Regulations 2010 (the Conservation Regulations 2010). Where a European Protected Species ('EPS') might be affected by a development, it is necessary to have regard to Regulation 9(5) of the Conservation Regulations 2010, which states: "a competent authority, in exercising any of their functions, must have regard to the requirements of the Habitats Directive so far as they may be affected by the exercise of those functions."

The application is supported by a preliminary ecological appraisal and impact assessment which in terms of mitigation suggests gradual cutting of grassland, retention of boundary planting, timing of works, no tree removal without a bat roost assessment, no groundworks or storage within root protection areas and sensitive lighting design. The expected residual impact with this mitigation would be minor-adverse upon breeding/nesting birds, foraging/commuting bats, common invertebrates and terrestrial mammals. The impact on great crested newt and reptiles is currently unknown pending further surveys and the impact on roosting bats, water vole, hazel dormouse, otter and white clawed crayfish is considered to be neutral. The appraisal considers habitat loss can be mitigated by retention and enhancement of existing landscaping on the site boundaries. Further surveys are however recommended for birds (if trees are to be removed during nesting season) and reptiles and a Construction Environment Management Plan (CEMP). The Ecological Appraisal also needs to be updated to consider the proposed lighting scheme and the impact this may have on protected species.

Nature Space recommend an eDNA survey for the attenuation pond to the east of the site, to assess the capacity to support Great crested newts and any potential impact. There is also possibly an additional waterbody identified 115m southeast of the site which may also require assessment due to its proximity.

Insufficient information has been submitted to assess the impact of lighting on protected species, notably bats. This would be contrary to Policies 32 (i and ii) and 42S of Bedford Borough Local Plan 2030.

2.9 Flood Risk and Drainage

Policy 92 of the Local Plan 2030 seeks to ensure that new developments do not have an adverse impact upon flood risk. Policy 93 of the Local Plan 2030 seeks to ensure that developments incorporate sustainable urban drainage solutions. Sustainable Urban Drainage (SuDs) SPD 2018 states that all major development should provide SuDs unless it can be demonstrated that they would be inappropriate.

The application is accompanied by a flood risk assessment which identifies the site falls within flood zone 1 and is at low risk of flooding. The Council's Flood Investigation Officer has raised no objection to the development.

Foul sewage will be dealt with by a package treatment plant which is acceptable.

Infiltration is restricted on site, due to a high water table and impermeable clay. However attenuation tanks will be provided below the forecourt and runoff will be partially discharged to soakways on site and the remainder to a ditch to the east of the site and then the watercourse. An amended drainage scheme has been received and the Bedfordshire River Ivel Internal Drainage Board (IDB) have removed their previous objection and recommend an informative on land drainage consent.

The proposal has overcome the previous drainage reason for refusal and is now considered acceptable and would comply with Policy 93 of BBLP.

2.10 Energy Sustainability

Policy 51S of the Local Plan 2030 seeks to ensure that all new development will mitigate climate change and pollution. Policy 54 of the Local Plan 2030 requires all new non residential developments to achieve a 10% reduction in carbon emissions (below the normal requirement set by the Building Regulations)'.

The application is accompanied by an Energy Statement which states that the heating/cooling will be a Ground and Air Source Heat Pumps. The use of roof lights and efficient lighting and controls will also reduce lighting requirements. The proposal will also include 420 sq. m of Photo voltaic panels on the roof with battery storage on site. With all these measures the development could achieve a 108% reduction in carbon emissions.

2.11 Fire Safety

The Bedfordshire Fire and Rescue Service have advised that on a commercial site they will require one hydrant at least every 120 metres apart for normal risk premises and 90m apart for high risk premises, with the result that no individual building should be further than 60 metres (normal risk) or 45 metres (high risk) from the nearest hydrant. At present this is 150 metres outside College Farm so new hydrants will be required. The minimum flow should be as described in the National Guidance Document published by UK Water and the Local Government Association. It is also recommended that a sprinkler system is installed into the building. A suitable informative can be added to make the developer aware of these requirements within the building regulations.

2.12 Other Matters

Neighbours have raised concerns about water pressure and internet, however these are not matters that would justify refusal of planning permission.

With regard to the potential concern for cabins on site for workers to reside, this does not form part of the application and would require planning permission.

A neighbour comment has asked for access to be from the Black Cat direction; whilst this would be preferable and the most likely source of traffic, this could not be controlled by condition as it would be unenforceable.

3.0 CONCLUSION

There is a policy principle conflict between the economic benefits of the proposal and the spatial strategy of Bedford Borough Local Plan 2030 where employment sites should be located in the urban area or allocated employment sites. The proposal would also not meet any of the circumstances for new employment development in the countryside contrary to Policy 7S and 75 of BBLP, in addition to a failure to demonstrate a need to be in the rural area or how the proposal would meet local needs whilst supporting the rural economy. In these circumstances the economic benefits are not considered to outweigh the spatial strategy or failure to demonstrate need.

The proposal by reason of the building's size, scale and materials; amount of hardstanding; open storage of large vehicles and illumination, would have an urbanising effect that would be harmful to the intrinsic character of the open countryside.

The proposed site is Best and Most Versatile agricultural land and there is still insufficient information to justify why the loss of the agricultural use is appropriate in this instance.

Subject to conditions, the proposal would be considered acceptable in terms of highways, neighbour impact, noise, historic environment, energy sustainability, drainage and waste.

Notwithstanding, on balance the economic benefits do not outweigh the harms and insufficiencies of the application and it is still recommended that planning permission is refused.

Brian Currie



Appendix: D

BUS TIMETABLES

Days of Operation	Monday to Friday												Commencing 30-08-2020
Service Number	905												
Service Description	Cambridge -Bedford												

Service No.	905	905	905	905	905	905	905	905	905	905	905	905	905
Cambridge Parkside Bay 16			0600	0630	30	00		1830	1900	1935	2035	2135	2235
Science Park entrance			0608	0638	38	08		1838	1908	-	-	-	-
Kings Hedges Road CRC			0610	0640	40	10		1840	1910	-	-	-	-
Gt Cambourne Morrisons	0525	0555	0625	0655	Then at these	55	25	1855	1925	1955	2055	2155	2255
Loves Farm Cambridge Rd	0538	0608	0638	0708	minutes past	08	38	1908	1938	2008	2108	2208	2308
St Neots Market Sq Stop D arr	0545	0615	0645	0715	each hour	15	45	1915	1945	2015	2115	2215	2315
St Neots Market Sq Stop D dep	0546	0616	0646	0716		16	46	1916	1946	2016	2116	2216	2316
Eaton Socon Field Cottage Road	0550	0620	0650	0720		20	50	1920	1950	2020	2120	2220	2320
Gt Barford Golden Cross	0601	0631	0701	0731		31	01	1931	2001	2031	2131	2231	2331
Goldington Green	0608	0638	0708	0738		38	08	1938	2008	2038	2138	2238	2338
Bedford Bus Station Stop O	0617	0647	0717	0747		47	17	1947	2017	2047	2147	2247	2347

Days of Operation	Monday to Friday												Commencing 30-08-2020
Service Number	905												
Service Description	Bedford - Cambridge												

Service No.	905	905	905	905	905	905	905	905	905	905	905	905	905
Bedford Bus Station Stop O	0430	0500		0600	0630		1730	1800	1900	2000	2100		
Goldington Green	0439	0509		0609	0639		1739	1809	1909	2009	2109		
Great Barford Golden Cross	0446	0516		0616	0646		1746	1816	1916	2016	2116		
Eaton Socon George & Dragon	0457	0527	Then at these	0627	0657		1757	1827	1927	2027	2127		
St Neots Market Square Stop E arr	0501	0531		0631	0701	Until	1801	1831	1931	2031	2131		
St Neots Market Square Stop E dep	0502	0532	minutes past	0632	0702		1802	1832	1932	2032	2132		
Loves Farm	0509	0539	each hour	0639	0709		1809	1839	1939	2039	2139		
Gt Cambourne Morrisons	0522	0552		0652	0722		1822	1852	1952	2052	2152		
Kings Hedges CRC	0537	0607		0707	0737		1837	1907	-	-	-		
Science Park entrance	0539	0609		0709	0739		1839	1909	-	-	-		
Cambridge Parkside Bay 16	0547	0617		0717	0747		1847	1917	2012	2112	2212		

Days of Operation	Saturday												Commencing 30-08-2020
Service Number	905												
Service Description	Cambridge -Bedford												

Service No.	905	905	905	905	905	905	905	905	905	905	905	905	905
Cambridge Parkside Bay 16	0705	0735		35	05		1905	1935	2035	2135	2235		
Science Park entrance	-	-		-	-		-	-	-	-	-		
Kings Hedges Road CRC	-	-		-	-		-	-	-	-	-		
Gt Cambourne Morrisons	0725	0755	Then at these	55	25		1925	1955	2055	2155	2255		
Loves Farm Cambridge Rd	0738	0808		08	38	Until	1938	2008	2108	2208	2308		
St Neots Market Sq Stop D arr	0745	0815	minutes past	15	45		1945	2015	2115	2215	2315		
St Neots Market Sq Stop D dep	0746	0816	each hour	16	46		1946	2016	2116	2216	2316		
Eaton Socon Field Cottage Road	0750	0820		20	50		1950	2020	2120	2220	2320		
Gt Barford Golden Cross	0801	0831		31	01		2001	2031	2131	2231	2331		
Goldington Green	0808	0838		38	08		2008	2038	2138	2238	2338		
Bedford Bus Station Stop O	0817	0847		47	17		2017	2047	2147	2247	2347		

Days of Operation	Saturday												Commencing 30-08-2020
Service Number	905												
Service Description	Bedford - Cambridge												

Service No.	905	905	905	905	905	905	905	905	905	905	905	905	905
Bedford Bus Station Stop O	0530	0600		0	30		1730	1800	1900	2000	2100		
Goldington Green	0539	0609		9	39		1739	1809	1909	2009	2109		
Great Barford Golden Cross	0546	0616		16	46		1746	1816	1916	2016	2116		
Eaton Socon George & Dragon	0557	0627	Then at these	27	57		1757	1827	1927	2027	2127		
St Neots Market Square Stop E arr	0601	0631		31	1	Until	1801	1831	1931	2031	2131		
St Neots Market Square Stop E dep	0602	0632	minutes past	32	2		1802	1832	1932	2032	2132		
Loves Farm	0609	0639	each hour	39	9		1809	1839	1939	2039	2139		
Gt Cambourne Morrisons	0622	0652		52	22		1822	1852	1952	2052	2152		
Kings Hedges CRC	-	-		-	-		-	-	-	-	-		
Science Park entrance	-	-		-	-		-	-	-	-	-		
Cambridge Parkside Bay 16	0642	0712		12	42		1842	1912	2012	2112	2212		

Days of Operation	Sunday												Commencing 30-08-2020
Service Number	905												
Service Description	Cambridge -Bedford												

Service No.	905	905	905	905	905	905	905	905	905	905	905	905	905
Cambridge Parkside Bay 16	0835	0905		05	35		1905	1935	2035	2135	2235		
Science Park entrance	-	-		-	-		-	-	-	-	-		
Kings Hedges Road CRC	-	-		-	-		-	-	-	-	-		
Gt Cambourne Morrisons	0855	0925	Then at these	25	55		1925	1955	2055	2155	2255		
Loves Farm Cambridge Rd	0908	0938		38	08	Until	1938	2008	2108	2208	2308		
St Neots Market Sq Stop D arr	0915	0945	minutes past	45	15		1945	2015	2115	2215	2315		
St Neots Market Sq Stop D dep	0916	0946	each hour	46	16		1946	2016	2116	2216	2316		
Eaton Socon Field Cottage Road	0920	0950		50	20		1950	2020	2120	2220	2320		
Gt Barford Golden Cross	0931	1001		01	31		2001	2031	2131	2231	2331		
Goldington Green	0938	1008		08	38		2008	2038	2138	2238	2338		
Bedford Bus Station Stop O	0947	1017		17	47		2017	2047	2147	2247	2347		

Days of Operation	Sunday												Commencing 30-08-2020
Service Number	905												
Service Description	Bedford - Cambridge												

Service No.	905	905	905	905	905	905	905	905	905	905	905	905	905
Bedford Bus Station Stop O	0700	0730		30	0		1730	1800	1900	2000	2100		
Goldington Green	0709	0739		39	9		1739	1809	1909	2009	2109		
Great Barford Golden Cross	0716	0746		46	16		1746	1816	1916	2016	2116		
Eaton Socon George & Dragon	0727	0757	Then at these	57	27		1757	1827	1927	2027	2127		
St Neots Market Square Stop E arr	0731	0801		1	31	Until	1801	1831	1931	2031	2131		
St Neots Market Square Stop E dep	0732	0802	minutes past	2	32		1802	1832	1932	2032	2132		
Loves Farm	0739	0809	each hour	9	39		1809	1839	1939	2039	2139		
Gt Cambourne Morrisons	0752	0822		22	52		1822	1852	1952	2052	2152		
Kings Hedges CRC	-	-		-	-		-	-	-	-	-		
Science Park entrance	-	-		-	-		-	-	-	-	-		
Cambridge Parkside Bay 16	0812	0842		42	12		1842	1912	2012	2112	2212		

Brian Currie

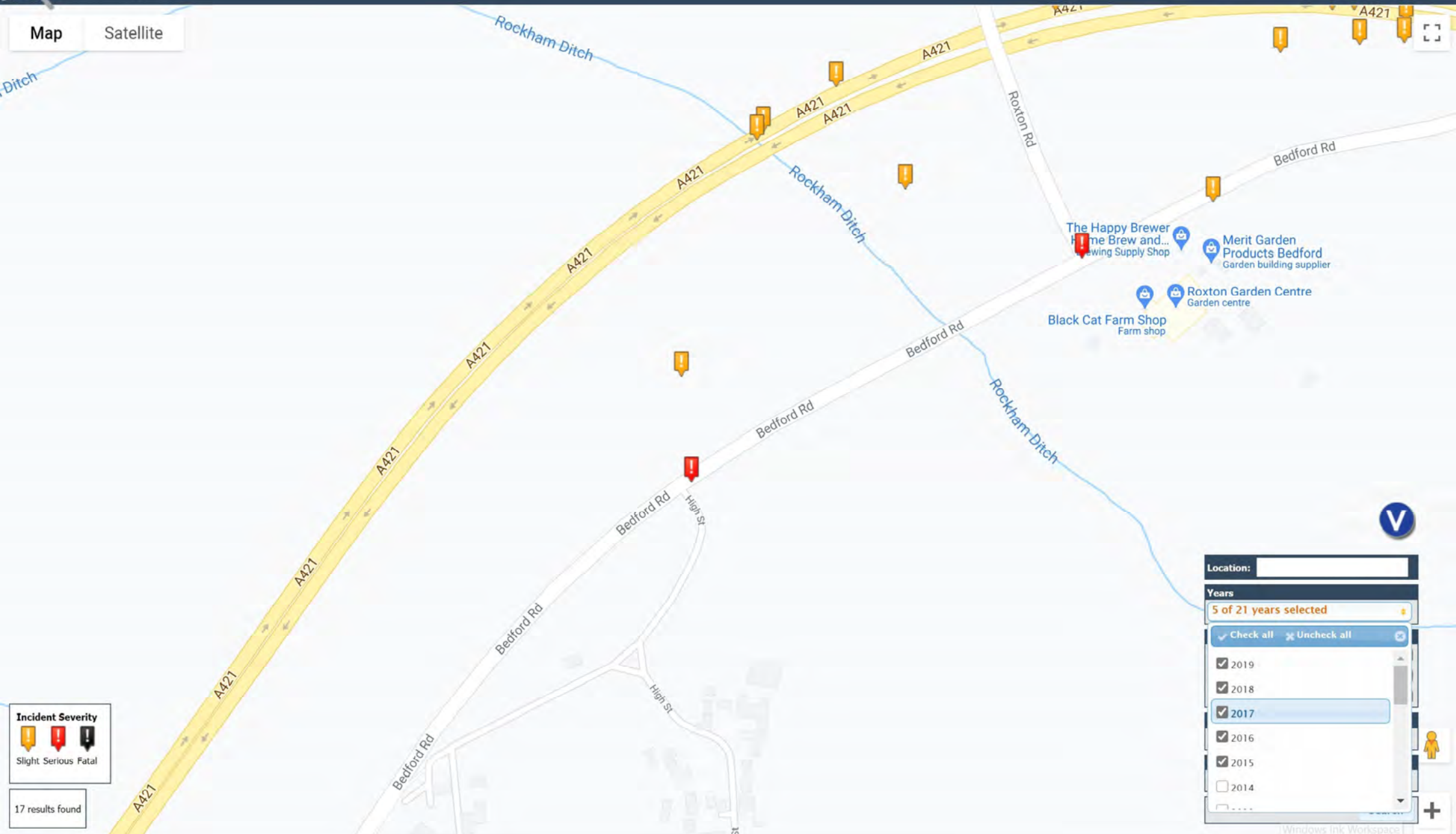


Appendix: E

ACCIDENT DATA

Map

Satellite



Incident Severity

Slight Serious Fatal

17 results found

Location:

Years

5 of 21 years selected

☒ Check all ☒ Uncheck all

- ☒ 2019
- ☒ 2018
- ☒ 2017
- ☒ 2016
- ☒ 2015
- ☐ 2014
- ☐ ...



crashmap.co.uk

No

Crash Date: Saturday, June 04, 2016 **Time of Crash:** 11:59:00 AM **Crash Reference:** 2016400080452

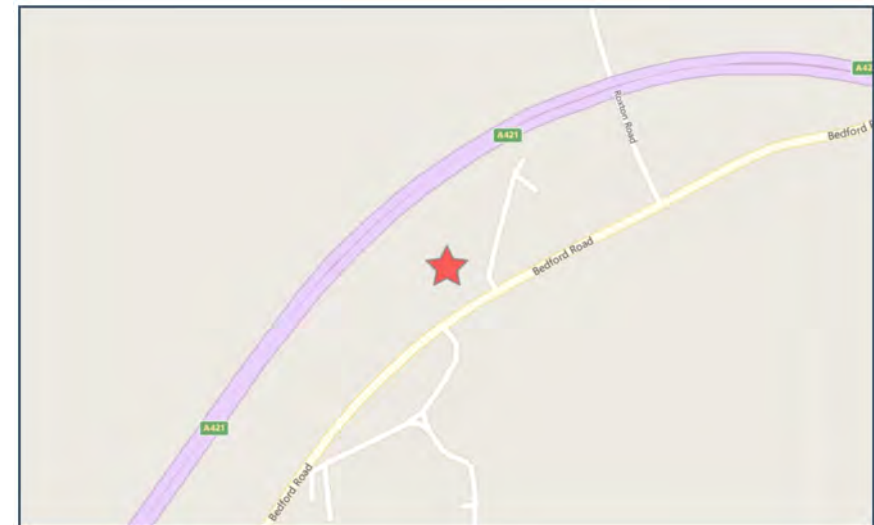
Highest Injury Severity: Slight
Highway Authority: Bedford
Local Authority: Bedford Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 70
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Dual carriageway
Junction Control: Not Applicable

Road Number: A421

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 515137 255143



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Bus or coach (17+ passenger seats)	18	Male	46 - 55	Vehicle is parked in the carriageway	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

No

Crash Date: Friday, November 23, 2018 **Time of Crash:** 5:10:00 PM **Crash Reference:** 2018400803121

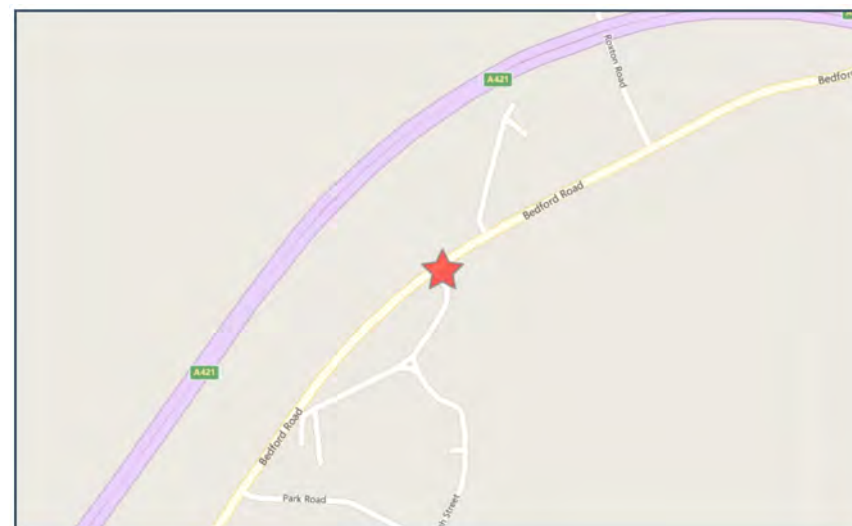
Highest Injury Severity: Serious
Highway Authority: Bedford
Local Authority: Bedford Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 60
Light Conditions: Darkness: no street lighting
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 515257 255012



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	46 - 55	In carriageway, not crossing	Walking along in carriageway - back to traffic

For more information about the data please visit: www.crashmap.co.uk/home/Faq

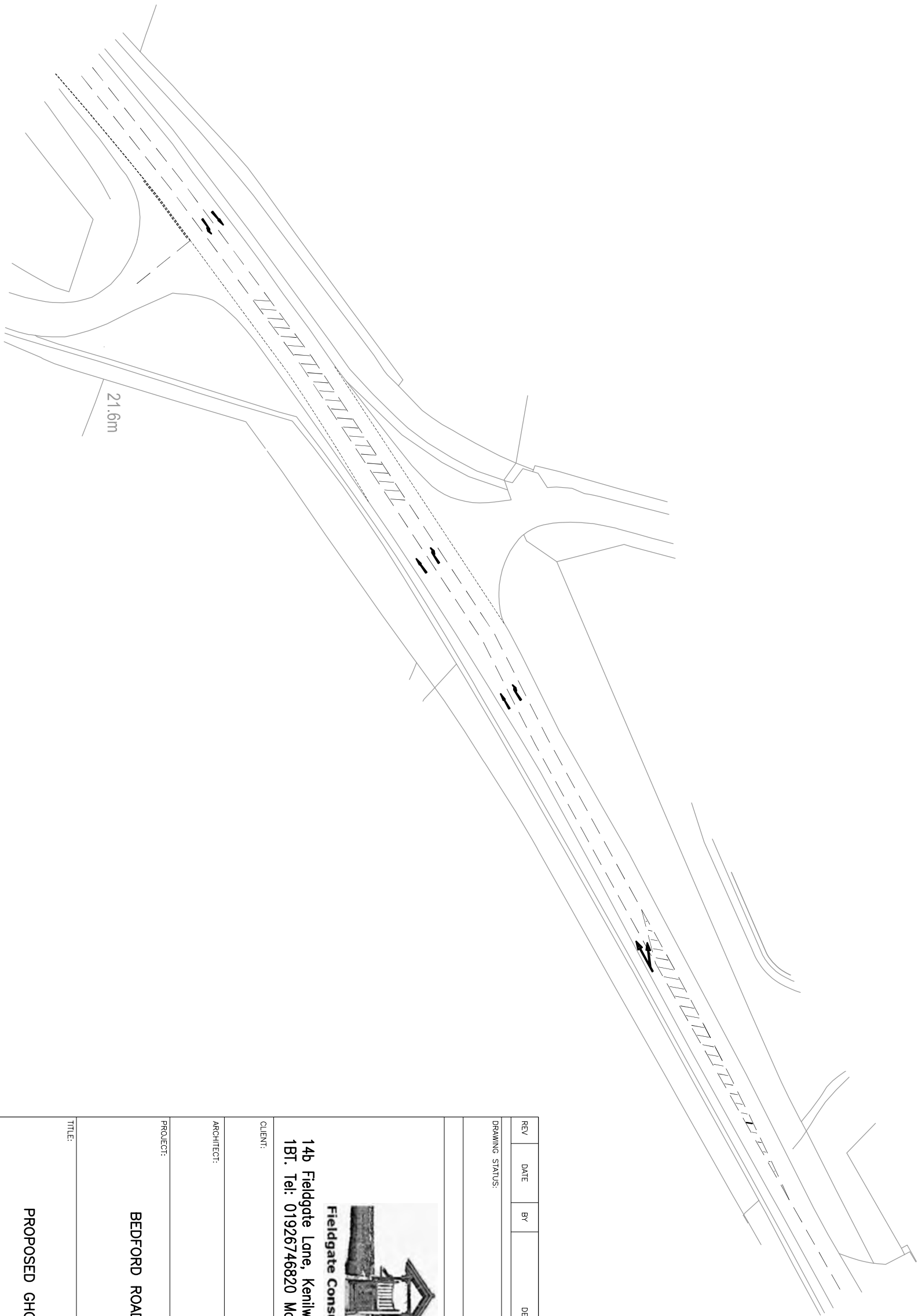
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services


Brian Currie



Appendix: F

ACCESS PLANS WITH SIGHT LINES



REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
<div><div><div><div>Fieldgate Consultants Ltd</div><div>14b Fieldgate Lane, Kenilworth, Warks, CV8 1BT. Tel: 01926746820 Mob: 07980299310</div></div></div></div>					
CLIENT:					
ARCHITECT:					
PROJECT:					
BEDFORD ROAD, ROXTON					
TITLE:					
PROPOSED GHOST ISLAND					
SCALE @ A3:		DESIGN-DRAWN:		DATE:	
1:1000		ET		14/10/2020	
PROJECT No:		DRAWING No:			
1605		SK02			