

Highways Statement of Common Ground

Between:
Manor Oak Homes
&
Bedford Borough Council

In Respect of:
Land North of Hookhams Lane,
Salph End

PINS Ref:
APP/K0235/W/20/3256134

LPA Reference:
19/01974/MAO

Job Reference:
248

Date:
30 October 2020

Statement of Common Ground

Land off North of Hookhams Lane, Salph End

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1.0 Introduction

1.1 This statement has been prepared jointly between Manor Oak Homes (the 'appellant') and Bedford Borough Council (BBC) (the 'local highway authority' or 'LHA' and 'local planning authority' or 'LPA') with respect to the appellant's appeal against their decision to refuse planning application reference 19/01974/MAO ('the appeal application') at Land North of Hookhams Lane, Salph End ('the appeal site'). It has been prepared having regard to the advice at Annex R of the Planning Inspectorate's Procedural Guidance: Planning Appeals – England, July 2020.

1.2 This SoCG sets out the agreed position between the parties on highway matters based upon the following submitted documents:

- **Access Arrangement** – 248-TA11C (now Rev E) and 248-TA12A
- **Transport Assessment** – 248-TA-01-B – March 2020
- **Transport Assessment Addendum** – 248-TA-02-0 – June 2020
- **Framework Travel Plan** – 248-TP-01-0 – August 2019

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2.0 Existing Highway Infrastructure

2.1 Vehicular access to the site is currently via a field gate on the southern side of Ravensden Road. A number of Rights of Way footpaths enter the site as follows:

- SW corner connecting the site with Wentworth Road and Hookhams Lane.
- Eastern boundary connecting the site with Ravensden Road.
- The above footpath connections are linked by a footpath which follows part of the eastern and the southern boundaries of the site.
- NE and NW corner with a footpath connecting Ravensden Road and the golf course.

2.2 Both Ravensden Road and Hookhams Lane are subject to a 30mph speed limit. Ravensden Road is bound by a single maximum 1.2m wide footway on its northern side which leads into Salph End, Renhold. On the western side of Hookhams Lane there is an approximately 120m section of footway missing to the south and none north of Home Close. On the eastern side of Hookhams Lane there is a continuous footway except an approximately 180m section at the southern end. These footways are generally about 1.5m wide footways segregated from the road by grass verges. The footways along Hookhams Lane provide pedestrian access to the local services within Salph End whilst linking the village to the edge **of Bedford urban area to the south, approximately 560m from the site's entrance on Hookhams Lane.**

2.3 There are no dedicated cycle facilities within the immediate vicinity of the site.

3.0 Agreed Position

Introduction

3.1 The Planning Statement of Common Ground (SoCG) between Manor Oak Homes and the LPA provides a detailed description of the development site. The following detail below is pertinent to highways and transport aspects.

3.2 The final consultation response from the LHA dated 1st June (**Appendix 1**) was based on the following documents:

- Transport Assessment (248-TA-01-B, March 2020).
- Travel Plan (248-TP-01-0 – August 2019)
- No. 25 Hookhams Lane - Access Option 1 - 248-TA11B (18/01/20 Appendix G of the TA)
- Ravensden Road Access – 248-TA11A (19/01/20, Appendix H of the TA) – see 3.7 below regarding reference clash.

3.3 A Transport Assessment Addendum (248-TA-02-0 – June 2020) was prepared on behalf of the appellants in response to this and submitted to the LPA on 16th June 2020. The LHA was not consulted by the LPA on this document prior to the determination of the appeal application.

3.4 In relation to highway matters, reason for refusal 5 is the only relevant reason. The reason outlines an inadequate package of off-site highway works had been proposed. These could be secured by Section 106 Legal agreement contributions or through Condition to be delivered under Section 278 Agreements with the highway authority. For ease of reference reason for refusal number 5 says:

05. The development if permitted, would fail to secure and make adequate provision / contributions for a comprehensive package of off-site highways works to address highway safety concerns, highway capacity and sustainable travel links between the application site and local secondary schools and other local amenities. Therefore, in the absence of such a proposal from the developer, the application is contrary to Policy 2S (iii), 7S (ix and x), 28S (i and ii), 29 (v), 31 (generally), 33, 53 (i), 86S, 87 and 88 of the Bedford Borough Local 2030.

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- 3.5 Following further discussion that has taken place since determination of the application it is agreed that this reason for refusal can be overcome via the provision of a completed and signed S106 planning obligation and appropriate planning conditions.
- 3.6 Various improvements have been agreed, these are described in more detail below and within the Transport Assessment and Addendum. The improvements will comprise works which are delivered via a Section 278 agreement with the highway authority and those on which a contribution to be secured through a S106 agreement has been based. The agreed improvements are set out in Table 2 at the end of this document.

Vehicular Access

- 3.7 The proposed access arrangement comprises of two all movement accesses: one off Hookhams Lane (248-TA11C); and the second off Ravensden Road. The Ravensden Road access drawing was incorrectly labelled TA11A but referred to as TA12A in the Transport Assessment and Addendum. For ease of referencing this typographical error has been corrected and the drawing is now labelled 248-TA12A (**Appendix 2**). There have been no other alterations to this drawing. Drawing TA11C has been revised to revision E to provide the footway improvements, see amenity section below. The revised TA11E is enclosed in **Appendix 3**. Subject to the amendments within the notes and comments on the Drawing this access arrangement is acceptable to the LHA to meet the needs of the development.
- 3.8 Both parties reserve the right to submit additional evidence in the event that the appeal relating to land at 27 Hookhams Lane is allowed (Ref: APP/K0235/W/20/3253651). If the appeal remains undetermined no additional evidence is expected to be submitted.

Transport Assessment and Transport Assessment Addendum

General Items

- 3.9 The trip generation, proposed distribution, Temprow growth factors, assessment years and scope of capacity assessment have been agreed as acceptable for the purpose of assessing the transport impacts of the development by the LHA.

Highway Safety

- 3.10 Based on safety issues, identified from collision data, mitigation in the form of S278 measures or a S106 contributions based on works at the following junctions are now agreed. As set out below.

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- i. J1: Hookhams Lane / Norse Road / Church Lane / Wentworth Drive: concerns were raised regarding the safety of cyclists. Within the Addendum highway improvements comprising an upgraded footway to a 3m shared footway / cycleway are proposed to the eastern, southern and western arms of the roundabout to extend the existing provision which is located to the north only. The proposed improvement is shown on Drawing No. 248-TA18A in **Appendix 4**. These improvements would be secured via a planning condition.
- ii. J4: A421/St Neots Road/A4280: concern was raised that three of the five accidents involved a loss of control. In response to this it is agreed that the appellant will provide a Section 106 commuted sum based on the cost of works and investigations into safety improvements at this junction.
- iii. J5: Ravensden Rd / Oldways Rd / Church End: concern was raised regarding a number of right-turn collisions at the junction. It is agreed that the appellant will provide a Section 106 commuted sum based on the cost of works and investigations into safety improvements at this junction.

3.11 It is therefore agreed that safety concerns raised by the LHA in their final response have been addressed.

Highway Capacity

3.12 Based on junction modelling assessments that identified capacity issues as a result of the impact of the development, S106 contributions based on the cost of works to mitigate the **impacts to a 'nil detriment' position have been agreed:**

- i. J2: Wentworth Drive / Putnoe Lane: Section 106 contribution based on nil detriment improvement works, which comprise minor alterations to the Wentworth Road west road markings are shown on Drawing No. 248-TA21 in **Appendix 5**.
- ii. J3 A4280 Goldington Road/Norse Road/St, Neots Road: Section 106 contribution based on nil detriment improvement works, which comprise minor alterations are shown on Drawing No. 248-TA20 in **Appendix 6**.
- iii. S106 contributions will be made based on capacity improvement works at J1: Hookhams Lane / Norse Road / Church Lane / Wentworth Drive and J6: B660 / Oldways Road / Thurleigh Road.

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Accessibility

- 3.13 It is agreed that the appeal site is within the following walking distance of various facilities set out in Table 1 below as measured from the centre of the site. These are actual walking distances.

Table 1: Summary of Distances to Local Amenities/ Facilities

Amenity / Facility	Centrepoint of site
Primary school	Proposed on site
Secondary school	1.4km
Post Office and Convenience Store	350m
Public House	0.9km
Doctor's Surgery	1.3km
Dentist	1.3km
Pharmacy	1.3km
Supermarket	1.2km

- 3.14 The LHA were however concerned about the quality of the footway and cycle way connections in order to enable and encourage more sustainable travel to and from the site and the following destinations:

- Village Hall.
 - Renhold Primary School.
 - Pre-school nursery.
 - Mark Rutherford Secondary School.
 - Shop/Post Office.
- i. Improvements to the following footways/cycleways to access the various facilities have been agreed to be delivered by planning condition following detailed design. New uncontrolled crossing to be provided across Hookhams Lane, to include narrowing of road to 4.1m – see drawing 248-TA11E in **Appendix 3**.
 - ii. Dropped kerb and tactile paving to be provided to improve Brickfield Road crossing. Location of works is shown on 248-TA03B in **Appendix 7**.
 - iii. Tactile paving to be provided to existing Church End crossing near Wilden Road. Location of works is shown on 248-TA03B in **Appendix 7**.
 - iv. Works at both the Brickfield Road and Church End to consider whether the existing crossing location should be moved onto desire lines.

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- v. Pre-school nursery: A 3.5m new footway/cycleway will be provided adjacent to Ravensden Road from the development site's northern boundary to the nursery access. This new footway/cycleway is shown on Drawing No.248-TA17B enclosed in **Appendix 8** and will be secured via planning condition.
- vi. Mark Rutherford Secondary School: Improvements to widen where feasible or provide a new footway / cycleway, minimum 3m wide, on the northern / western side of Hookhams Lane between the development access and the Wentworth Road / Hookhams Lane / Norse Road junction. Localised narrowing will be required where constraints prevent the minimum width being achieved. These proposed improvements are shown on the drawing 248-TA15C enclosed in **Appendix 9**.
- vii. A S106 contribution will be provided to cover cost of works to deliver the section of footway/cycleway in an area at the southern end of Hookhams Lane where the existing footway goes through Bedford Borough Amenity Land in the area of Renhold Brook
- viii. Footway improvements to the north of the access to connect with the new uncontrolled crossing to the shop. These proposed improvements are shown on the drawing 248-TA11E enclosed in **Appendix 3**.
- ix. A scheme of street lighting to fill any gaps in provision will be provided between the shop / Post Office on Hookhams Lane and the Hookhams Lane / Norse Road / Church Lane/ Wentworth Road roundabout to the south. These works will be secured via condition, except for a section where the footway / cycleway is located on Bedford Borough Council Amenity Land, for which a S106 contribution will be made for works to deliver this section.
- x. Gateway feature at the southern end of Hookhams Lane. An indicative location for the works is shown on drawing 248-TA15C, enclosed in Appendix 10
- xi. The applicant will provide a S106 contribution to undertake maintenance of the existing footway / cycleway on Wentworth Drive between the southern end of Hookhams Lane to Mark Rutherford School entrance, to remove any areas where the verge has crept onto the metalled surface.
- xii. A S106 contribution will be made to cover the cost of improvement works to offsite Public Rights of Way (PROW), this will include:
 - PROW 39 from the SE corner of the site to PROW 9
 - PROW 9 to its junction with PROW31
 - PROW 31 to Wentworth Road
 - PROW 11 and 17, offsite to where the footpath joins with PROW16
 - Improvements will comprise providing an all-weather surface with a minimum width of 2.0m, where possible. The extent of the improvements is

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shown on the plan enclosed at **Appendix 10**. On site any improvements to the PROW network will be identified through a Masterplan layout and landscaping strategy at the reserved matters stage.

- 3.15 Off-site works required by condition will be delivered in accordance with details which shall have first been submitted to and approved by the LPA.

Framework Travel Plan

- 3.16 The Framework Travel Plan (248-TP-01-0 – August 2019) for the residential aspect of the development is acceptable and has been approved by the LHA. A final detailed Travel Plan will be required by Condition.

4.0 Conclusion

- 4.1 It is agreed by the parties that, provided the above agreed matters/contributions are secured either through the S106 agreement or via conditions as appropriate, the issues arising from the Reason for Refusal 5 in respect of highway safety, capacity and sustainable travel, will have been resolved.

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Table 2: Summary of Works To Be Provided

SOGC / Drawing Ref	S106 or Condition		Summary of works
3.10 i 248-TA18A	Condition	N/A	Shared FW / CW to eastern, southern and western arms of J1 Hookhams Lane / Norse Road roundabout.
3.10 – ii	S106	£10,000	J4 A421/St, Neots Road/A4280 – funds to undertake highway works in relation to skid resistance of the highway.
3.10 –iii	S106	£10,000	J5 Ravensden Road/Oldways Road/Church End – funds to undertake highway works in relation to visibility concerns.
3.12 i 248-TA21	S106	£5,000	J2 Wentworth Drive/Putnoe Lane – Nil Detriment mitigation works
3.12 ii 248-TA20	S106	£15,000	J3 A4280 Goldington Road/Norse Road/St, Neots Road – Nil Detriment mitigation works
3.12 iii	S106	£10,000 each junction	S106 contribution for highway works to J1 Hookhams Lane / Norse Road roundabout and J6 B660 / Oldways Road / Thurleigh Road.
3.15 - i 248-TA11E	Condition	N/A	Uncontrolled crossing to shop.
3.15 – ii/iii/iv 248-TA03B	Condition	N/A	Improvements to uncontrolled crossings at Brickfield Road and Wilden Road.
3.15 – v 248-TA17B	Condition	N/A	New FW/CW to pre-school nursery.
3.15 – vi / vii 248-TA15C	Condition S106	N/A / TBC	Footway improvements between Hookhams Lane access and junction with Norse Road / Wentworth Drive. S106 for element not on highway land but on land controlled by Bedford Borough Council.

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3.15 – viii 248-TA11E	Condition	N/A	Footway improvements to the north of the access to connect with new uncontrolled crossing for the shop.
3.15 - ix	Condition S106	N/A / TBC	A scheme of street lighting to fill any gaps in provision will be provided between the shop / Post Office on Hookhams Lane and the Hookhams Lane / Norse Road / Church Lane/ Wentworth Road roundabout to the south. These works will be secured via condition, except for a section where the footway / cycleway is located on Bedford Borough Council Amenity Land, for which a S106 contribution will be made for works to deliver this section.
3.15 - x 248-TA15C	Condition	N/A	Gateway feature to be provided on Hookhams Lane.
3.15 - xi	S106	TBC	Funds to be provided for maintenance of FW/CW on Wentworth Road.
3.15 – xii	S106	TBC	Surface improvements to the following offsite PROW. <ul style="list-style-type: none"> • PROW 39 from the SE corner of the site to PROW 9 • PROW 9 to its junction with PROW31 • PROW 31 to Wentworth Road • PROW 11 and 17, offsite to where the footpath joins with PROW16

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APPENDIX 1.

LHA Response – 1st June 2020

RECOMMENDATION: OBJECTION

Planning DC
4th Floor
Borough Hall

Highways
Officer:

HDC File Ref:
Address:

Highways Development
Control
4th Floor
Borough Hall

Fax: 01234 228656

Date : 01 June 2020

APPLICATION NO : 19/01974/MAO
2nd re-
consultation.

PROPOSAL: Outline application with all matters reserved except access for up to 400 dwellings, land for a new primary school, open space, drainage, footpath improvements and vehicular access via 25 Hookhams Lane

LOCATION : Land Off Hookhams Lane Renhold Bedfordshire

Thank you for your second re-consultation on the application for the above proposal which we received on 27 May 2020. On behalf of the Highway Authority I make the following comment:

The Transport Assessment has been revised twice with further information and therefore our response is updated. It is confirmed that Highway Development Control objects to the application as the further information has not been able to address the issues raised. Therefore the information below still stands where there is a lack of information about the internal site layout, the traffic impact of the site and the opportunities for sustainable travel to and from the site. This is our final response for this application.

Any further details to our response are added in italics below:

Site Access

Further information was requested about the two site accesses. A Road Safety Assessment was carried out of the Hookhams Lane access and in particular its distance from the proposed access to a residential development at 27 Hookhams Lane. It concluded that the access was not suitable for vehicles to turn into from Hookhams Lane. It has been proposed that the access is used as an exit from the site only but the Road Safety Assessment did not provide data about whether this would be suitable. It is Bedford Borough Council policy for a housing development of 400 dwellings to have 2 x 2 way accesses and therefore the proposal is not acceptable. This in reference to the Highway Development Control Design Guide 1995, page 3.3. As stated previously it would be logical to negotiate the use of the proposed access to the proposed

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neighbouring development at 27 Hookham's Lane. Therefore with the above further information Highway Development Control objects to the lack of two suitable accesses to this site.

Further information has been provided with a two way access from Hookham's Lane. In isolation this plan is suitable for a two way access at the planning stage. It is confirmed that the proposed access from Hookham's Lane at no.27 remains a material consideration. It is also stated that the Hookham's Lane access would be the primary access to the site, whereas a balance of traffic between the two accesses is needed.

Internal Layout

Further information was requested as part of the outline application about the internal network of the site. Although it is understood that this is an Outline application, the internal network to include dwellings, internal road and footways and parking is needed to demonstrate that there is sufficient capacity within the site for the proposal. The further information has not provided details of the internal layout and therefore Highway Development Control objects to the lack of information.

No further information has been provided about the internal layout. Therefore our response remains the same with an objection to the lack of information.

Accident data

Further information was provided as requested for the accident history of five junctions near to the site. Although there have been accidents at or near each junction the assessment considers that there is no pattern. For a residential development of this size it is expected that a more detailed assessment of the accident record would be made and any mitigation measures put forward. For example the speed of vehicles and their navigation of the junctions should be assessed. Therefore the further information provided does not provide all of the information needed for a large residential development and therefore Highway Development Control objects to the lack of information.

Further information was provided for Junction 1 Hookham's Lane/Norse Road where there have been three accidents including two cycle accidents but no further measures are considered. At this location we consider that the cycle network needs to be assessed and upgraded.

For Junction 2, Wentworth Drive and Putnoe Lane there have been two rear end shunts for vehicles turning right. It is proposed to adjust the white lines at the junction for vehicles turning right into Putnoe Lane but this change is considered to be small and an assessment of the junction is needed.

For Junction 3, St Neots Road/Goldington Road/Norse Road there has been one cyclist accident. In this location the cycle network needs to be improved as part of improvements to the junction for capacity, see below.

For Junction 4 A421/St Neots Road/A4280 there have been five accidents where three accidents were due to losing control. We consider that this shows that the speed limit and the road surface need to be assessed. There is a footpath around the junction where a shared use cycleway/footpath would assist cyclists at a busy junction.

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For Junction 5 Ravensden Road / Oldways / Church End there have been three accidents with one severe which involved right hand turns at the junction. No further measures are put forward. We consider that as the junction has a low visibility and therefore the junction needs to be assessed for an increased use.

For Junction 6, B660, Oldways, Thurleigh Road there were no recorded accidents. For the capacity of the junction see below.

With the further information provided about the accident data it is considered that the response to the accident data for each junction could have considered the evidence and recommended appropriate action. Therefore the Highway Development Control objection due to a lack of information has not changed.

Traffic analysis for junctions

Further information was provided where a manual traffic count took place on 27/11/2020 for 5 junctions near to the site which are in Appendix L of the Transport Assessment. It was found that 3 of the junctions are currently running at an overcapacity level but it was considered that the development would not have a further impact on these junctions. For a residential development of this size an assessment of the junctions running at overcapacity should be made to analyse the issues and to put forward mitigation measures to improve the junctions. The three junctions running at overcapacity are Wentworth Drive/Putnoe Lane, St Neots Road/Goldington Road/Norse Road and B660/Oldways/Thurleigh. Therefore with the further information provided Highway Development Control objects to the lack of information about how to address the overcapacity issues at the nearby junctions.

The most recent further information provides some mitigation for the three junctions which are running at overcapacity.

Junction 2, Wentworth Drive/Putnoe Lane, a small change to the white lines at the mini roundabout junction are proposed to adjust the width of the carriageway. It is considered that this would not assist with the overcapacity of the junction or the right hand turn accidents, see above. For the a development of this size which is likely to have a further impact on this junction, to access local facilities in Bedford, an assessment of the junction and appropriate highway safety measures need to be proposed.

Junction 4 A421/St Neots Road/A4280 is part of the primary network which has significant overcapacity where new development is likely to cause further traffic delays. Bedford Borough Council considers that the junction needs to be upgraded to accommodate any new development in this area. Therefore the proposal to change the white lines of one lane would not make a significant improvement to this junction.

For Junction 6, B660, Oldways, Thurleigh Road, this junction runs at an overcapacity and small measures are proposed but no information is given in the Transport Assessment. The Transport Assessment considers that the junction is too narrow for right hand turn lanes or roundabouts and therefore improvements are limited.

The junction has previously had some safety measures installed with the staggered junction to reduce traffic speeds. There is a high capacity of traffic moving from East to West as a key route for traffic from the North of the Borough to Bedford and back. It is observed that as this junction has been previously improved and due to the space at the junction there is limited scope for improvement, especially as the safety measures need to be kept in place.

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Mitigation to address overcapacity and safety of nearby junctions

The further information demonstrates that further measures are needed for the nearby junctions to address overcapacity and safety. For a development for 400 dwellings, Highway Development Control considers that an overall s106 contribution is more suitable for off-site traffic mitigations. This would be for the cost of the minor works to be delivered or as a contribution to any Bedford Borough Council schemes which come forward to address issues at the junctions listed above.

Access to local amenities

Further information was requested about access to local amenities and for the developer to assess and put forward sustainable travel measures such as improved footways, the establishment of cycleways to include access on foot or cycle to local amenities and the regular bus network. Here it was previously stated that the regular bus network is at Norse Road and the bus service at Salph End is considered to be infrequent.

In particular information was requested about access to local amenities within Renhold and Ravensden, such as the village hall and the pre-school nursery. Information was requested about school travel, such as the catchment for the proposed on-site school and how children from outside the development would travel to school. It is also important to have current standard walking and cycling links to Mark Rutherford Secondary School and to Renhold Primary School as not all children within the site would attend the on-site school. Further information was also requested about travel to and from the proposed on-site sports facility.

The further information received considers that the existing network is sufficient for walking, cycling and bus travel. Where the current provision is for Salph End which is one end of the village of Renhold, it is considered that the infrastructure is not suitable for a new housing development. Therefore Highway Development Control objects to the lack of information with regard to improvements to the walking, cycling and bus network.

The most recent further information received proposes a 2m wide footway to fill in the gap in the existing footway on Hookham's Lane towards Norse Road which is adjacent to the site. This is shown in Appendix X. This does not address the fact the existing footway on Hookham's Lane is substandard in width and has an uneven surface. The whole footway needs to be upgraded for access to mobility scooters and cycles. Therefore access has not been provided to the frequent buses on Norse Road or to the local amenities in Putnoe. This does provide a suitable pedestrian/cycle link to Mark Rutherford Secondary School where the route is also unlit.

The further information suggests that the on-site school would provide provision for pupils from the site or Salph End. As previously stated access by foot/cycle would need to be provided with safe routes to school for the whole of the Renhold parish which has not been shown.

It is stated that there is a footway from the site to Renhold Village Hall. There is a gap in the footway network with no footway leading up to the village hall. The available footway is substandard in width and crosses the road with no pedestrian crossing provision.

It is also stated that there is a footway to the local nursery which is near to the proposed Ravensden Road access. There is no footway adjacent to the site between the

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Ravensden Road access and the nursery access which would provide a safe route to the nursery school.

There is no further information about the provision of lighting for the pedestrian routes to amenities within Renhold and therefore they are unlikely to be used for travel after dark and in poor visibility. The network of paths in Renhold are narrow and are substandard for increased use by the development.

Therefore the Highway Development Control objection to the lack of information about sustainable travel links to schools and local amenities remains.

Conclusion

Highway Development Control objects to this application where the further information requested did not fulfil the questions raised about the proposed housing development with school and sports pitches. Therefore Highway Development Control objects for the following reasons:

- There are not 2 x 2 way accesses required for a 400 dwelling site.
- There is a lack of information about the internal layout, the accident record and mitigation, the overcapacity of nearby junctions and their mitigation and access to local amenities and schools via the walking, cycling and bus network.

The most recent information received does not address the points raised as detailed above in italics. Therefore our conclusion of objection to the application remains as above.

Reasons for objection

1RG14 LACK OF INFORMATION

Insufficient information has been provided by the applicant to enable an accurate assessment to be made of the highway safety/traffic impact implications of the development. The application as submitted is therefore contrary to saved Policy 31 of the Bedford Borough Local Plan 2030.

1RG9 ADDITIONAL ACCESS POINTS

The proposed access would increase the number of points at which vehicles enter and leave the public highway. This additional access point would unnecessarily add to the danger and inconvenience inherent in accesses to the highway and would have an adverse effect on road safety and the flow of traffic. The development is therefore contrary to saved Policy 31 of the Bedford Borough Local Plan 2030.

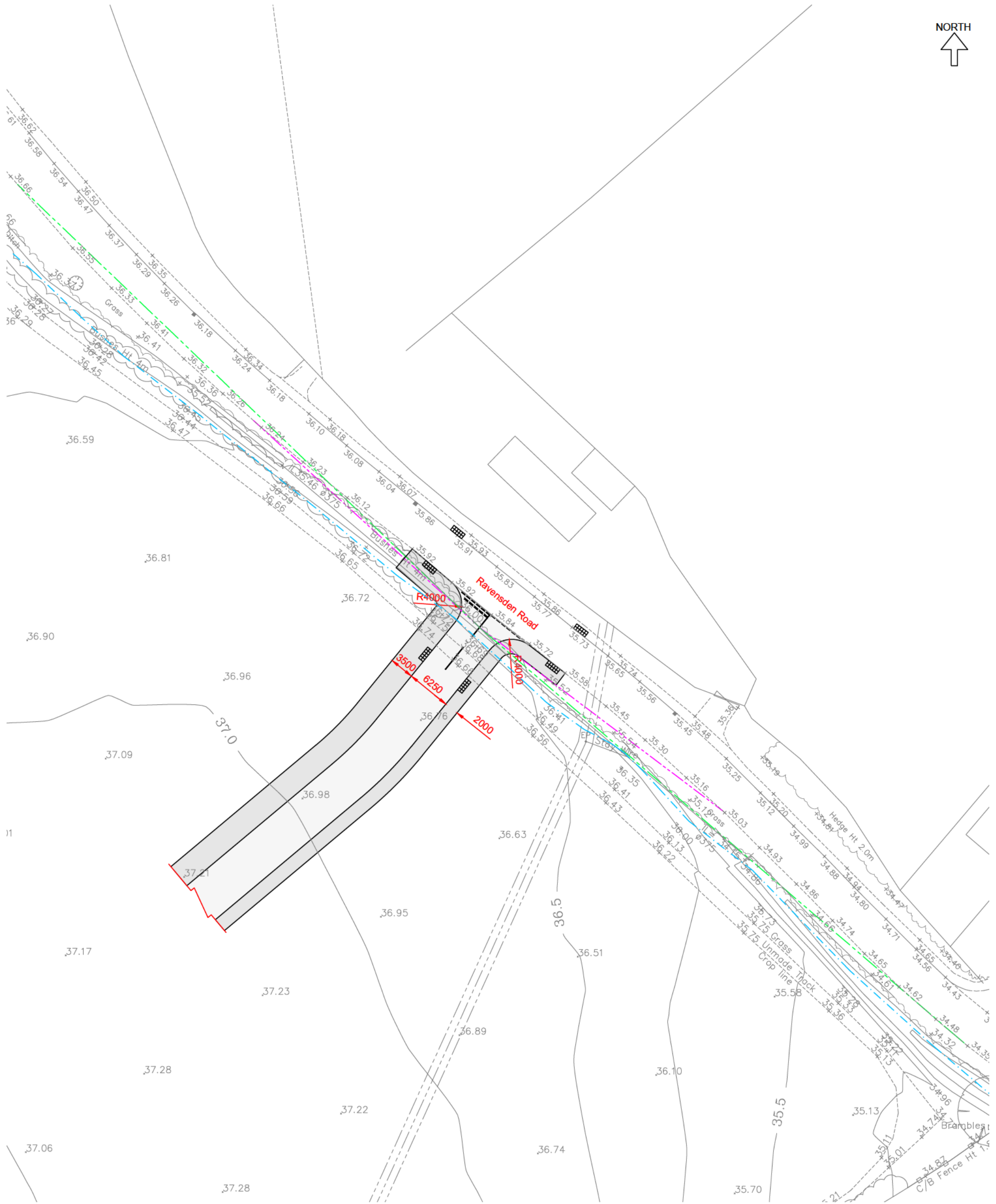
Regards

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APPENDIX 2.

Ravensden Road Access

MAC Ltd Ref 248-TA12A




Notes

1. Based on MSurv 'Topographical Survey' drawing number 1215/2272/1.
2. Based on Ordnance Survey mapping.

Key

- Visibility Splays - 2.4m x 43m
- Visibility Splays - 2.4m x 90m
- Highway Boundary

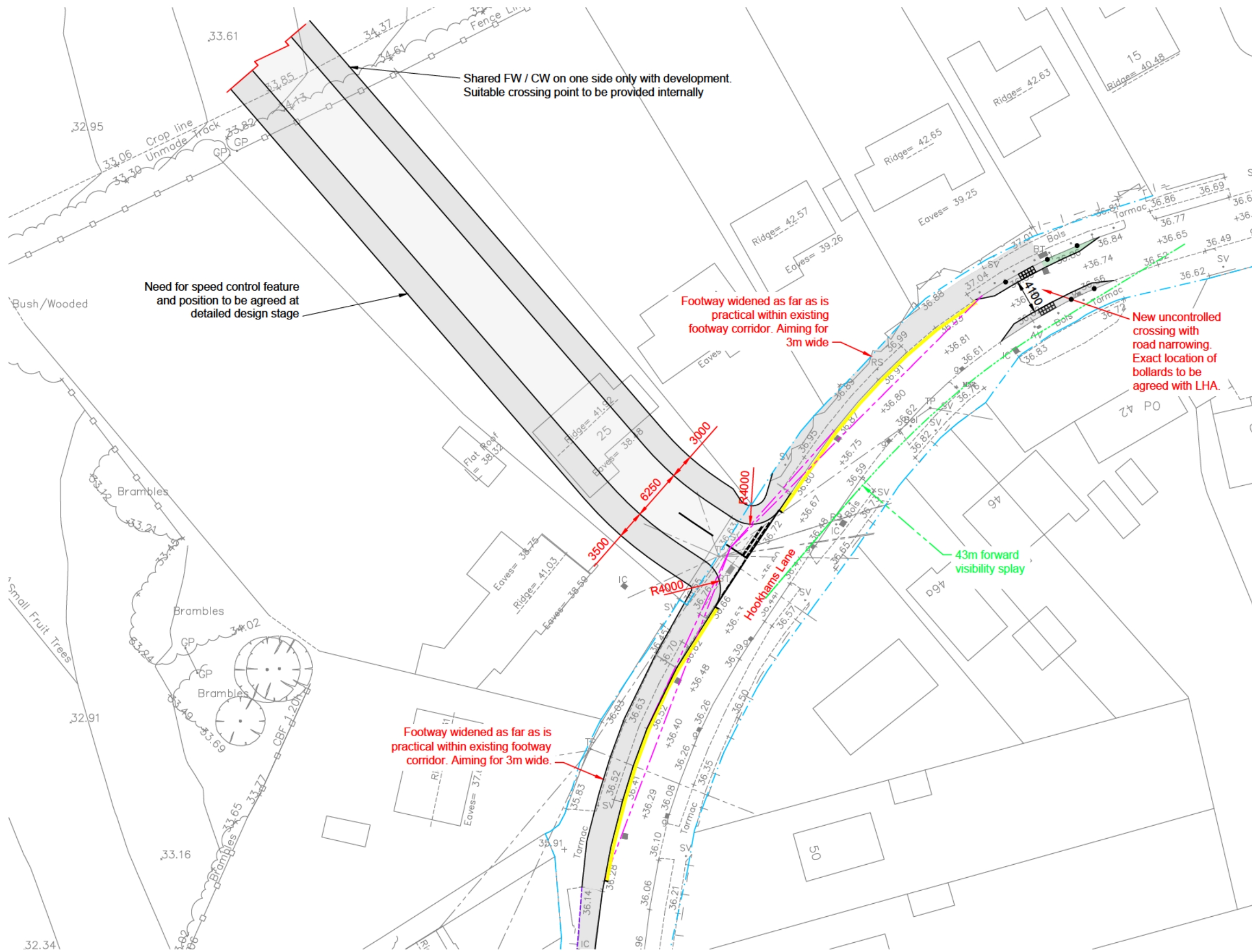
 <p>T: 01604 340544 Northampton Office E: info@mac-ltd.co.uk W: mac-ltd.co.uk Martin Andrews Consulting Ltd</p>	<ul style="list-style-type: none"> • Transport Assessments • Flood Risk Assessments • Highway Advice • Access Design • Drainage Strategies • Vehicle tracking 	<p>Client: Manor Oak Homes</p> <p>Project: Land North of Hookhams Lane Salph End</p>	<p>Date: 19/01/20</p> <p>Drw: MJA</p> <p>Chk: MJA</p> <p>Scale: 1:500</p> <p>Size: A3</p>	
	<p>Title: Ravensden Road Access</p>		<p>Drawing No: 248-TA12</p>	
	<p>Revision: A</p>			

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APPENDIX 3.

No. 25 Hookhams Lane – Access Option 1

MAC Ltd Ref 248-TA11E




Notes

1. Based on MSurv 'Topographical Survey' drawing number 1215/2272/1.
2. Based on Ordnance Survey mapping.
3. Tactile paving is not shown but to be provided at detailed design stage in line with the requirements of the LHA.
4. Signage is not shown but to be provided at detailed design stage in line with the requirements of the LHA.

Key

- Visibility Splays - 2.4m x 43m
- Forward visibility splay - 43m
- Highway boundary

 MAC T: 01604 340544 Northampton Office E: info@mac-ltd.co.uk W: mac-ltd.co.uk Martin Andrews Consulting Ltd	<ul style="list-style-type: none"> • Transport Assessments • Flood Risk Assessments • Highway Advice • Access Design • Drainage Strategies • Vehicle tracking 	Client: Manor Oak Homes	Project: Land North of Hookhams Lane, Salph End
		Title: No. 25 Hookhams Lane - Access Option 1	Date: 09/10/20
		Drawing No: 248-TA11	Revision: E
			Scale: 1:500 Size: A3

Statement of Common Ground

Land off North of Hookhams Lane, Salph End

APPENDIX 4.

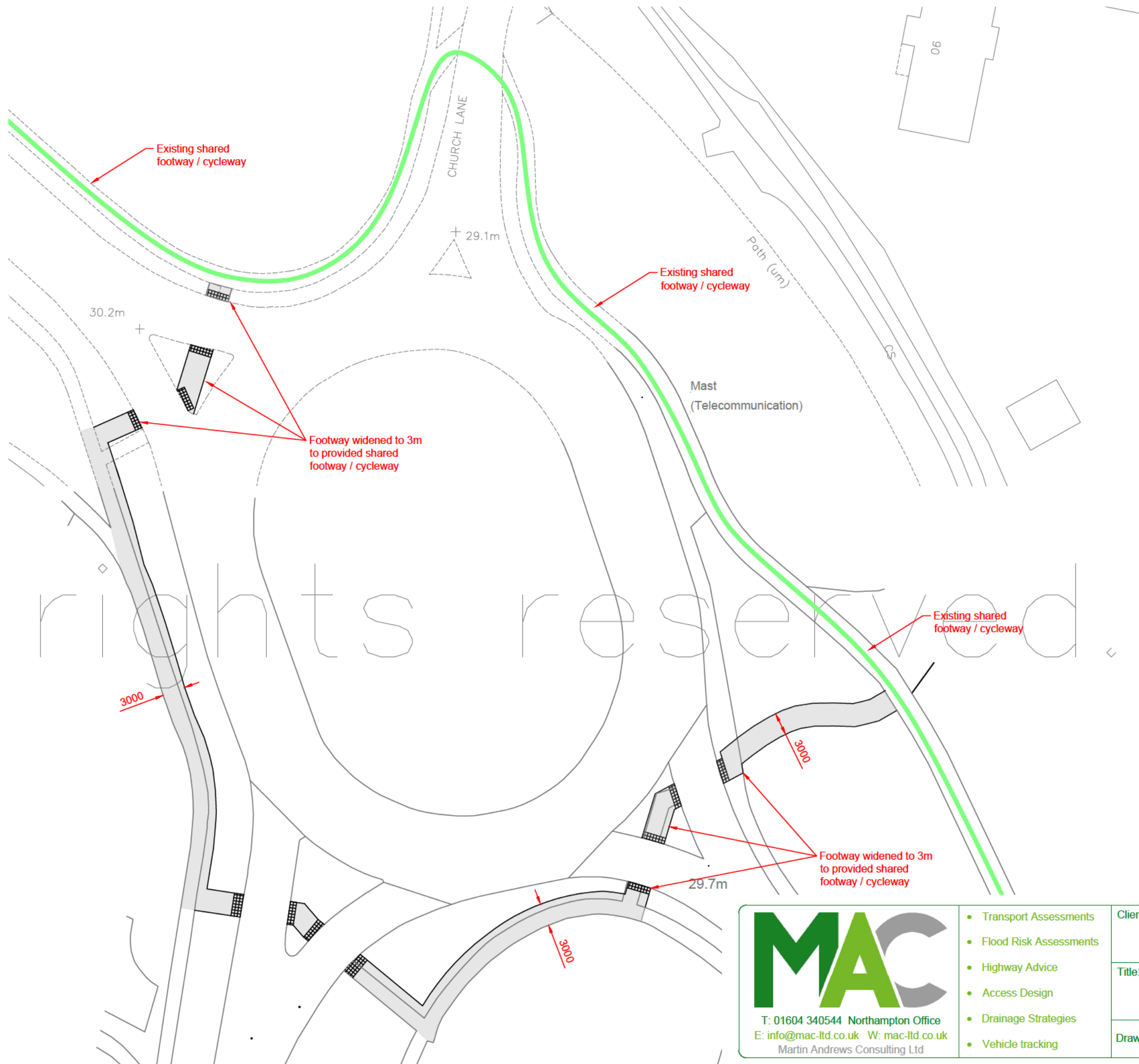
J1 Hookhams Lane / Norse Road: Cycleway Improvements

MAC Ltd Ref 248-TA18A



Notes

1. Based on Ordnance Survey mapping. ©Crown Copyright and database rights 2019 OS 100019980
2. The alignment of the footway / cycleway will need to be reviewed at detailed design stage to provide a smooth alignment with radii at appropriate locations.
3. Vegetation clearance may be required to deliver the improved footway link to the existing FW/CW.



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- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes	Project: Land North of Hookhams Lane, Salph End
Title: J1: Hookhams Lane / Norse Road: Cycleway Improvements	Date: 13/10/20
	Drw: MJA
	Chk: MJA
Drawing No: 248-TA18	Revision: A
	Scale: 1:500
	Size: A3

Statement of Common Ground

Land off North of Hookhams Lane, Salph End

APPENDIX 5.

J2: Wentworth Road / Putnoe Lane Nil Detriment Improvement

MAC Ltd Ref 248-TA21

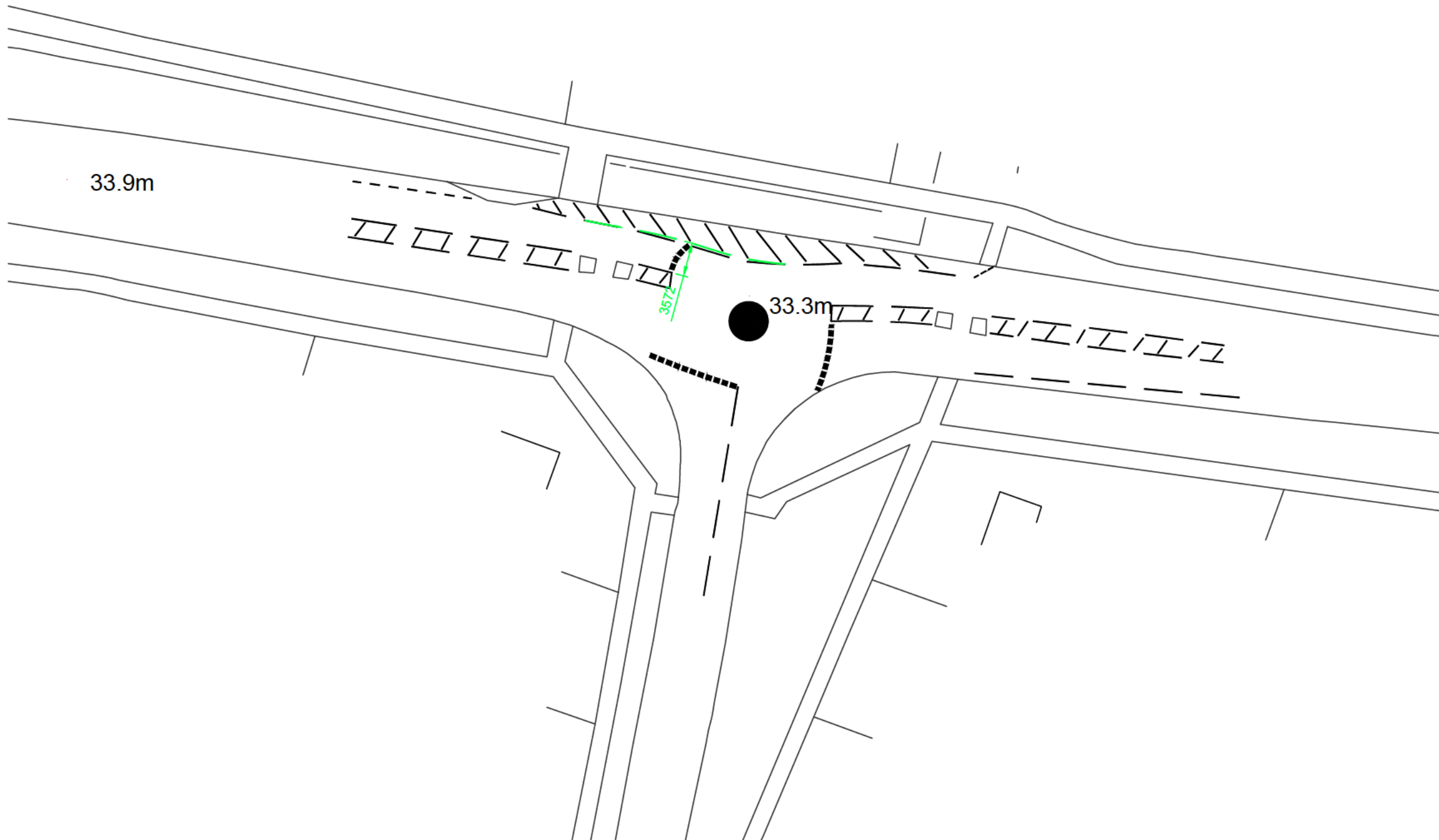



Notes

1. Based on Ordnance Survey mapping. ©Crown Copyright and database rights 2019 OS 100019980

Key

— Nil Detriment Improvements



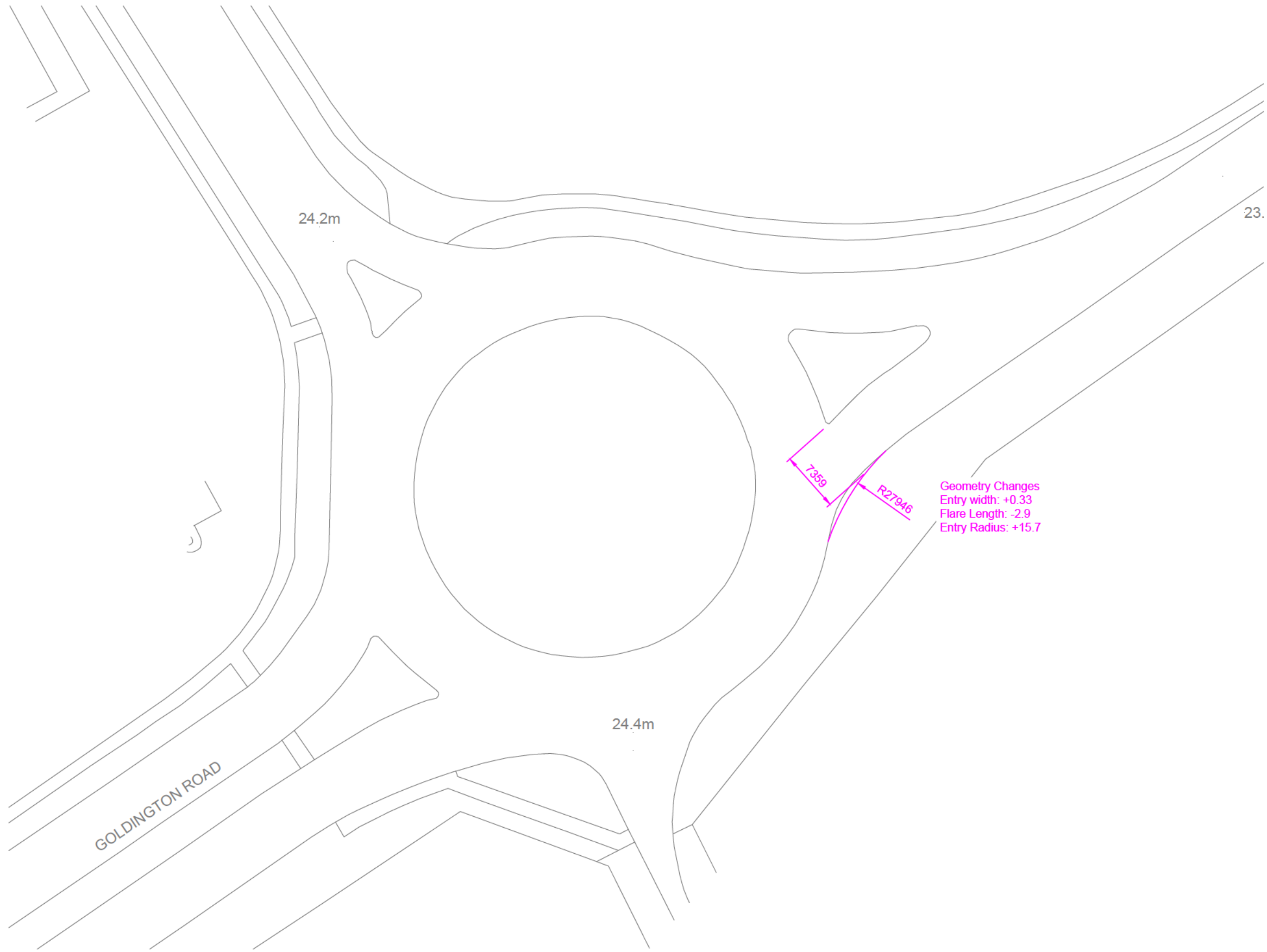
 T: 01604 340544 Northampton Office E: info@mac-ltd.co.uk W: mac-ltd.co.uk Martin Andrews Consulting Ltd	<ul style="list-style-type: none">• Transport Assessments• Flood Risk Assessments• Highway Advice• Access Design• Drainage Strategies• Vehicle tracking	Client: Manor Oak Homes	Project: Land North of Hookhams Lane, Salph End	
		Title: J2: Wentworth Drive / Putnoe Lane Nil Detriment Improvement		Date: 30/03/20
			Drawing No: 248-TA21	Revision: -
				Drw: MJA Chk: MJA Scale: 1:500 Size: A3

Statement of Common Ground
Land off North of Hookhams Lane, Salph End

APPENDIX 6.

J3 Nil Detriment Improvements

MAC Ltd Ref 248-TA20



Notes


- 1. Based on Ordnance Survey mapping. ©Crown Copyright and database rights 2019 OS 100019980

Key

— Nil Detriment Improvements

Geometry Changes
Entry width: +0.33
Flare Length: -2.9
Entry Radius: +15.7

GOLDINGTON ROAD

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		Title: J3 - Nil Detriment Improvements		Date: 25/07/19
				Drw: MJA
				Chk: MJA
		Drawing No: 248-TA20	Revision: -	
			Scale: 1:500	
			Size: A3	

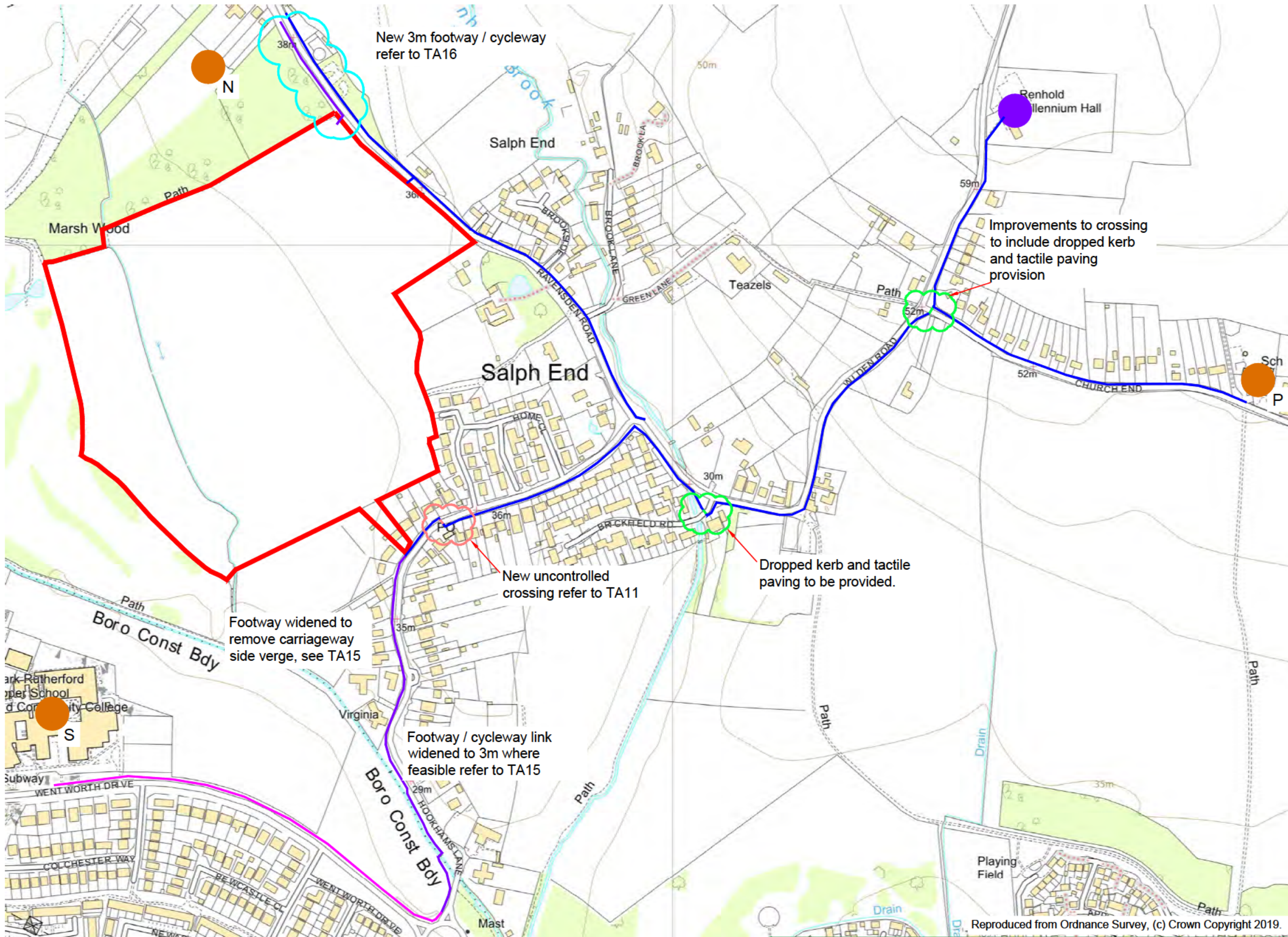
Statement of Common Ground

Land off North of Hookhams Lane, Salph End

APPENDIX 7.

Pedestrian and Cyclist Routes to Key Facilities with Improvements

MAC Ltd Ref 248-TA03B



Notes:

1. The only footway and cycleway connections which are shown are to access marked facilities. Many connections existing which are not shown on this drawing.
2. Access routes shown to facilities highlighted as a concern by the highway authority.

Key

- Site Boundary
- Education - Existing Nursery (N) / Primary (P) Secondary (S)
- Upgraded or proposed footway / cycleway
- Existing footway
- Existing cycleway
- Upgraded crossing
- New crossing - See TA11
- Village Hall

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- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Access Design
- Drainage Strategies
- Vehicle tracking

Client: Manor Oak Homes	Project: Land between Hookhams Lane and Ravensden Rd Salph End, Beds	
Title: Pedestrian and Cyclist Routes to Key Facilities with Improvements	Date: 13/10/20	Drw: MJA
Drawing No: 248-TA03	Revision: B	Chk: MJA
		Scale: 1:5,000
		Size: A3

Statement of Common Ground
Land off North of Hookhams Lane, Salph End

APPENDIX 8.

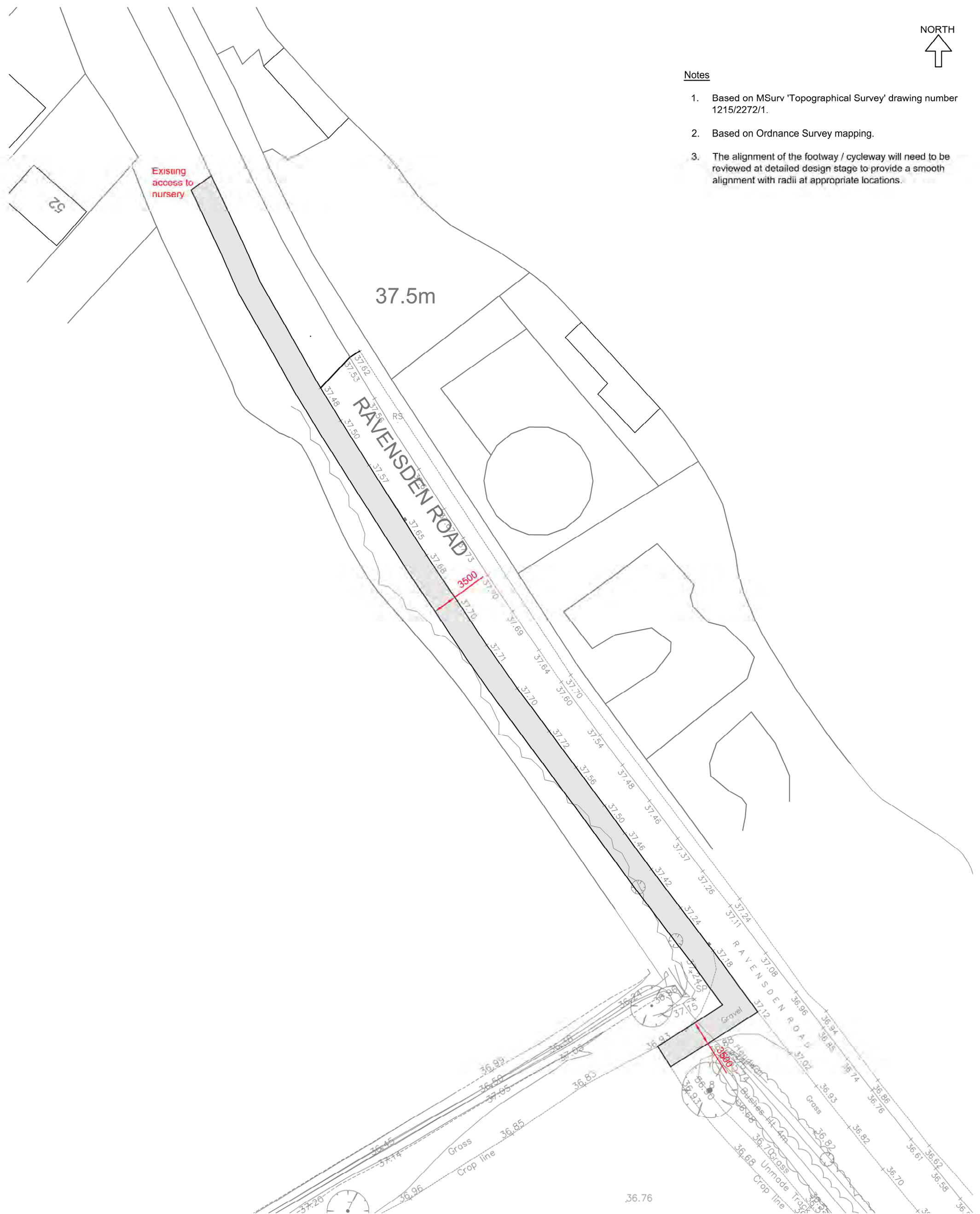
Footway Improvements Ravensden Road

MAC Ltd Ref 248-TA17B



Notes

1. Based on MSurv 'Topographical Survey' drawing number 1215/2272/1.
2. Based on Ordnance Survey mapping.
3. The alignment of the footway / cycleway will need to be reviewed at detailed design stage to provide a smooth alignment with radii at appropriate locations.



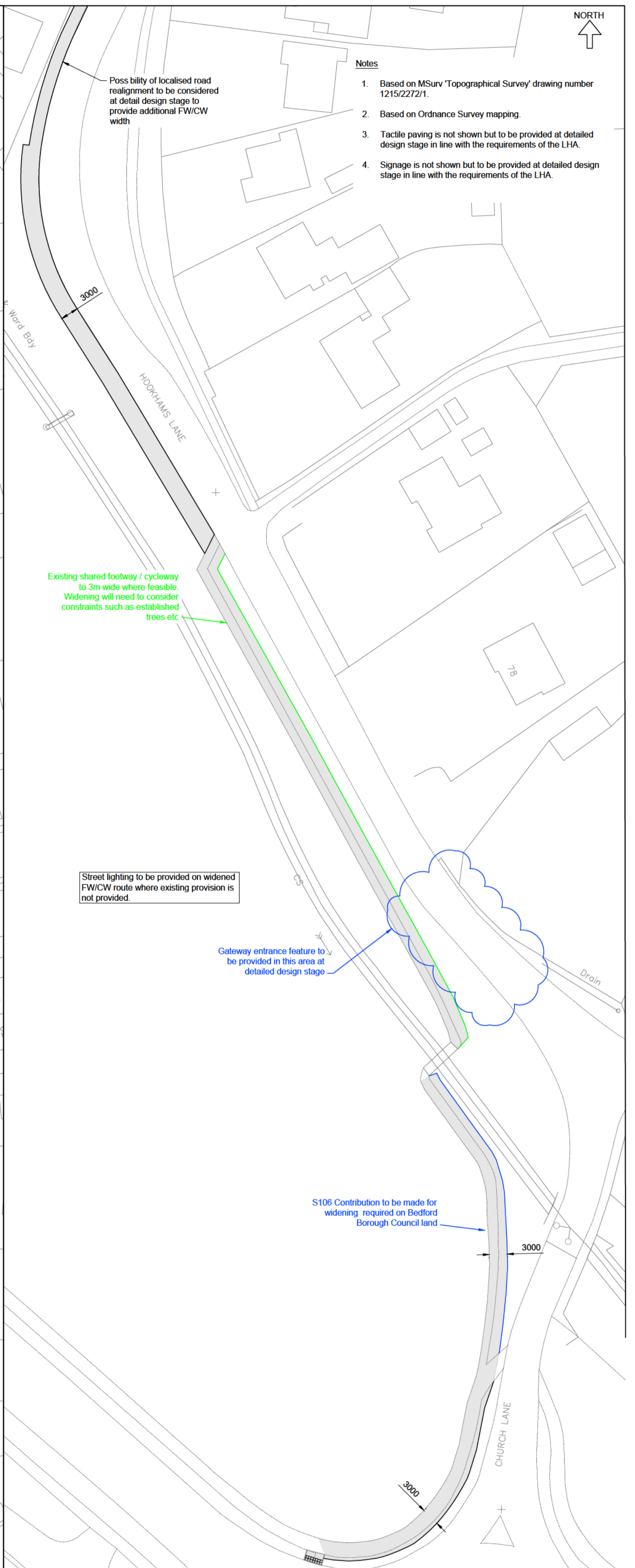
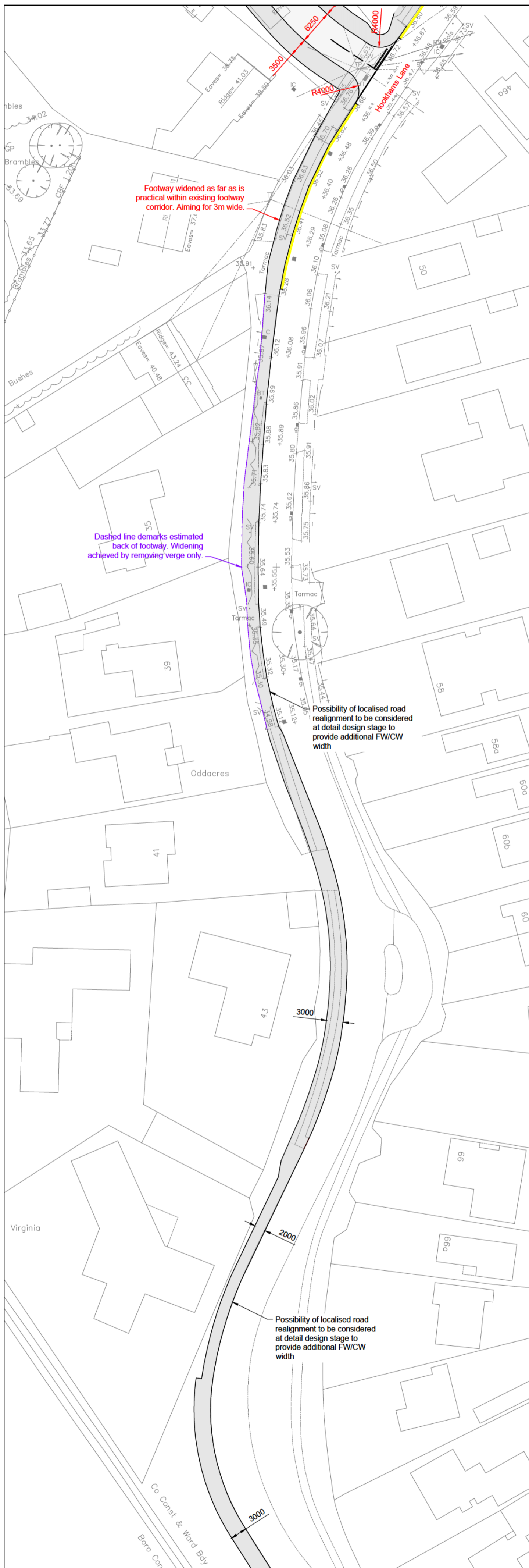
 T: 01604 340544 Northampton Office E: info@mac-ltd.co.uk W: mac-ltd.co.uk Martin Andrews Consulting Ltd	<ul style="list-style-type: none">• Transport Assessments• Flood Risk Assessments• Highway Advice• Access Design• Drainage Strategies• Vehicle tracking	Client: Manor Oak Homes	Project: Land North of Hookhams Lane Salph End
		Title: Footway Improvements: Ravensden Road	Date: 13/10/20
		Drawing No: 248-TA17	Revision: B
			Scale: 1:500 Size: A3

Statement of Common Ground
Land off North of Hookhams Lane, Salph End


APPENDIX 9.

Footway improvements south of access to Wentworth Drive

MAC Ltd Ref 248-TA15C



- Notes**
1. Based on MSurv 'Topographical Survey' drawing number 1215/2272/1.
 2. Based on Ordnance Survey mapping.
 3. Tactile paving is not shown but to be provided at detailed design stage in line with the requirements of the LHA.
 4. Signage is not shown but to be provided at detailed design stage in line with the requirements of the LHA.

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	<p>Revision: C</p>	<p>S106 Contribution to be made for widening required on Bedford Borough Council land</p>	<p>Gateway entrance feature to be provided in this area at detailed design stage</p>

Statement of Common Ground

Land off North of Hookhams Lane, Salph End

APPENDIX 10. Offsite PROW Improvements

Indicative extent of offsite PROW to be upgraded.

