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Dear Ms Burden,

I refer to your letter dated 30 April 2020. Set out below are the answers to your questions provided jointly by Bromham Parish Council and Bedford Borough Council.

1. Beauchamp Park development

- i. **Please confirm that there will be no vehicular access through the new development from Barker Drive/Peacock Road to Stagsden Road and the A428.**

The policy does not specify vehicle access points, but due to the number of dwellings proposed, two vehicle access points are required. The developer of the site has also provided the following response:

An outline application has been submitted for the Beauchamp Park site (ref. 19/01904/MAO) with all matters reserved except access. Two vehicular access points are proposed into the main part of the site, one from Stagsden Road and the other from Barker Drive. These accesses are proposed due to the fact that the creation of a cul-de-sac development of this scale would not be sound planning. This approach was supported by the Local Highway Authority when the applicant engaged with them prior to the submission of the application. Now that the application has been submitted the Local Highway Authority has further endorsed this approach.

The access to Stagsden Road is designed as the primary access to the site and the access to Barker Drive will function as a secondary access and the Transport Assessment accompanying the outline planning application has been predicated on this basis. The primary internal road network, which is designed to accommodate a bus service does not extend to Barker Drive and responds directly to the Parish Councils desire to reduce traffic movements through the village. The accompanying illustrative masterplan demonstrates how the internal road network can be designed to discourage the passage of vehicular traffic through the scheme whilst maintaining pedestrian and cycle connectivity. These proposals will be refined through the reserved matters process to which the Parish Council and Local Planning Authority will have input. Additional features incorporated into the public realm will further discourage through movement, which along with calming features will ensure the creation of a more pedestrian and cycle orientated development.

ii. Is any part of the development site subject to contamination which could affect the viability or deliverability of the land for housing?

The developer of the site has provided the following response:

A Phase 1 Contaminated Land Assessment has been submitted in support of the outline application and identifies an area of made ground. Investigations indicate this is most likely inert landfill made up of spoil from the A428 Bromham bypass construction during the 1990's. There are only limited sources of potential ground contamination identified on the site and within the immediate surrounding area. Monitoring would have taken place at the time the landfill was deposited in order to secure a licence from the Environment Agency. The Borough Council has considered the Assessment and has recommended that a standard condition be attached to any consent requiring further ground investigation prior to development commencing. There is no evidence that any ground contamination from the inert landfill would represent a hazard or a physical constraint to the delivery of the site.

2. Old Stable Yard

i. I note there are no footpaths along Lower Farm Road between this site and the main area of the village. Policy OS states that a permissive pedestrian and cycle track is to be provided, to provide a link with the village facilities. Can the delivery and future maintenance of the link be guaranteed?

The owner of the site has confirmed that they are happy to provide this link as part of this development. We suggest that the following words are added to the end of Policy OS4 to provide more certainty.

This would be secured by way of a Section 106 Agreement as part of any planning permission to be granted.

ii. Lower Farm Road serves Horner's Yard which is located to the east of the site. Can the uses at the yard and the likely generation of any HGV traffic be clarified?

Horner's Yard is used for a car storage business and the operator has advised that approximately 3 HGVs trips per week are made to move cars to and from the site.

3. BNP Parts C and D

Can it be confirmed that Parts C and D of the BNP are not intended to be considered as proposed Development Plan policies?

These are not intended to be included as development plan policies and we would welcome the examiner's suggestions for how this can be made clearer.

Yours sincerely

Gill Cowie

Gill Cowie
Manager for Planning and Housing Strategy