

Introduction

The Bedford & Milton Keynes Waterway (B&MK) - an unconventional infrastructure project - has demonstrated how it can act as a powerful agent for growth and offer endless exploitable synergies that will make it a reality.

First proposed in 1811, the B&MK can now be considered a major piece of 21st century infrastructure, central to reshaping the area.

The following set of work packages demonstrate how, by working in close collaboration with public and private sector partners, it is possible to deliver innovative and sustainable schemes to deliver the project that will also meet the strategic objectives of the project's partners.

Over the past four years, the Trust and its partners have successfully integrated the project into all key local and regional plans, undertaken line and level studies for over a third of the route, obtained planning for a quarter of the route and have the concept of building in sections, recognised as a pragmatic way of tackling an ambitious but deliverable project.

This document provides an overview of the A-Z sectioned route and focuses on those sections where progress is currently being made and/or where there is real potential on the near horizon.

The project has adopted a resolutely professional approach, commissioning and collating the hard evidence to back the already well-founded assertions regarding the economic potency of the waterway, but also to ensure we have accurate, comprehensive and up to date costs. Costs are available through a "menu-based" costing system evolved with Halcrow and Morrison, enabling detailed estimates to be made against each section.

Sub-dividing the route has enabled the project to prioritise and focus on the synergies each section can generate. The key to maintaining progress is to be open and responsive to new opportunities and robust in ensuring that none are missed. Consequently, it is vital to contribute to all relevant consultative exercises (site allocations, transportation strategy etc) across the three local authority areas and to keep objectively abreast of proposed new developments. It is essential that the Consortium continues to refresh and reinforce the status of the project in the regional and local planning hierarchy.

The Trust and its partners have demonstrated that through the innovative use of infrastructure forward funding, the waterway can help transform the image and dynamics of both urban and rural environments, engage communities and bring together statutory and private sector interests.

Above all else, it is readily apparent that there is little difficulty in aligning the waterway with other core agendas, and that with the committed support and belief of all partners, the waterway can be delivered at minimal additional cost – the opportunities are there, if the will to join the dots exists.

As usual, we are in the enviable position of having too many individuals and organisations to thank for contributions large and small, paid and unpaid, during the course of the year, where everyone gives us added value. On this occasion we'd particularly like to extend our gratitude to URS/Scott Wilson for their expertise and support in the production of this document and public display materials, all of which provide an invaluable contribution to promoting the project as a credible and professional undertaking; to Halcrow, who individually and collectively have enabled the project to overcome numerous obstacles and have provided the engineering backbone to the project, without which we would not be where we are today; and to British Waterways for their work in producing the detailed route maps, so critical to defining the route and ensuring inclusion in our partners' plans. Congratulations are also in order, as British Waterways move from public ownership to become a new charitable body and we hope to play a major part in what promises to be a radical and exciting new chapter in their 250-year history.

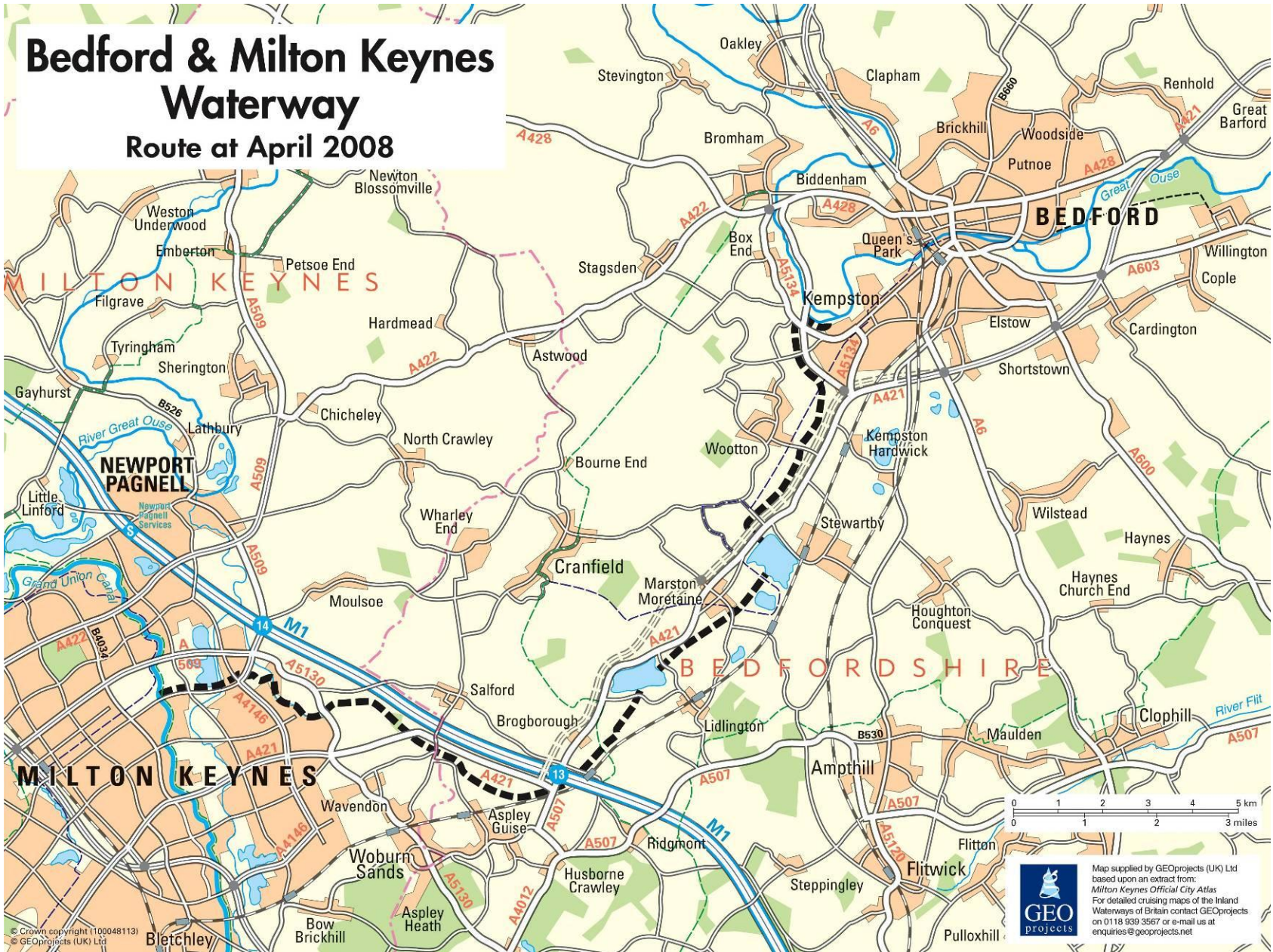
Richard Wood

Director November 2010

Please direct any questions regarding this document to info@b-mkwaterway.co.uk

Bedford & Milton Keynes Waterway

Route at April 2008



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Package A: Securing the B&MK Waterway in local and regional plans

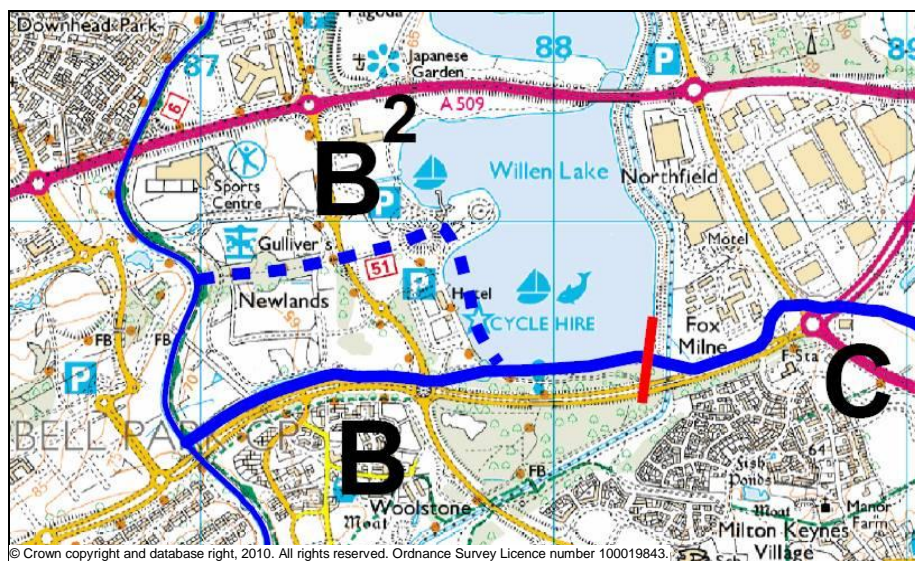
The B&MK currently appears in the following plans. The Consortium should continue to exploit all opportunities to promote the Waterway through all types of plan, and to monitor opportunities and threats to the Waterway that may arise through the current major changes taking place in the planning system.

- MK Local Plan http://www.milton-keynes.gov.uk/local_plan_review/DisplayArticle.asp?ID=29798
- MK Partnership Business Plan <http://www.miltonkeynespartnership.info/DocLibrary/Business%20Plan%202008%20Final%20200508-r1.pdf>
- Draft East of England Regional Spatial Strategy http://www.gos.gov.uk/goeast/planning/regional_planning/
- Renaissance Bedford's Infrastructure Plan http://www.renaissancebedford.org.uk/projects/infrastructure/blue/bedford_and_milton_keynes_waterway_park/
- Bedford Borough Development Plan: Allocations and Designations (May 2010) <http://www.portal.bedford.gov.uk/internet/environment/planning/website%20documents/allocations%20and%20designations/A&D%20Consultation%20Draft%20Plan%20May%202010>
- Central Bedfordshire Core Strategy and Development Management Policies (Nov 2009) http://www.centralbedfordshire.gov.uk/images/Core%20Strategy%20and%20DM%20DPD_tcm5-29147.pdf
- Central Bedfordshire Planning Obligations Supplementary Planning Document for North Area <http://www.centralbedfordshire.gov.uk/environment-and-planning/planning/ldf/ldf-north-area/northldf-planning-obligations-supplementary-doc.aspx>
- Milton Keynes Development Framework for the Eastern Expansion Area <http://www.milton-keynes.gov.uk/local%5Fplan%5Freview/DisplayArticle.asp?ID=25832>
- Bedfordshire and Luton Strategic Green Infrastructure Plan <http://www.bedsandlutongreeninfrastructure.org/plans/bedfordshire/index.html>
- Environment Agency's Water Recreation Strategy http://www.brighton.ac.uk/waterrecreation/strategic_priorities_east_england.htm

Package B²: Grand Union to Willen

Active Owner	MK Council/MK Parks Trust
Status	Active
Local Authority	Milton Keynes Council
Growth Organisation	Milton Keynes Partnership
Water management	British Waterways
Landowners / Water body owners	Homes and Communities Agency Parks Trust (MK) - 999 year lease from MKC Parks Trust (MK) - 125 yr lease from Anglian Water
Length	2km [1km on land plus 1km through the lake]

Map Segment



Description

This section is the first stretch of the Bedford & Milton Keynes Waterway, running between the Grand Union Canal and Willen Lake. Planning permission was received for length B, running alongside H6 Childs Way (A4146) in 2007, then, in 2009 an alternative route, length B², passing through the centre of Newlands between the Gulliver's Parks and entering Willen Lake near the promontory was proposed, reducing the original costs substantially by replacing the five locks with a single feature lock or boatlift.

Aim

To deliver the first section of the waterway link through the creation of a new iconic feature for the city and flagship water sports resource and national water rescue training facility.



Fig B – aerial view of Willen Lake

Progress

- Agreement with MKPT to commission updated work to their 2006 master-planning exercise for Willen Lake, placing the waterway link at its heart and incorporating a linear sculpture park proposal running from the central rail station to Willen Lake. This will be worked up to constitute a major development proposal, jointly promoted by MKC and the MK Parks Trust and seeking the backing also of MKP and other partner bodies.
- Revised route for the Grand Union to Willen Lake stretch, focusing on a new line from the furthest point in Campbell Park, where it meets the Grand Union and running down to the lake between Gullivers Land and Dinosaur & Farm Park. Halcrow engineers believe that the estimated cost of the original route can be reduced from c. £9m to between £4.5m - £5.25m. The provision of a dramatic and direct link between the heart of Willen Lake and Campbell Park (and thereby City also), and a focal point for coherent development of the Newlands commercial leisure grid square, provides a much improved context into which the waterway might be funded as part of a much broader remodelling of the Willen Lake offer.
- With the installation cost brought down to manageable levels, the powerful focus and connectivity the waterway can bring to the area could potentially add the necessary 'wow' factor to elevate an ambitious scheme to re-work the lakeside offer to a deliverable level.
- A single deep drop lock (11.3m – over twice the height of England's deepest canal lock), that could incorporate 11m sculpted geysers/fountains would provide a stunning centrepiece with high visibility at the heart of the development.
- British Waterways (BW) Marina specialists believe there is real potential for a 100+ berth marina with both permanent and visitor moorings to transform the night-time feel of the location.
- The Trust has briefed MKC and MKP Chair on the credentials of the GU-Willen project as a one of a series of 'iconic' projects MK Council (working with MKP) are seeking to identify for the city. These will be ambitious undertakings that transcend any one development category. Positioning the waterway as one such iconic project will be a key to our success in taking this forward.
- An intriguing proposal has been added to the mix by the Buckinghamshire Fire & Rescue service to see if we can accommodate their aspiration for **a national water rescue training resource** in the GU to Willen link. This might take the form of a controlled water/white-water environment that would be linked to revitalised water-sports facilities at Willen Lake and offer a combination of a national flagship training resource, public spectacle, and water safety educational facility. The service currently sends their teams to the US and Wales for training. In terms of creating a national resource in MK this offers a potentially popular and politically potent mix. The notion of running water-courses within the landscaping accompanying the at-level run from the GU makes perfect (and economic) sense. Halcrow have confirmed there are no obvious technical obstacles to incorporating the type of facilities envisaged or in terms of water supply from the GU and/or lake. From a commercial perspective, there are 50,000 fire and rescue personnel alone to train in addition to the kudos of having a national training and accreditation centre for water safety.

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- British Waterways have a longstanding interest in establishing a central MK base, ideally constituting an HQ and marina. This could readily be located at the GU to Willen site to combine a flagship location with a commercially potent site overlooking a new 21st century lock and combining the best of past (the GU), present (the new lock, marina and location) and future heritage (the start of the B&MK link to the eastern waterways).
- Perceived as an excellent opportunity for MKPT to capture the potential revenue streams that Willen as one of the City's best assets should yield.
- MK Council (Geoff Snelson, Nick Fenwick) have agreed to convene and lead a working group with MKPT to take forward the GU-Willen project, as and when MKPT has completed new lease negotiations with the Willen Lake operator, Whitecap Leisure.

Context: Defra commission - National Flood Emergency Framework

- Designed to address issues raised by the Pitt report on 2007 floods.
 - Focusing on what is currently missing in terms of resources, training, facilities – essentially a gap analysis – and what will be required for the future.
 - Report published autumn 2009 – useful cues for the proposed Willen development. £2m set aside to cover the cost of the Framework report and to cover urgent gaps in provision.
 - Pitt report identified the Fire service as the optimum lead agency for water rescue – endorsed by the NFEF.
 - Defra have resources to support water rescue facilities, but the Fire and resilience section of CLG is reluctant to take on the responsibility, regarding it as the thin end of the wedge.
 - Possible that on the back of the forthcoming NFEF report that Defra be persuaded to help set in place one of the key building blocks to developing greater capacity and expertise in water based rescue services and facilities, by investing in a national training resource - this would at least start to build a volume of qualified personnel and enable disparate organisations to collaborate safely and effectively.
- Further route options in terms of where the waterway departs from Willen Lake and ultimately joins up with the Broughton Brook are currently under investigation. Two potential options have been explored seeking to take the waterway out of the lake at either the mid-point between the north and south lake or continuing to the top of the north lake and leaving in the north-west corner. Halcrow have undertaken rough costings and the alternatives under consideration are marginally cheaper than the route currently shown. More significantly however, they are likely to be less technically challenging and more deliverable. Initial discussions with Anglian Water suggest that the new proposed route options are compatible with the location of their water treatment plant which it will run alongside. Further exploratory works are required, but early indications are promising.

Other regional stakeholders with a relevant interest:

Hilary Chipping, Director MKSM - chairs the MKSM Emergency Services sub group.

- RW briefed Mark Lancaster MP following his question to the Waterways Minister in the House. Highly supportive, he has undertaken to bring the Waterway Minister to MK in the near future.
- Whitecap Leisure – current leaseholders on the Lake leisure facilities - are also understood to be keen to further develop the potential of the area and prepared to invest in it.

Next steps

- Conclude new lease agreement and convene working group.

Key stakeholders

MKC: Nick Fenwick, Geoff Snelson

MKPT: David Foster

MKP: Ann Limb, Tim Roxburgh

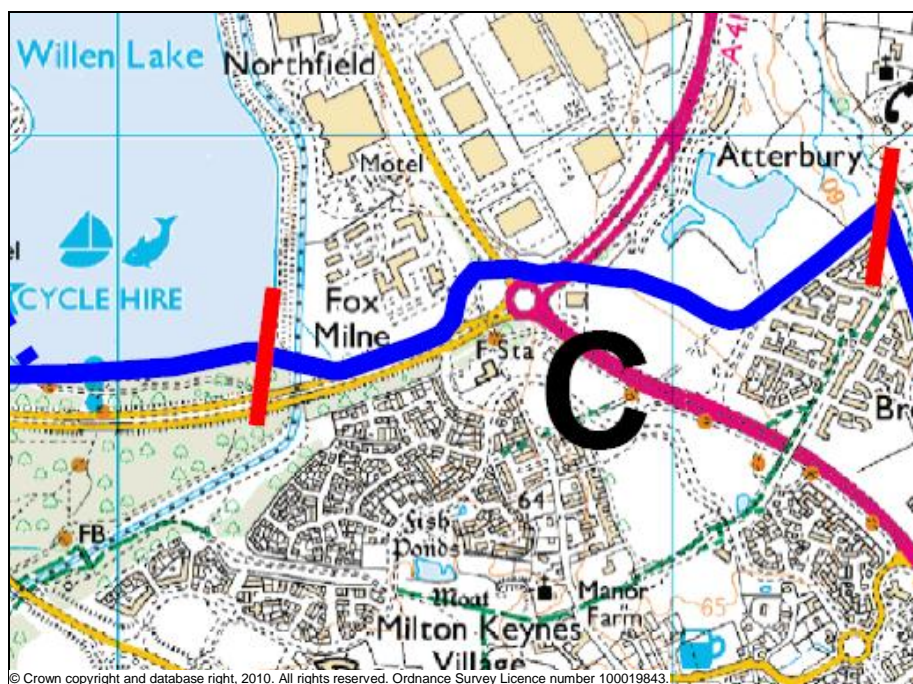
B&MK: John Best, Graham Mabbutt

Gullivers Julie Dalton, Managing Director

Package C: Atterbury

Active Owner	MK Council
Status	Pending
Local Authority	Milton Keynes Council
Growth Organisation	Milton Keynes Partnership
Water management	British Waterways
Landowners	Homes and Communities Agency Parks Trust (MK) - 999 year lease from MKC
Length	1.2km

Map Segment



Description

This section lies between Willen Lake and the point at which the new waterway joins Broughton Brook in Atterbury. The section includes an aqueduct to take the waterway over the River Ouzel and underpasses beneath H6 Childs Way and V11 Tongwell Street.

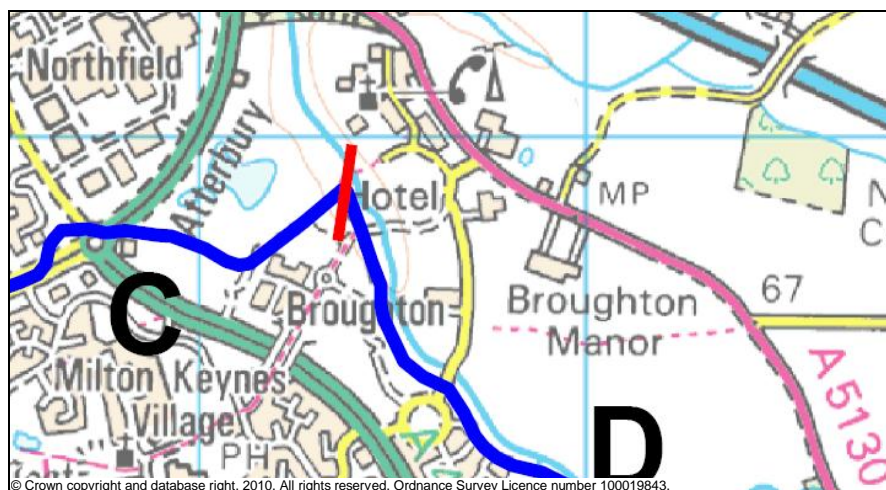
Key stakeholders

MKHA (MK Hindu Association): Kapil Dudakia and Raj Chauhan

Package D¹: Broughton

Active Owner	MK Council
Status	Pending
Local Authority	Milton Keynes Council
Growth Organisation	Milton Keynes Partnership
Water management	British Waterways
Landowners	Homes and Communities Agency Parks Trust (MK) - 999 year lease from MKC
Length	100m

Map Segment



Description

This section runs between the point where the new waterway joins Broughton Brook in Atterbury and the iconic cable-stay bridge in Broughton. The section is adjacent to a site on the east bank of the brook which has been designated for playing fields and a community pavilion, for which planning permission has been sought.



Fig D - Broughton cable stay bridge

Key stakeholders

Broughton Community: Corrina Milner, EEA Community Mobiliser, MKCVO and Jemma Grant, Travel Plan Co-Coordinator, MKC.

Package E: Brooklands

Active Owner	MK Council/MK Partnership
Status	Active
Local Authority	Milton Keynes Council
Growth Organisation	Milton Keynes Partnership
Water management	British Waterways
Landowners	Homes and Communities Agency Parks Trust (MK) - 999 year lease from MKC
Length	1.5km

Map Segment



Description

This section lies within the part of the waterway referred to as Milton Keynes Waterway Park; the first 6.5km of the Bedford & Milton Keynes Waterway for which planning permission was received in 2007. Length E, Brooklands, lies within the Eastern Expansion Area of Milton Keynes, following the route of Broughton Brook between the A5130 Newport Road and Fox Covert Wood, with Fen Farm commercial developments to the south and Brooklands residential developments to the north.

Aim

To deliver channel sections/waterway in collaboration with the development of the Eastern Expansion Area.

Progress

- Despite universal support being expressed for the project, the Planning Committee declined to oblige the developer to construct the channel in lieu of providing the full amenity required by the Council. In the event, MK Council had not submitted an objection to the loss of public amenity, as a result of which there were no substantive grounds on which to justify this.
- The Chair nonetheless urged the developer to collaborate with the waterway and the developer similarly expressed a willingness to do so, not least to take advantage of the volume of material suitable for the M1 bund construction that it would yield.
- Following this unsuccessful attempt to persuade the developer (Places for People) to revise its attenuation scheme to one that would deliver a section of the waterway, the developer has nonetheless magnanimously left the door open to consider the possibility that once they are on site, they may be prepared to use the plant to dig the channel and utilise the spoil for the M1 bund they also have responsibility for constructing. This will be dependent on the B&MK undertaking and covering the cost of a Flood Risk Assessment (FRA) for the scheme and the assurance that it will not adversely affect the FRA for the Brooklands development.

Outcomes

Subsequent discussions with the developer suggest **Next Steps:-**

- Fund and undertake Flood Risk Assessment (FRA) for the waterway channel cut (Halcrow estimate c. £5-10K (likely to be to be at the lower end of the spectrum as will not adversely affect housing development attenuation scheme).
- Maintain contact with developer.

Key Stakeholders

MKC: Nick Fenwick

MKP: Tim Roxburgh

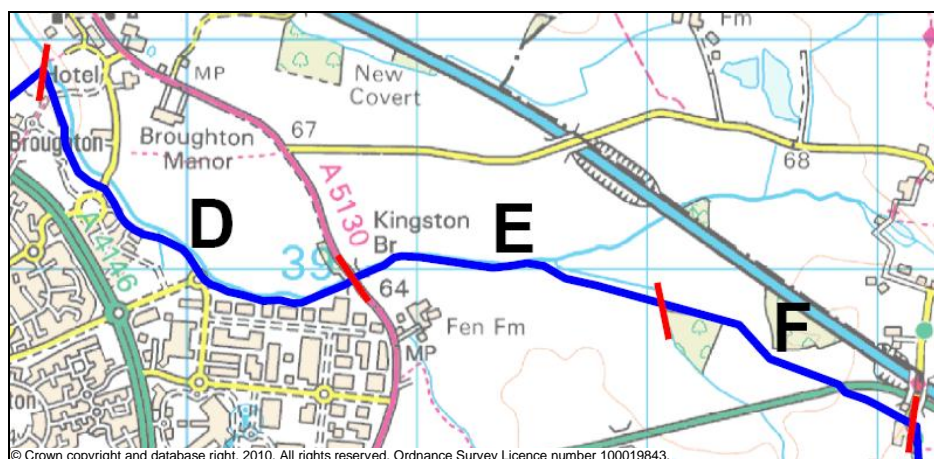
DLA: Robert Purton, David Lock Associates

Places for People: Simon Elcock

Package D-F: Other stretches Broughton Brook to Bucks/Beds boundary

Active Owner	Milton Keynes Council/MK Partnership
Status	Pending
Local Authority	Milton Keynes Council
Growth Organisation	Milton Keynes Partnership
Water management	British Waterways
Landowners	
Length	4.6km

Map Segment



Description and watching brief

This section lies within the part of the waterway referred to as Milton Keynes Waterway Park; the first 6.5km of the Bedford & Milton Keynes Waterway for which planning permission was received in 2007. It is situated within Milton Keynes Eastern Expansion Area (EEA) and Local Plan Strategic Reserve Areas, following the route of Broughton Brook and then running parallel to the M1 motorway (D/E and F).

This section was previously to be developed in line with a negotiated settlement between MK Council and Central Beds Councils on housing allocation in the context of the (now defunct) South East and East of England RSSs (Regional Spatial Strategies).

It is now more likely that it might be taken forward in collaboration with the dualling of the A421 from junction 13 through to Central MK. The road scheme will require imported material for the construction phase and the waterway could be planned and delivered as part of the scheme, at minimal cost and with a reduced environmental impact for the road scheme. It would also potentially contribute to any subsequent commercial development along the line of the new road, e.g. for surface water management and as part of green space allocation and sustainable transport plans. It might also form part of heating/cooling systems.

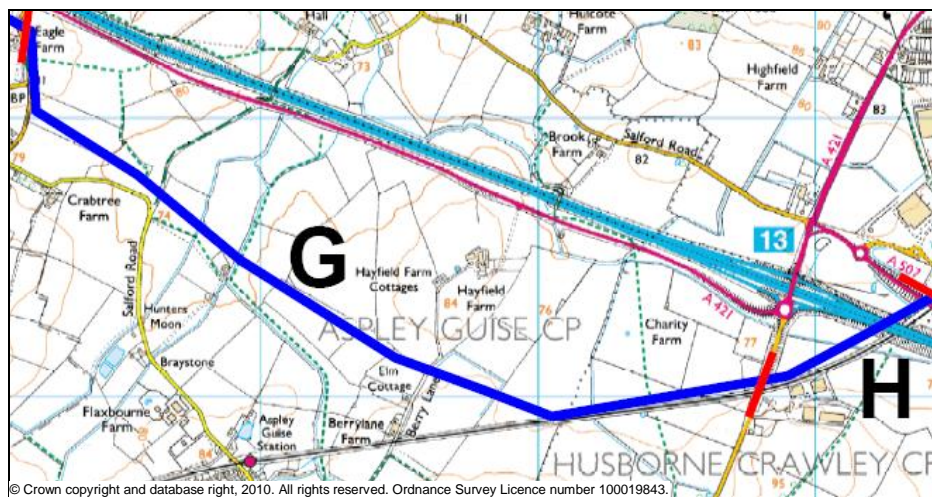
Next steps

Monitor land ownership and development plans (MKP/MKC) and keep pace with the A421 forward development plans. An opportunity to incorporate an underpass could present itself when this primary route is dualled (MKC).

Package G-H: Bucks/Beds boundary and under M1

Active Owner	Central Beds Council
Status	Issues to be addressed
Local Authority	Central Beds Council
Growth Organisation	Renaissance Bedford
Water management	British Waterways (BW) /Environment Agency (EA)
Landowners	
Length	3.5km

Map Segment



Description and watching brief

This section lies west of the M1 motorway in Central Bedfordshire (G and most of H) and includes the Redbridge underpass beneath the M1.

M1 hard shoulder running modifications should be monitored.

Issues to be addressed: Land ownership.



Fig G – cattle creep location

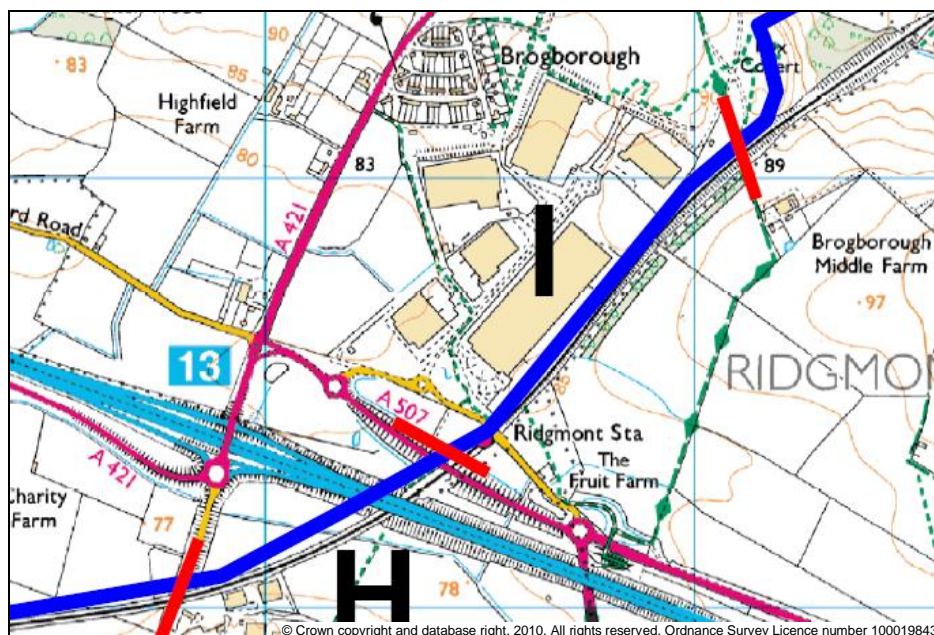


Fig H – M1 cattle creep

Package H-I: Pro Logis and Ridgmont Station

Active Owner	Central Bedfordshire Council
Status	Active
Local Authority	Central Bedfordshire Council
Growth Organisation	Renaissance Bedford
Water management	TBC – either Environment Agency (EA) or British Waterways (BW)
Landowners	Pro Logis Network Rail Highways Agency Bedfordshire Rural Communities Charity (BRCC) Bedford Estates
Length	1.3km

Map Segment



Description

This section lies in Central Bedfordshire, stretching 1.3km from the north east side of the M1 motorway to the far tip of Pro Logis land; the final part of section H and all of section I.

Aim

To explore delivery of the section (or part thereof) in collaboration with the Bedfordshire RCC project to restore Ridgmont Station as a community resource and start-up business centre.

Progress

- On-going discussions with Pro Logis regarding the use and possible transfer of the land running adjacent to the Amazon warehouse and railway.
- Central Bedfordshire prepared to manage, maintain and establish as a Rights of Way to join up existing bridleways and footpaths.
- Potential to use gifted land as a match funding contribution to a LEADER project funding bid via BRCC.
- Engineering assessment of route viability and necessary works.

Next Steps

- Pursue and conclude discussions with Pro Logis.
- Open discussions (via BRCC project and Renaissance Bedford) with Network Rail.
- Provide BRCC Ridgmont project with optimum route past the station to re-jig car –park layout.
- Approach to Bedford Estates to explore options for the creation of a lake and leisure use of site in conjunction with the BRCC development.
- Refine costs and options and clarify what may be available from the LEADER project.
- Submit bid.
- Monitor on-going East West rail progress – key decisions will be taken in 2012 that will determine options regarding the possible closure of the crossing, location of signalling equipment etc.

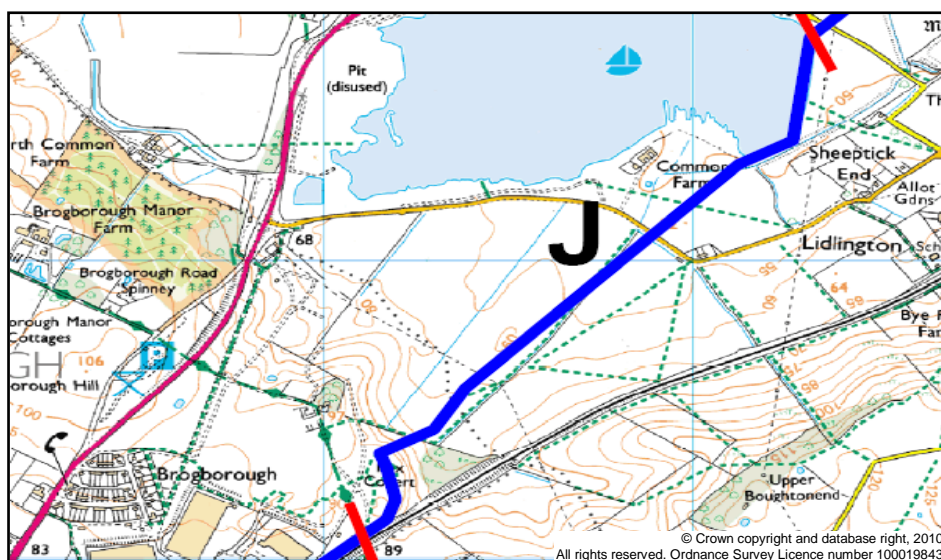


Fig I – Ridgmont Station

Package J: Brogborough Hill to Brogborough Lake

Active Owner	Central Bedfordshire Council
Status	Pending
Local Authority	Central Bedfordshire Council
Growth Organisation	Renaissance Bedford
Water management	Environment Agency
Landowners	O&H Properties
Length	1.4km

Map Segment



Description

This section lies in Central Bedfordshire, stretching from the tip of Pro Logis land and into Brogborough Lake. A potential Gateway to the Marston Vale to the West, the MK expansion area to the East and within two hours of half the population of the UK it represents one the most potent individual locations on the route.

Progress

The engineering solution selected to tackle the 30m drop down to the lake will be critical to developing this section and to determine the footprint required – for not only the boat-lift but also the associated tourism/leisure/parking/information/economic/regeneration activity that will accompany it.

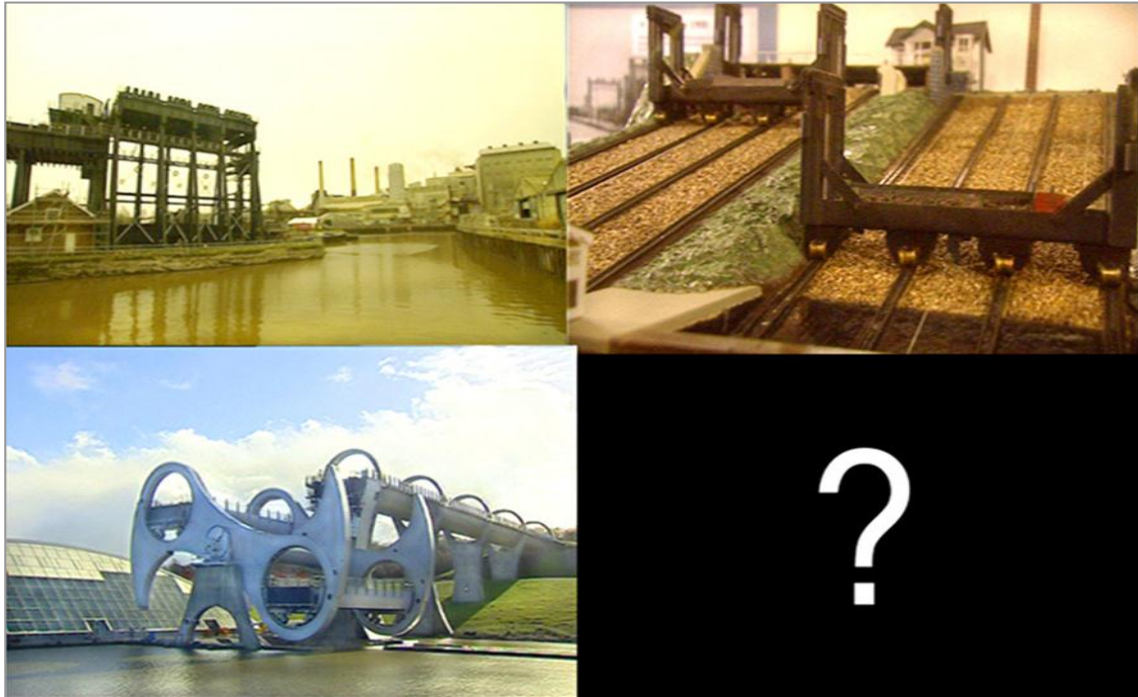


Fig J – Brogborough Hill options

Next Steps

- To pursue work to visualise/quantify the potential Brogborough Hill engineering solution.
- Incorporate Brogborough Hill options into Marston Vale line and level commission to contribute to identifying the optimum location in relation to the Lake and existing settlements.

Package J-L: Link the Lakes

Active Owner	Central Bedfordshire Council
Status	Active
Local Authority	Central Bedfordshire Council (CBC)
Growth Organisation	Renaissance Bedford
Water management	Environment Agency
Landowners	O&H Marston Vale Trust Hanson
Length	3km

Map Segment



Description

This section lies in Central Bedfordshire, stretching 3km from Brogborough Lake via the Forest of Marston Vale to Stewartby Lake; the tip of section J, the whole of section K and the first 800m of section L.

Land ownership sits almost exclusively with O&H Properties.

Aim

- The principle concern is to clearly delineate the route through the Vale - securing the route will enable us to begin to develop it as a corridor and ensure that it is at the heart of any future proposals.

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- There is the potential to deliver this section via the planning system and on the back of the Internal Drainage Board (IDB) desire to see the two major water bodies (Brogborough and Stewartby) linked by a managed and easily controlled channel - a role the waterway fulfils whilst also delivering on a range of other beneficial fronts inc. environmental, sustainable transport and uplift in housing and commercial values. This is further supported by both the Surface Water Plan and Water Cycle Strategy for Bedford and the Marston Vale.
- Ideally the waterway will be incorporated into the Central Beds Council economic strategy in the light of the 'place-shaping' contribution it can make to the Vale and economic benefits this can deliver.
- There will be an optimum route from an engineering and surface water management perspective, that if identified now will help us to work with other stakeholders along the line of the route e.g. potential to develop new rural businesses along the line of the route.

Progress

- IDB meeting (13.01.10) to discuss delivery of the lakes connection via the waterway and utilise the line and level work they have undertaken as part of the Water Cycle Strategy to inform the optimum route for the channel. IDB confirmed their support for a surface water link between the lakes and (subject to further investigation), the acceptability of using the existing line of the Elstow Brook. Prepared to optimise use of consultants Hannah Reed's time to support any Halcrow commissioned line and level work and to make existing survey material available.
- Agreement reached to undertake the necessary line and level survey work for a waterway link between the lakes as part of a programme to manage surface water. As part of the Water Cycle Strategy briefing and specification for the flood risk assessment survey work will be consideration of the how this can be combined with delivery of a waterway link.
- Halcrow have the recently surveyed (2008) and highly detailed LiDAR (Light Detection And Ranging) data for the Vale – courtesy of O&H.

Next Steps

- To undertake the line and level survey of the Vale on the back of the Water Cycle strategy FRA work to investigate the optimum means of linking the lakes.
- To work with Central Beds Council to embed the waterway link as an integral part of the economic development strategy and reflect this in the local planning process.
- To discuss with Barratts/David Wilson Homes, Central Beds Council, O&H Properties and Marston Vale Trust the route and interface between the Marston Moretaine housing development and the waterway. This includes the potential for excavating channel to provide material for the site preparation; use of the brook/waterway to manage surface water; and access route to the Lake.
- Pursue Full Central Beds Council presentation in partnership with CBC officers.

Key Stakeholders

Central Beds:	Officers: Jon Cliff, Andy Lewis, Sue Frost and Liz Wade; Members: Trisha Turner; Ken Matthews
IDB:	John Oldfield
Hannah Reed:	Simon Darch
O&H Properties:	David Reavell, Pippa Cheetham;
MVT:	Tony Talbot, James Russell;
DLA:	Pat Willoughby, David Lock Associates

Package L: Forest Centre to WRG

Active Owner	Central Bedfordshire Council/ MVT/ Bedford Borough Council
Status	Active
Local Authority	Central Bedfordshire Council/Bedford Borough Council
Growth Organisation	Renaissance Bedford
Water management	Environment Agency
Landowners	MVT, WRG Stewartby Water Sports (lease)
Length	1.5km

Map Segment



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Description

This section runs from the Forest Centre side of Stewartby Lake, briefly entering the lake and along the southern shoreline to the exit point into the disused channel running parallel to the western edge of the lake, and ultimately under Green Lane to the WRG section.

Aim

- To confirm that the disused channel running parallel to the lake is fit for purpose.



Fig L – Forest Centre

Progress

- Subject to more detailed proposals Stewartby Water Sports Club are content with the recommended route, but should be kept in the loop as this is explored further.
- A successful bid has been made for £4.5k Growth Funds to commission Halcrow to undertake the line and level studies for the section, to confirm suitability of the channel, the cost of making good and mechanism, the cost of cutting along the soft southern edge of the lake and installing a protective boom, and the alignment with the WRG section and A421 underpass.

Next Steps

- Commission the Halcrow line and level work and dovetail this with consideration of the optimum route around the Forest centre and access to the lake and adjacent channel.
- Re-engage with the Water Sports Club.

Package M¹: Waste Recycling Group (WRG) Stewartby

Active Owner	Bedford Borough Council/ Environment Agency (EA) / Internal Drainage Board (IDB)
Status	Active
Local Authority	Bedford Borough Council
Growth Organisation	Renaissance Bedford
Water management	IDB/ EA
Landowners	WRG
Length	700m

Map Segment



Description

Section M lies within Bedford Borough Council on the boundary with Central Bedfordshire.

From the north edge of Stewartby Lake the route runs under Green lane and along the western edge of the WRG owned Stewartby Landfill site up to the current line of the A421.

Aim

To make good the existing channel on the western edge of the WRG owned Stewartby landfill site and connect with the relief channel originally constructed to take the brook around the Stewartby pit (lake). Both the IDB and Environment Agency (EA) approve the concept of using this section of the waterway to provide much needed attenuation for the clean water run off generated by building up this corner of the site ahead of closure two years hence.



Fig M – Stewartby

Progress

- Halcrow (Phil Marsh) have produced a channel design for WRG that seeks to use this section along with the pound that will take the waterway back along the edge of Stewartby Lake, as storage for the run-off, thereafter to be managed as part of the IDB control of the lake and/or via the channel heading towards Wootton. Halcrow are currently corresponding with WRG to fine-tune detailed plans.
- Maintain dialogue with WRG and the minerals and Waste Planning Team to ensure submission and consideration of a variation to their restoration plan to incorporate/deliver a short section of channel to provide attenuation for the restored site.
- £4.5k GAF secured to undertake line and level work from the underpass back to the Forest centre, to incorporate the WRG stretch and channel alongside Stewartby Lake.

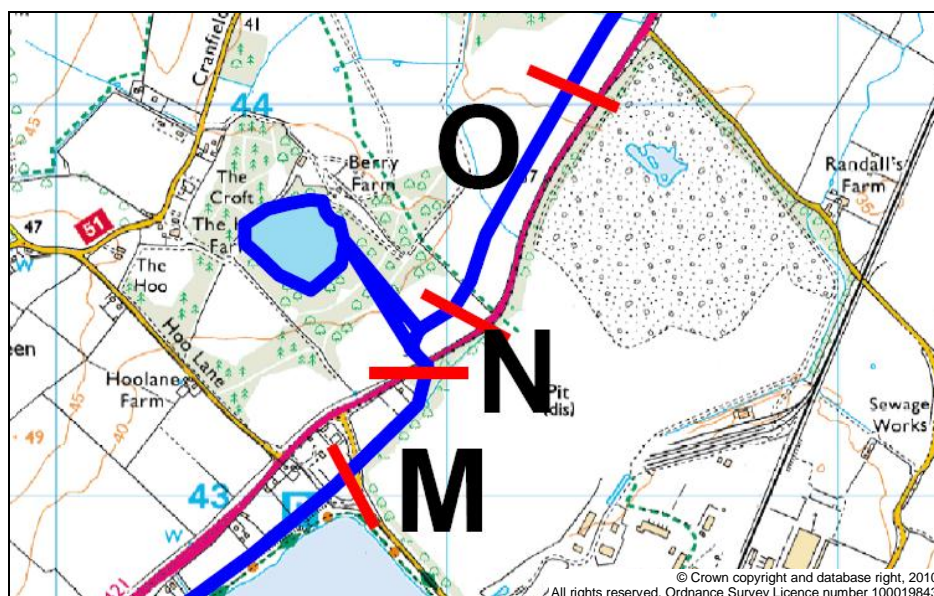
Next steps

- Continue to liaise with Minerals & Waste Planning Team for progress on Restoration Plans and ensuring the waterway section is incorporated.
- Maintain contact with WRG to finalise design.
- Commission line and level work.
- Investigate access route under Green lane (and adjacent small roadway) as part of the line and level remit.
- Re-engage with Stewartby Water Sports Club to keep informed.

Package M²: The land between the A421s

Lead/Active Owner	Bedford Borough Council
Status	Pending Borough intervention
Local Authority	Bedford Borough Council
Growth Organisation	Renaissance Bedford
Water management	Internal Drainage Board (IDB)
Landowners	Highways Agency (HA)/Bedford Borough Council
Length	c. 100m

Map Segment



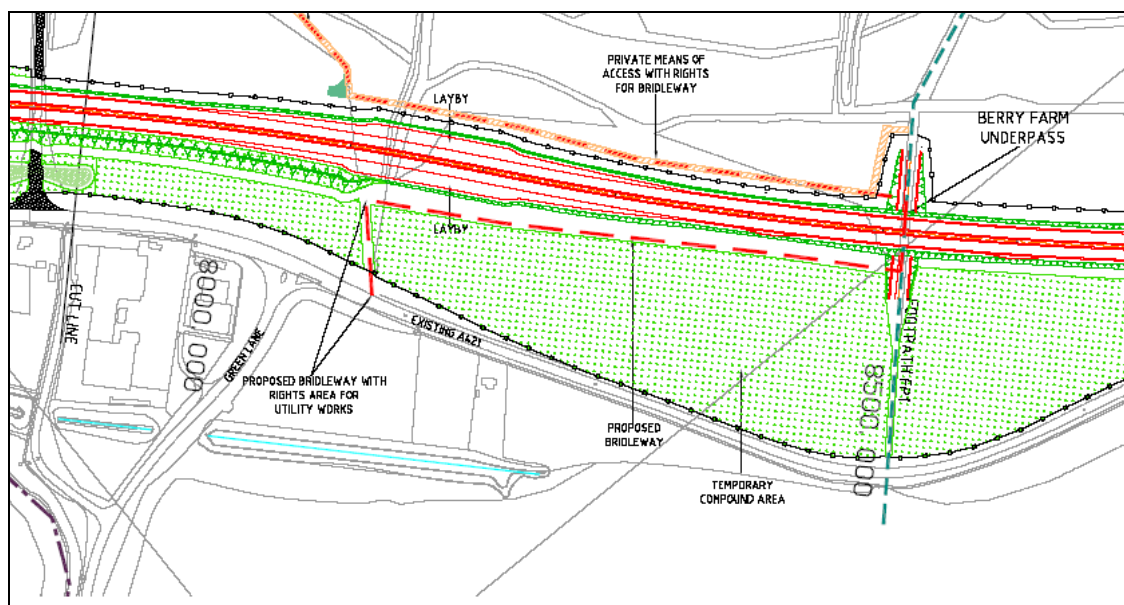
Description

This section sits between the current A421 and the new A421 dual carriageway (not shown above) currently under construction. It terminates at the Berry Farm underpass constructed to accommodate the waterway and multi-user access. Subject of a Compulsory Purchase Order two years ago, this hasn't yet been reflected in the Land Registry entry (August 2009).

Covered by the minerals and waste consent, the HA declined to modify their restoration plans for the site once vacated (currently houses A421 contractor site offices and plant), however the Borough may be in a position to influence this, particularly given the anomaly in land ownership (an incomplete administrative process, but an opening nonetheless for a proposal that the channel is cut in lieu of planting).

[Note: the Lake within Berry Farm wood is no longer required as a borrow pit for the A421 and is unlikely to proceed. However planning consent was granted and it remains an option for the Borough if there was a local market for the material it could generate].

The following map shows the existing A421, the proposed dualled A421 (in red) with the new Berry Farm Underpass (since redesigned and constructed to take the waterway in addition to a footpath) and the channel under Green Lane that will form the route of the waterway alongside the WRG facility.



Progress

- £4.5k GAF secured to undertake line and level work from the underpass back to the Forest centre, to incorporate this section and the WRG stretch.
- Discussions with Sustrans to initiate work on securing an alternative off-road route for Route 51 across the Vale and specifically for provision for the track across the land lying between the old and new A421. Discussion with the HA sought.

Next Steps

- Permission to run the waterway across this section will need to be formally sought from the Secretary of State.
- Potential to be included within HA restoration works: Borough may be able to influence restoration plans (planting) when site is vacated on completion of the A421 dual carriageway – a simple variation to the existing plans could include the channel cut in lieu of planting. Line and level details of dimensions and volumes of material that would need to be built into the landscaping (or used on the WRG site) are available. Route 51 provision now also on the agenda.

Package N: Berry Farm A421 Underpass

Lead/Active Owner	Bedford Borough Council
Status	Works completed, road opening 05/12/10
Local Authority	Bedford Borough Council
Growth Organisation	Renaissance Bedford
Water management	Internal Drainage Board (IDB)
Landowners	Highways Agency/Bedford Borough Council
Length	c. 100m

Completed Structure

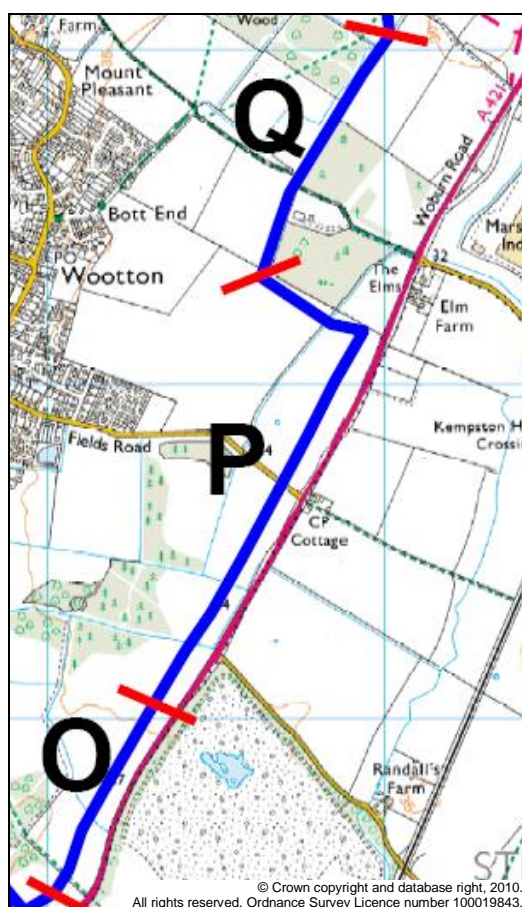


Works completed September 2009. Road scheduled to open 05/12/10, underpass not open for public access until sometime into 2011.

Package O-Q: Fields Road ‘Marston Innovation Park’ economic development site

Lead/Active Owner	Bedford Borough Council
Status	Active
Local Authority	Bedford Borough Council
Growth Organisation	Renaissance Bedford
Water management	Internal Drainage Board (IDB)
Landowners	Bedford Borough Council Persimmon Anglian Water
Length	c. 3km

Map Segment



Description

This section lies between the Berry Farm A421 underpass and the Marsh Leys attenuation ponds, taking in the proposed Bedford BC Marston Innovation Park, the Persimmon Wootton Housing development, and skirting the Anglian Water pumping station.

Bedford & Milton Keynes Waterway Consortium

Aim

To deliver the section of channel between the A421 underpass and Wootton and open up a public access route linking Berry Wood to the forthcoming Marston Innovation Park, and Persimmon Wootton Housing development.



Progress

- October 2009 - Minerals and Waste planning consent (five year) in place.
- Borough Master-plan brief for the 'Marston Innovation Park' incorporating the waterway tendered.
- October 2010 Master-plan showing detail incorporation of a section of channel produced.
- Borough have funds available to complete the master planning work and initiate on-site preparation.
- Potential to cut channel for material to raise height of development land, but also options to divert/utilise line of the Woburn Road ditch and collaborate with Persimmon to do so, and/or route waterway through main body of the site.
- Borough lead - keen to deliver waterway and enhance development.
- Anglian Water (contact Mike Farrer) to confirm acceptability of route alongside pumping station - technical drawing provided and no problems foreseen to date.
- Interest brokered by O&H from WRG, the operators of the nearby Coronation landfill site. Currently being prepared for restoration, the site requires an additional 50,000m³ of material to seal off and landscape the site. Interested in exploiting the synergy with the construction of the Marston Innovation Park and initial excavation of the channel for material to raise the height of the land. Material for the Coronation site could be extracted at the same time and deliver a significantly greater section of the waterway- potentially the entire section back to the underpass. If additional material was needed by either the Innovation parks (phases 1 or 2) or the Coronation site, the Berry Wood minerals planning consent could also be utilised to the benefit of the landowners, Bedford Borough Council.

Bedford & Milton Keynes Waterway Consortium

- A Coronation/WRG deal would deliver the Borough Council objective to construct sections of the waterway and additionally substantially enhance the environmental credentials of the landfill site restoration, itself part of the broader ambition to enhance the Marston Vale.

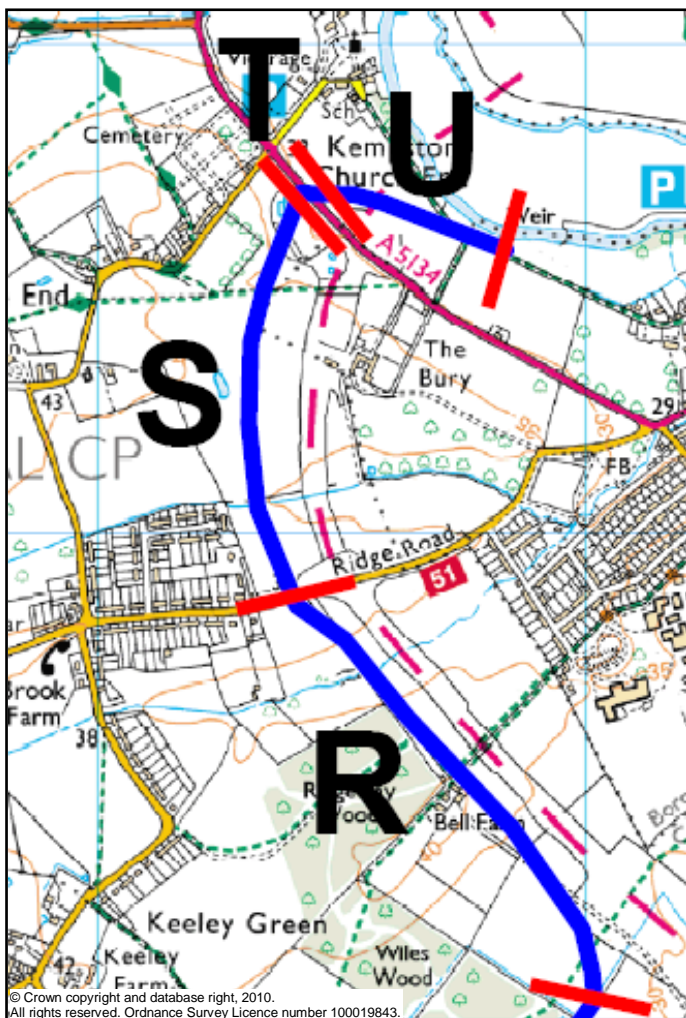
Next Steps

- Master-planning exercise to seek to optimise delivery of the waterway and in doing so, enhance the development underway (David Lock Associates – DLA). Borough to engage with Persimmon and link with negotiations regarding the housing land behind the economic development site – potential infrastructure funding (section 106).
- Monitor the longer term plans for the Marston Innovation Park – Phase 2. This would potentially incorporate and deliver the remaining section for which planning consent has been secured between the Phase 1 development and the A421 underpass.

Package R-T: Wootton to Bedfordia

Lead/Active Owner	Bedford Borough Council
Status	Active
Local Authority	Bedford Borough Council
Growth Organisation	Renaissance Bedford
Water management	Internal Drainage Board (IDB)
Landowners	Bedford Borough Council Persimmon Anglian Water
Length	c. 3km

Map Segment



Watching brief

Anglian Water Main

- 28/01/10 Anglian Water (Jamie Worthington (JW), Mike Farrer(MF) not prepared to install new Biddenham Loop Water main sufficiently deep to accommodate the waterway, although aware of need/crossing points and cooperative in terms of future works to do so. Detailed drawings provided by Halcrow. Subsequent appeal to Anglian Water to consider compromise proposal crafted by Halcrow – awaiting AW response.

Ridge Road playing Fields

- David Wilson Homes, and Parish Council currently undecided as to whether Playing Fields and accompanying Pavilion are to go ahead. Council not keen to maintain Pavilion. If amenities are installed, will need a rethink on layout to accommodate waterway – not a problem with either DWH or Bedfordia. If amenities are rejected MVT will benefit financially and waterway will have the all-clear.

Sustrans

- At the start of this section, Sustrans Route 51 will run adjacent to the waterway from the start at the Grand Union canal, and eventually branch off to make its way through the new David Wilson Homes development. The proposal is that a sister route to be signposted as an alternative forms a loop running around the western side of the bypass through to the junction with the river. This will form a circular leisure route.
- Trust Directors have subsequently walked the potential re-route of Route 51, along with Sustrans representatives with a view to making the case for a permissive route to be established and to campaign for its construction section by section.
- Discussions with Anglian Water suggest that there may be a possibility to persuade Anglian to lay the cycleway on top of their proposed new water-main – thereby creating a useful access route for maintenance and ensuring it is constructed appropriately for the purpose.

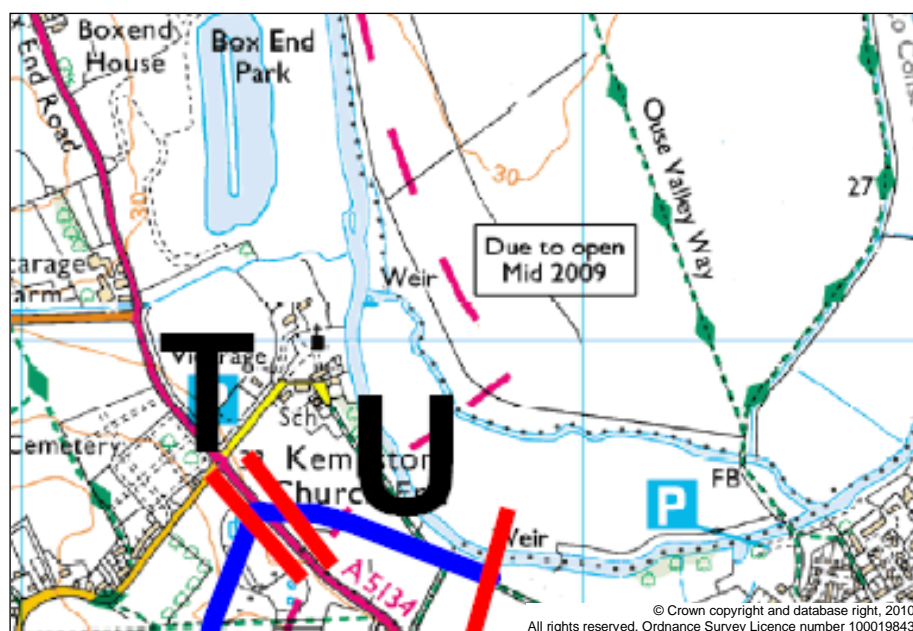
Next steps

- Liaise with DW Homes to ascertain current position.

Package U: Kempston Junction

Lead/Active Owner	B&MK/Bedfordia
Status	Active
Local Authority	Bedford Borough Council
Growth Organisation	Renaissance Bedford
Water management	Environment Agency / British Waterways
Landowners	Bedfordia Gordon Family Trust
Length	c. 700m

Map Segment



Description

This section constitutes the waterway junction with the River Great Ouse, the future head of navigation and new town centre west destination point.

Aim

To establish a new head of navigation, destination point. At present the optimum route is perceived to be across the Bedfordia owned section incorporating Ladies Walk (Kempston Charity) and the Causeway. This will pick up the waterway as it travels under the western bypass arches at Kempston Church End and run it into the river below the weir. Bedfordia will permit access directly into the river, but to enter below the weir will require an enabling scheme to justify bisecting the land in between. A potential scheme is being worked up involving the Environment Agency Planning Liaison Team, Halcrow, and Nicolas Tye Associates. This seeks to capitalise on the Roman archaeology of the site, to create a destination point at the head of the river and to mitigate flood risk further downstream.



Fig U – River Great Ouse below Kempston weir

Progress

The **Trust** is currently seeking funds to undertake an initial preliminary (c.£2k) and follow-up detailed Flood Risk Assessment (FRA) (c.£8k) and contribution to the 2D re-modelling of the proposed development.

Renaissance Bedford – exploring Programme of Development (PoD) and/or HCA under spend options for funding the FRA studies; September 2010 – EA actively seeking funds for the preliminary FRA; If unsuccessful an alternative source may be the banked Halcrow time available to Bedford BC.

Nicolas Tye Associates – have developed an initial 2D model and are awaiting FRA studies before revisiting this to adjust the development footprint and re-model. Initial pro bono work greatly appreciated but the Consortium will need to resource the next phase.

Environment Agency - input on two fronts: Roger Valentine, Neville Benn (Planning Liaison Team) and Paul Separovic (Waterways Development Officer); regarding the Head of Navigation restoration, technical study and Waterspace Strategy. Adam Ireland (LiDAR), Geoff Brighty (Central Area Manager) and Richard Glen (EA engaged consultant).

Bedfordia – John Ibbett (Chairman and Chief Executive) and Nick Chapman (Director of Property & Development), awaiting worked up proposal from B&MK/Nicolas Tye.

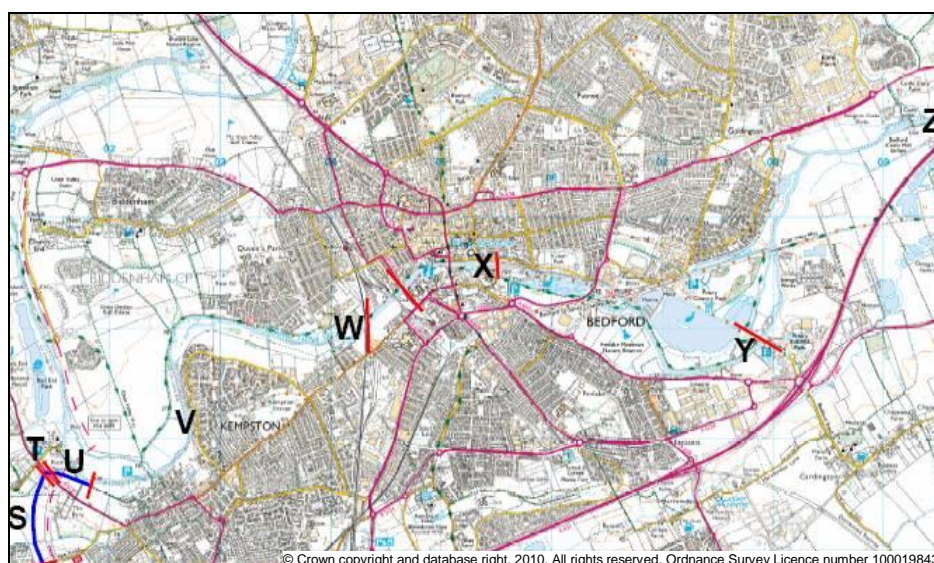
Next steps

- Funding required to undertake the FRA – an essential pre-requisite, following which a worked up/visualised design will be taken back to Bedfordia – who if minded to follow through, may then pursue the necessary pre-planning phases, inc. trial trenching etc, ahead of a planning application to the Borough. Inherently linked with the Waterspace Strategy proposal and plans to reinstate the Head of Navigation.
- Renaissance Bedford to advise when Growth Funds/HCA under-spend may become available. Outline bids {c£2k preliminary FRA survey; c£8k full FRA survey; £2.5k NT Associates 2D remodelling] discussed and registered.
- Continue to review and consider alternative options for entering the river – of which there are a number. Environmental considerations, EA guidance and land ownership issues currently determine the preferred option.

Package V-Z: River Great Ouse Waterspace, Bedford

Lead/Active Owner	Bedford Borough Council: given the significance of the work for the Borough and the potential to harness the river in support of the regeneration the town centre, this work-stream should sit well with the Borough in partnership with the Environment Agency (EA)
Status	Active: Waterspace Strategy underway October 2010
Local Authority	Bedford Borough Council
Growth Organisation	Renaissance Bedford
Water management	Environment Agency
Landowners	Various
Length	c. 8km

Map Segment



Description

This section takes in the existing navigable part of the River Great Ouse from Willington to the County Bridge at Prebend Street in Bedford, and adds to it the section to the west through to just beyond Kempston weir. The aim is to restore the Head of Navigation back up to Kempston Mill (in practice fractionally further to allow the waterway to join the river just below the weir).



Fig X1 – Narrowboat passing the rowing club



Fig X2– Town Lock

Aim

- To restore the Head of Navigation to the upper western reaches of the river in Kempston.
- To create a new destination point and junction for the waterway in Kempston, providing a three-four hour cruising route from Priory Marina and creating the conditions and facilities for a water-taxi/bus service from Kempston through the town centre and beyond.
- To open up the Bedford navigation to a wider range of water borne traffic through tackling the technical obstacles and making the necessary improvements to allow multiple use of the river without compromising existing activity.
- To use the river as a catalyst to the regeneration of the town centre and to optimise the town's finest feature.
- To open up the river corridor as part of the green-space strategy for the town and to establish access routes into the surrounding countryside.
- To establish a long term partnership between the Environment Agency and the Borough to develop and maintain the river corridor in perpetuity.

Progress

- EA funded technical study complete – providing detailed costed options and informing the prioritisation of works to upgrade the river corridor.
- EA commissioned specification for a major Waterspace Strategy for Bedford complete and joint Borough/EA funding package agreed.
- Various potential stakeholders consulted, e.g. Bedford College, with a view to establishing a steering group for the Waterspace consultation.
- EA and Halcrow engaged with independent architects to visualise and test out development options for the new Head of Navigation in Kempston – see Package U: Kempston Junction, for details.
- Initial discussions with Borough re PR campaign to support/consolidate the strategy work.
- Detailed drawings of the Bedford-Bletchley line railway bridge in Bedford now obtained - Halcrow considering options.

Next Steps

- The jointly commissioned EA/Borough Waterspace Strategy will set the technical study data into the broader economic context and allow priorities to be set.
- A Steering Group should be established in support of the Waterspace Strategy work. This should include key stakeholders – Bedford College, the Council, Chamber of Business and Community representatives to ensure it covers all bases and is able to produce a deliverable strategy, taking in both the more modest improvements that can be made to the more ambitious projects that will help transform Bedford. Richard Glen (EA commissioned consultant) to progress.
- Work via the Waterspace Strategy, but undertaken by the broader partnership, to engage with stakeholder groups and communities along the line of the river.
- Revisit site allocations plan with Bedford Borough Council planners.
- Further develop synergies with the Bedford Green Wheel (Joel Carré, Simon Fisher, Bedford Borough Council).
- Bedford Rowing Club – Richard Wood (RW) meeting with David Catlin, Will Everett and John Quenby (Feb 2010).
- River festival collaboration with Bedford Borough and EA.
- Waterspace Strategy delayed until September 2010 - now underway.

Key Stakeholders

Bedford Borough Council: Cross cutting agenda. Planning; Regeneration; Land & Property; Economic Development; Leisure Services etc.

Environment Agency: Roger Valentine; Paul Separovic; Neville Benn (Planning Liaison Officer). Richard Glen (Consultant), Erin Vos (Project Manager).

Renaissance Bedford; Drew Marchant

Halcrow: Phil Marsh (technical study)

Annexe

B&MK Studies 2006-2010

Date	Title/Purpose	Consultant / contact	Organisation	format
Apr-06	Supporting Evidence for BIG Lottery - Living Landmarks Stage 1 bid for MK Waterway Park (successful)	various	B&MK and its consultants	Word docs+bound copy also Archive Box/File of detailed reports
Dec-06	BIG Lottery - Living Landmarks Stage 1 bid for MK Waterway Park (successful)		Halcrow Group Ltd B&MK	Word & excel
2006-2007	MK Waterway Park - Community Consultation Exercise (Planning for Real)	Shelagh Gould	Neighbourhood Initiatives Foundation	pdf bound copy
Jan-07	MK Waterway Park Planning Application	Paul Williams	Halcrow Group Ltd British Waterways B&MK Waterway Trust	CD-ROM (8)
May-07	BIG Lottery - Living Landmarks Stage 2 bid for MK Waterway Park (shortlisted)	various	Halcrow Group Ltd British Waterways Chris Blandford Assocs & Ireland Associates	CD-ROM(2) or pdf & Word Docs & A3+A4 binders (4)
May-07	MK Waterway Park - Landscape Stage 2 rept & figs	Nick Harper Chris Blandford	Chris Blandford Assocs	CD-ROM (7)
Jun-07	MK Waterway Park Environmental Statement - Ecology Additional Information	DGW	Halcrow Group Ltd	bound copy
Jul-07	MK Waterway Park - BIG Lottery review visit bid supporting information	various	B&MK and its consultants	Word docs filed copy+CDs
30-Aug-07	Design & Sustainability Review MK Waterway Park BIG Lottery bid	Richard Saxon	EC Harris LLP	Word doc
Dec-07	Geological survey notes - Ridgmont and Western Bypasses	Peter Banham		email
Oct-08	Costings spreadsheet update - waterway and landscape construction elements	Rick Bonewell	Morrison Construction	excel
Oct-08	Line & level : Stewartby to Kempston	Paul Williams	Halcrow Group Ltd	pdf designs
Dec-08	Stewartby to River Gt Ouse Line & Level drawings	Paul Williams	Halcrow Group Ltd	Ten pdf designs
Sep-09	Economic Impact Assessment Bedford & Milton Keynes Waterway	Diarmid Hearn Willie Macleod	SQW Consulting	full & summary
Oct-09	Minerals & Waste Planning Application and associated studies (EIA etc)	Dominic Watkins Paul Williams Jennifer Roberts	Chris Blandford Assocs, Halcrow Group Ltd, URS	pdfs and word docs
Oct-09	River Great Ouse Navigation Feasibility Study - Kempston to Cardington	Phil Marsh	Halcrow Group Ltd	pdf CD-ROM(1)
Jan-10	Line & level adjacent to WRG landfill site near Stewartby Lake	Phil Marsh Alan Bulpin	Halcrow Group Ltd Waste Recycling Group (WRG)	pdf
on-going	Cranfield University MSc research thesis	Keith Weatherhead	Cranfield University	

Earlier Studies

Date	Title/Purpose	Consultant	Organisation	format
Mar-05	The Bedford Milton Keynes Waterway – Cost-Benefit Appraisal	Matt Rayment Ilka Rzymann	GHK Consulting Ltd	word doc

Policies

The Trust has evolved policies on:-

- Equal Opportunities
- Child Protection
- Health & Safety
- Grievance
- Confidentiality & Data Protection
- Sustainability

these will need to be updated and extended for the Consortium.

Related Studies

Date	Title/Purpose	Consultant / contact	Organisation	format
Aug-05	The Use of Urban Canals for Sustainable Urban Drainage	Geoffray Lambert	Cranfield University	pdf
Mar-07	Environmental Statement A421 Improvements M1 Junction 13 to Bedford	Balfour Beatty /Scott Wilson	Highways Agency	pdf
May-07	The Economic Impact of Waterway Development Schemes: Volume 4	James Leather Urmy Shukla	GHK Consulting Ltd	full & summary
Apr-08	LiDAR for Marston Vale (vertical accuracy:150mm) Marston Moretaine to Bedford		Environment Agency	n/a
Nov-08	LiDAR for Marston Vale (accuracy: 100mm) M1 to Bedford	Ben Mitchell, Rob Hall	Peter Brett Associates	pdf map & dwg files
Sep-09	Brooklands - Southern Drainage Strategy and District Park/Canal Interface		Peter Brett Associates	CD-ROM(1)

B&MK Visuals

Date	Title/Purpose	Consultant / contact	Organisation	format
Jul-07	CBA figs	Nick Harper	Chris Blandford Associates	CD
Jul-07	MK Waterway Park - Presentation to BIG Lottery	Geoff Wheeler David Monk	B&MK-monkVision	CD
Sep-07	BIG MK Waterway Park Living Landmarks Film	Rebecca Ramsden	twofour	CD
Apr-08	Helicopter rushes 0.5 speed corrected	Geoff Wheeler David Marks	B&MK	CD
2008	A Golden Opportunity	Geoff Wheeler David Monk	B&MK-monkVision	CD
Sep-09	Project Visual Identity and Branding Guidelines	Turly Humphries	The Set & The Legal Set	Word