

# Bedford & Milton Keynes Waterway A-Z Project Delivery Plan



## Preface

Welcome to the 2011 update of the Project Delivery Plan for the Bedford & Milton Keynes Waterway. The update is published to coincide with Partnership Conference, held in November, which this year will celebrate the 200th anniversary of the first proposal for the waterway.

The Bedford & Milton Keynes Waterway will be a new 26km link between the River Great Ouse at Kempston in Bedford and the Grand Union Canal at Newlands in Milton Keynes. The Waterway will be located within a green corridor in three sections; Bedford Waterway Park, Marston Vale Waterway Park and Milton Keynes Waterway Park.

The project is promoted by the Bedford & Milton Keynes Waterway Consortium, an informal partnership of local authorities, navigation authorities, long term green infrastructure maintenance trusts and the Bedford & Milton Keynes Waterway Trust. Members are:

- Bedford Borough Council;
- Bedford & Milton Keynes Waterway Trust;
- British Waterways;
- Central Bedfordshire Council;
- Environment Agency;
- Marston Vale Trust;
- Milton Keynes Council;
- The Parks Trust.

Since the last edition in November 2010, the project has won three prestigious accolades at the 2011 Waterways Renaissance awards:

1. Strategy and Masterplanning (Winner)
2. Outstanding Achievement (Winner)
3. Partnership (Runner up)



*The B&MK team with their awards and Helen Carey, chair of the Awards Assessment Panel (far right).*

**Bedford & Milton Keynes Waterway Consortium**  
**A - Z Project Delivery Plan**

We aim to continue this work for the next iteration and also begin to include other opportunities along the route, particularly economic development and green infrastructure in order to develop from delivering the navigation elements of the Waterway project to a comprehensive Waterway Park offer.

This document presents the project into 26 deliverable sections, labelled A to Z, and is structured as:

<b>Introduction</b>	How the Waterway is being progressed
<b>Section A</b>	Progress on securing the Waterway in the planning process
<b>Sections B-Z</b>	Progress on the individual sections
<b>Bibliography</b>	List of relevant documents, references and studies



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Pictures	Image reproduction courtesy of the Bedford & Milton Keynes Waterway Trust, British Waterways Photo Library, the British Waterways Archive, Bedford Borough Council, Paul Mellor Photography and URS Scott Wilson.			

## 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 in 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.

Thank you to URS Scott Wilson for help with the production of this document and the many upgrades to the Trust's displays over the course of the year.

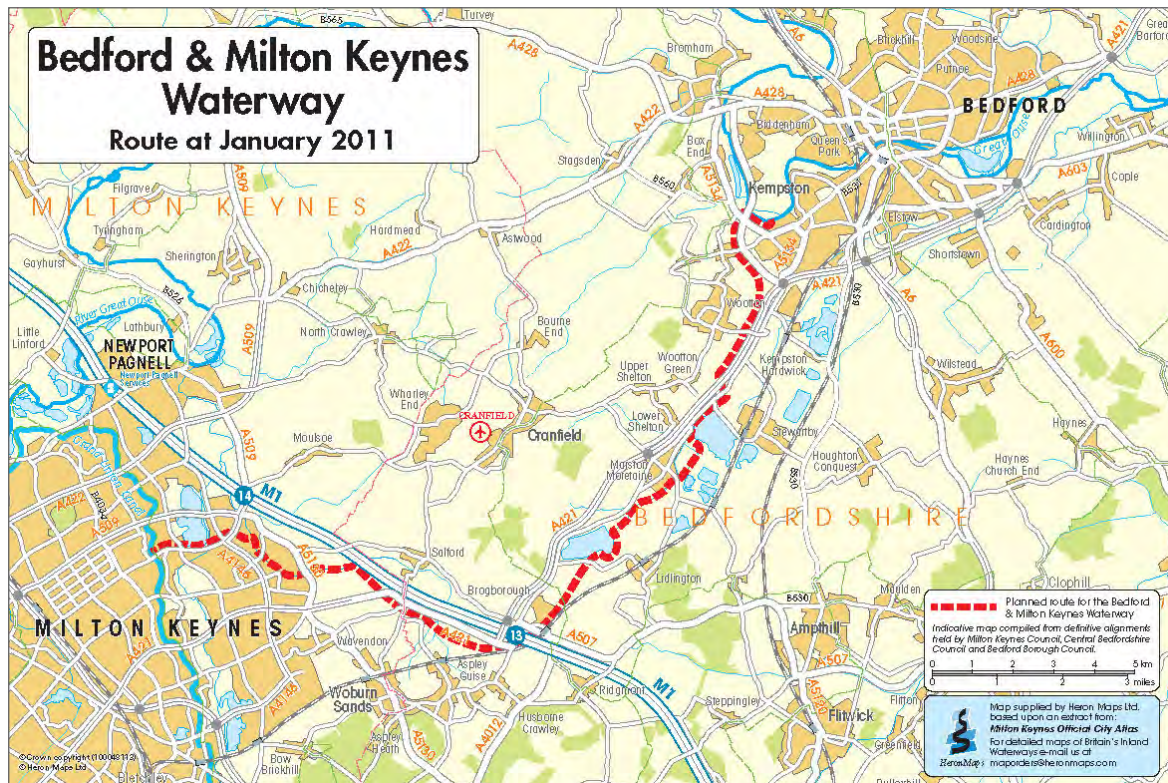
**Bedford & Milton Keynes Waterway Consortium**

**November 2011**

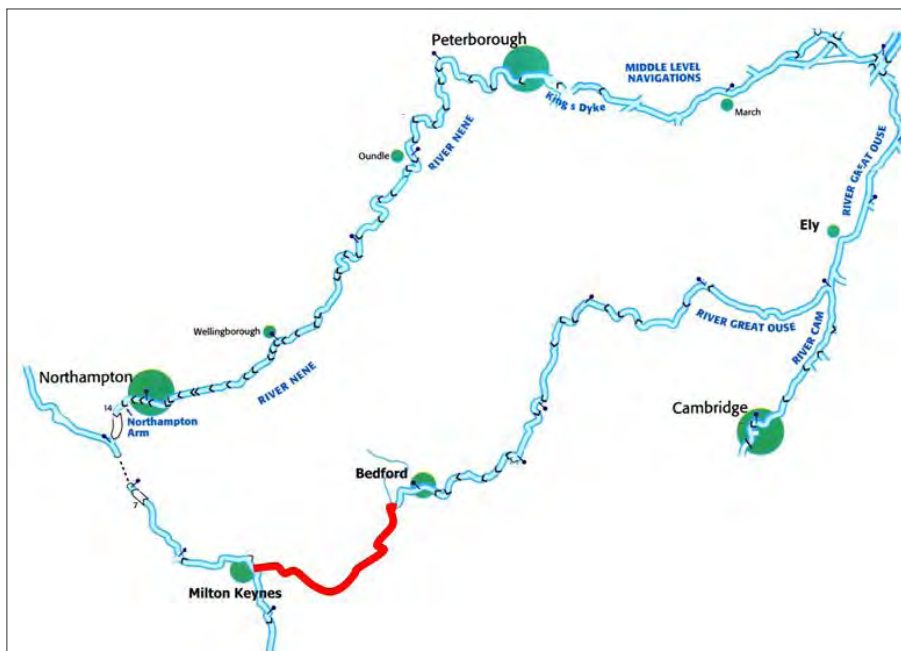
Please direct any questions regarding this document to [info@b-mkwaterway.co.uk](mailto:info@b-mkwaterway.co.uk)

## 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.



The Bedford & Milton Keynes Waterway Trust's "Route at January 2011" is an illustrative map giving an excellent overview presentation of the route.

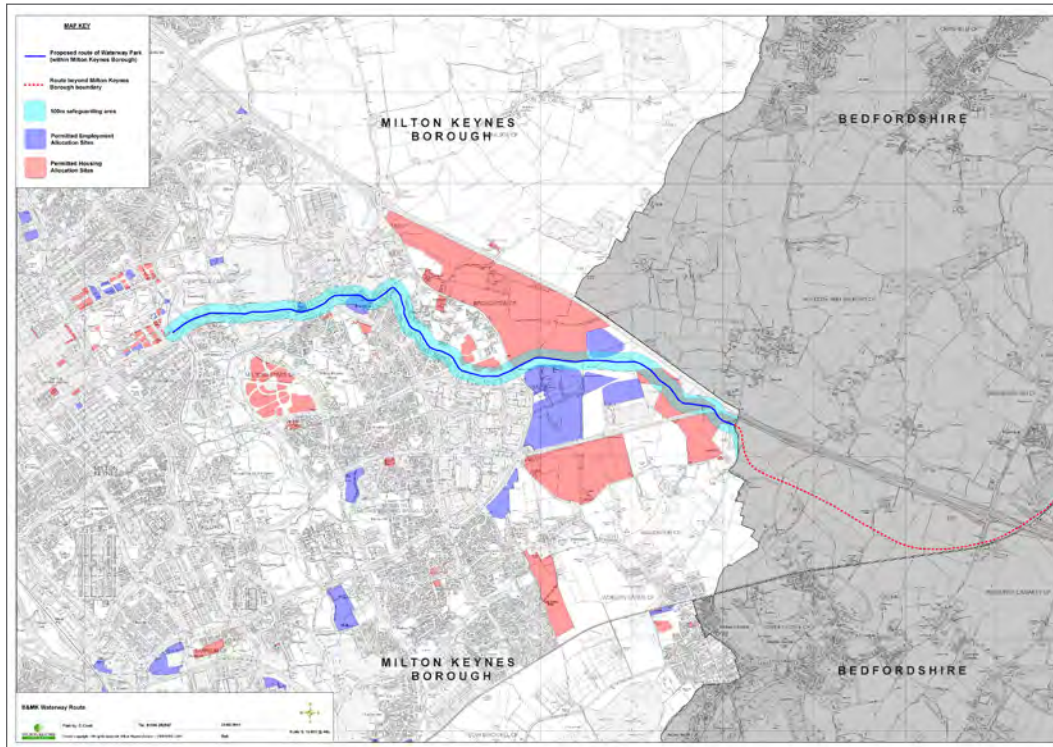


The Bedford & Milton Keynes Waterway plans to 'Close the Gap' between the main national canal network and the Fens Waterways.

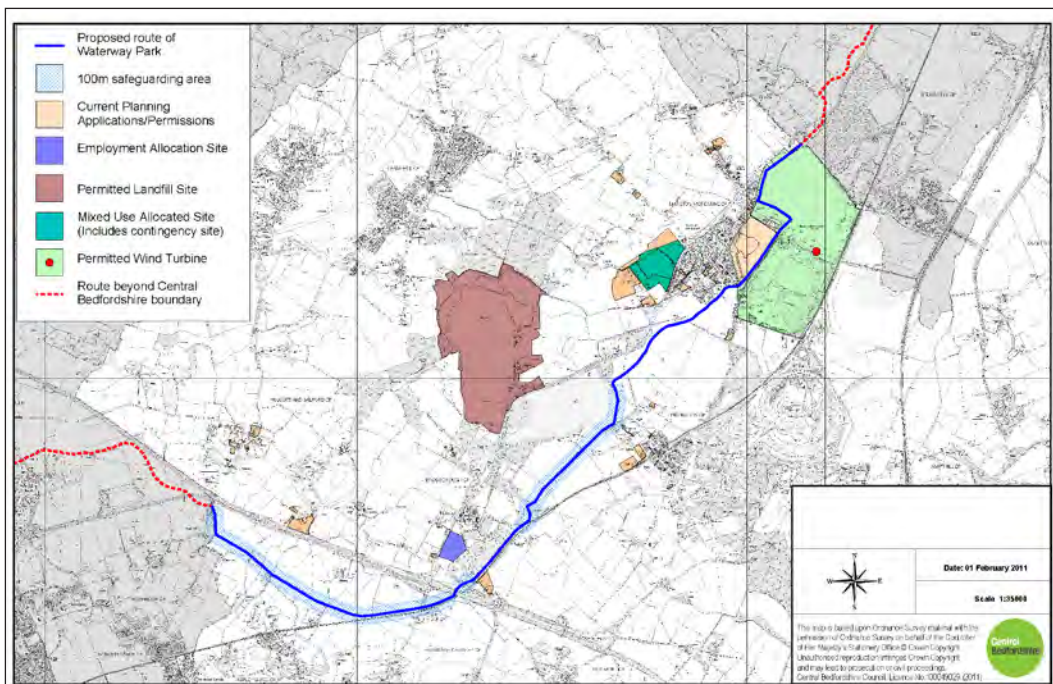


**Bedford & Milton Keynes Waterway Consortium**  
**A - Z Project Delivery Plan**

The definitive Waterway route maps are held by, maintained by and shared between the three Local Planning Authorities along the route, Bedford Borough Council, Central Bedfordshire Council and Milton Keynes Council. The three maps presented here are drawn from their respective Geographical Information Systems.

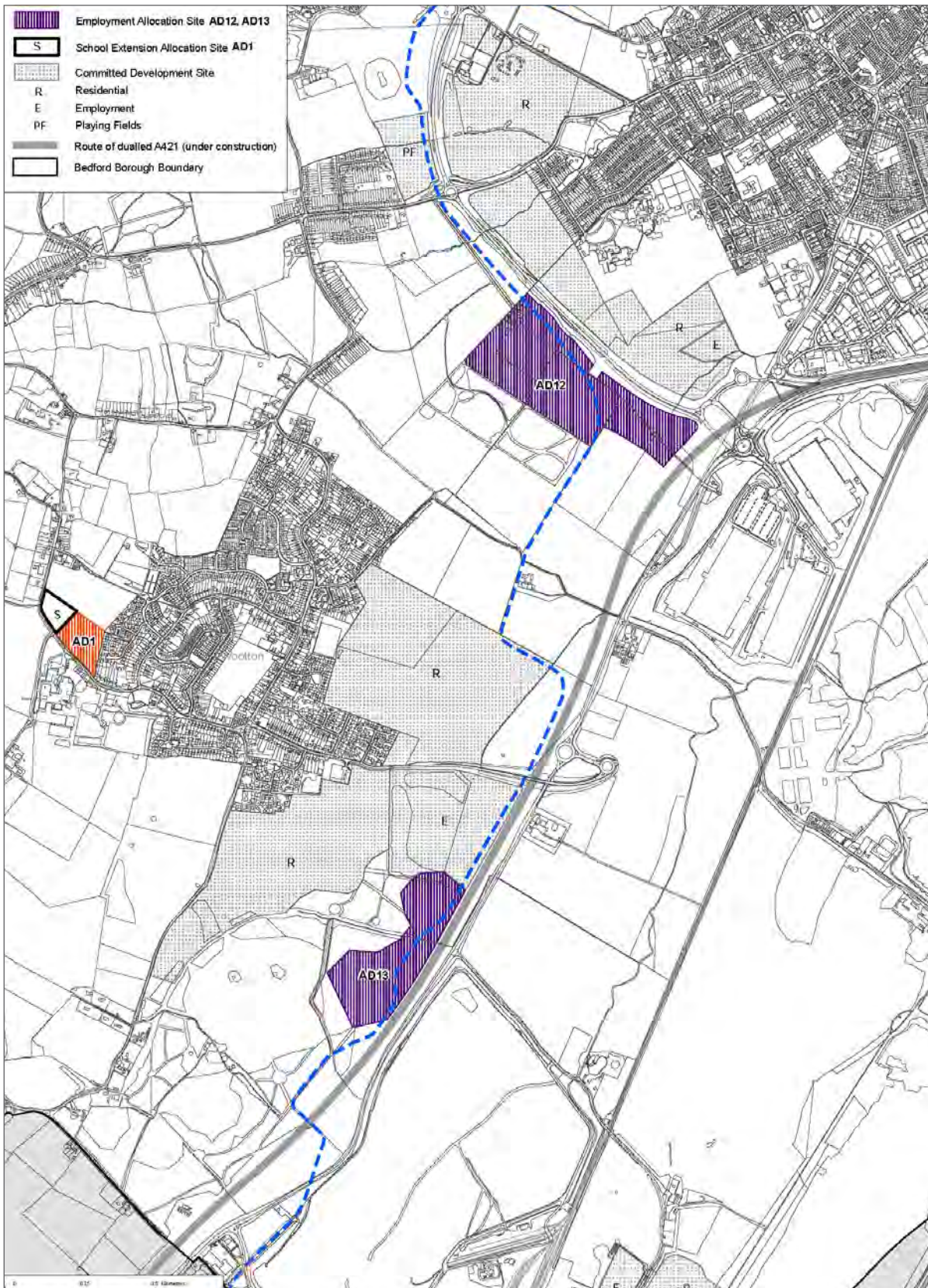


Within Milton Keynes, the Waterway route is embedded in the Local Plan, adopted 2005. The Council has prepared their Core Strategy with the Waterway related policies retained as those in the Local Plan. Additionally, the Waterway route has Outline Planning Permission within the main city area and Full Planning Permission within the Eastern Expansion Area.



Within Central Bedfordshire, the Waterway route is embedded in the Core Strategy and Development Management Policies (North Area), adopted November 2009.





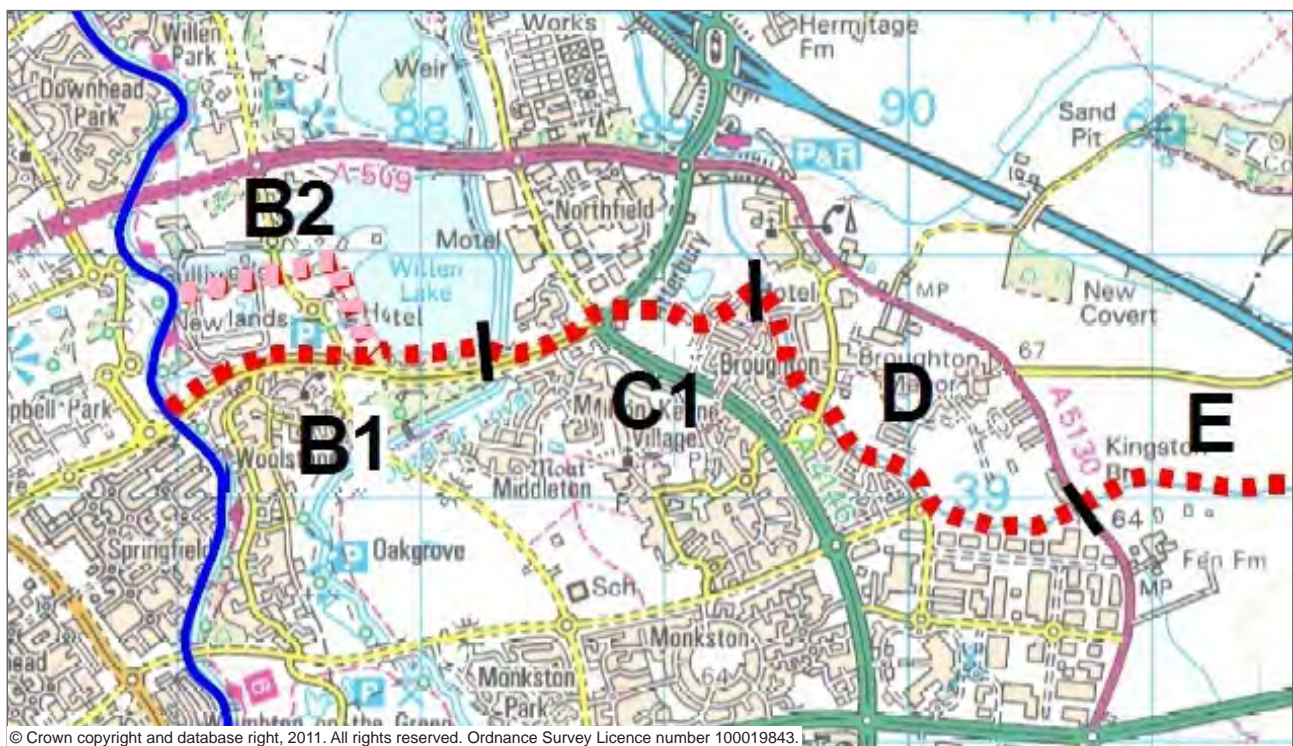
Within Bedford Borough, the Waterway route is embedded in the Core Strategy and Rural Issues Plan, adopted 2008, and shown as a concept route on the Key Diagram. The Bedford Borough Allocations and Designations Development Plan proposes the B&MK Waterway as a Borough Wide Infrastructure Designation and includes this detailed map. The Allocations and Designations process is well advanced and is scheduled to be adopted by the Council in early 2013.



## Package B1 & B2: Grand Union to Willen Lake

<b>Active Owner</b>	MK Council / MK Parks Trust
<b>Status</b>	Active
<b>Local Authority</b>	Milton Keynes Council
<b>Water management</b>	British Waterways
<b>Landowners / Water body owners</b>	Homes and Communities Agency Parks Trust (MK) - 999 year lease from MKC Parks Trust (MK) - 125 year lease from Anglian Water
<b>Length</b>	c.1.5km [1km on land plus 0.5km 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 B1, 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.



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 of 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 the 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 Milton Keynes Waterway Park Steering Group (a sub-committee of the Consortium) have identified the GU-Willen project as a one of a series of 'iconic' projects MK Council 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;
- A discussion has been held with the Buckinghamshire and Milton Keynes Fire & Rescue service to see if we can accommodate **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; However due to financial constraints the Fire & Rescue Service are unable to pursue this in the short term;

- British Waterways, and, it is hoped, their successor body The Canal & River Trust, 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 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;
- Other regional stakeholders with a relevant interest include South East Midlands Local Enterprise Partnership (S.E.M.L.E.P.) of which MKC, Central Bedfordshire Council and Bedford Borough Council are partners;
- 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

**MKPT:** David Foster

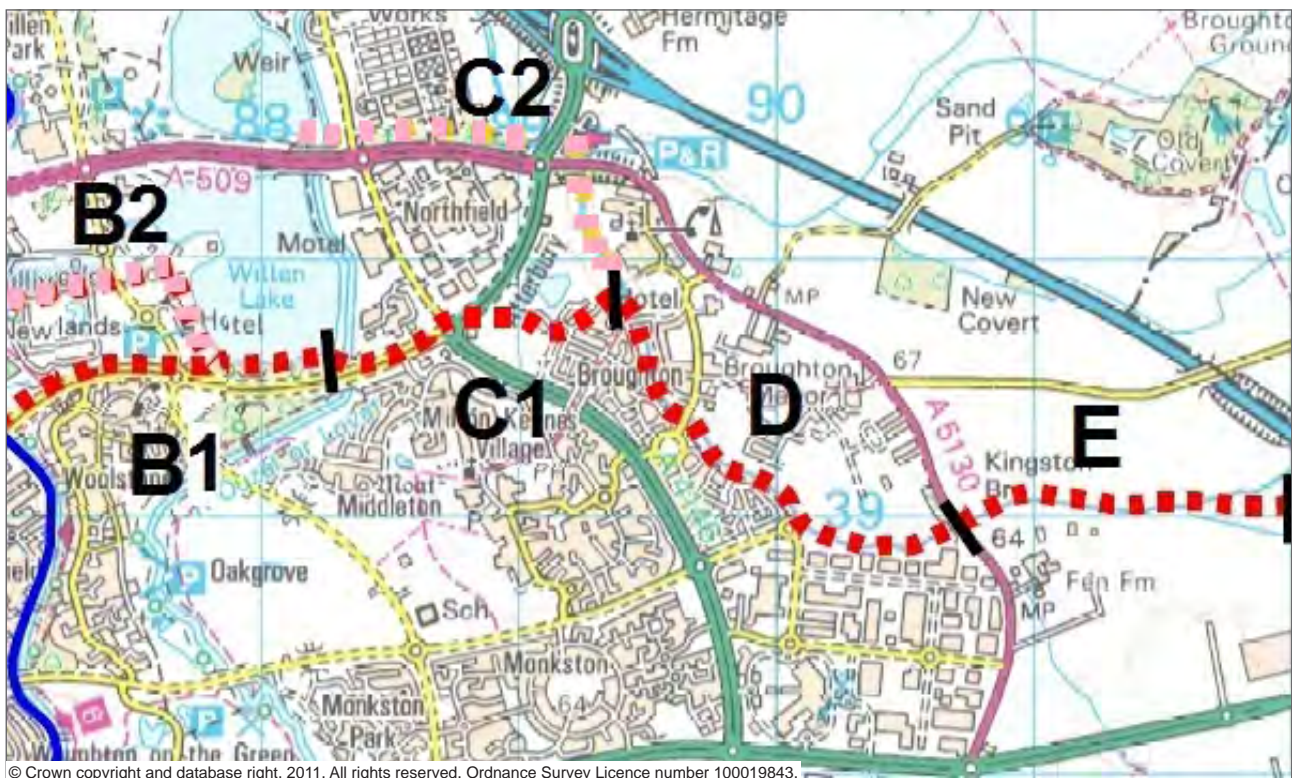
**B&MK:** John Best, Graham Mabbutt

#### **Gullivers**

## Package C1: Willen Lake to Broughton Brook via Atterbury

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

### Map Segment



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### 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 and is the route included in the current Planning Permission.

### Key stakeholders

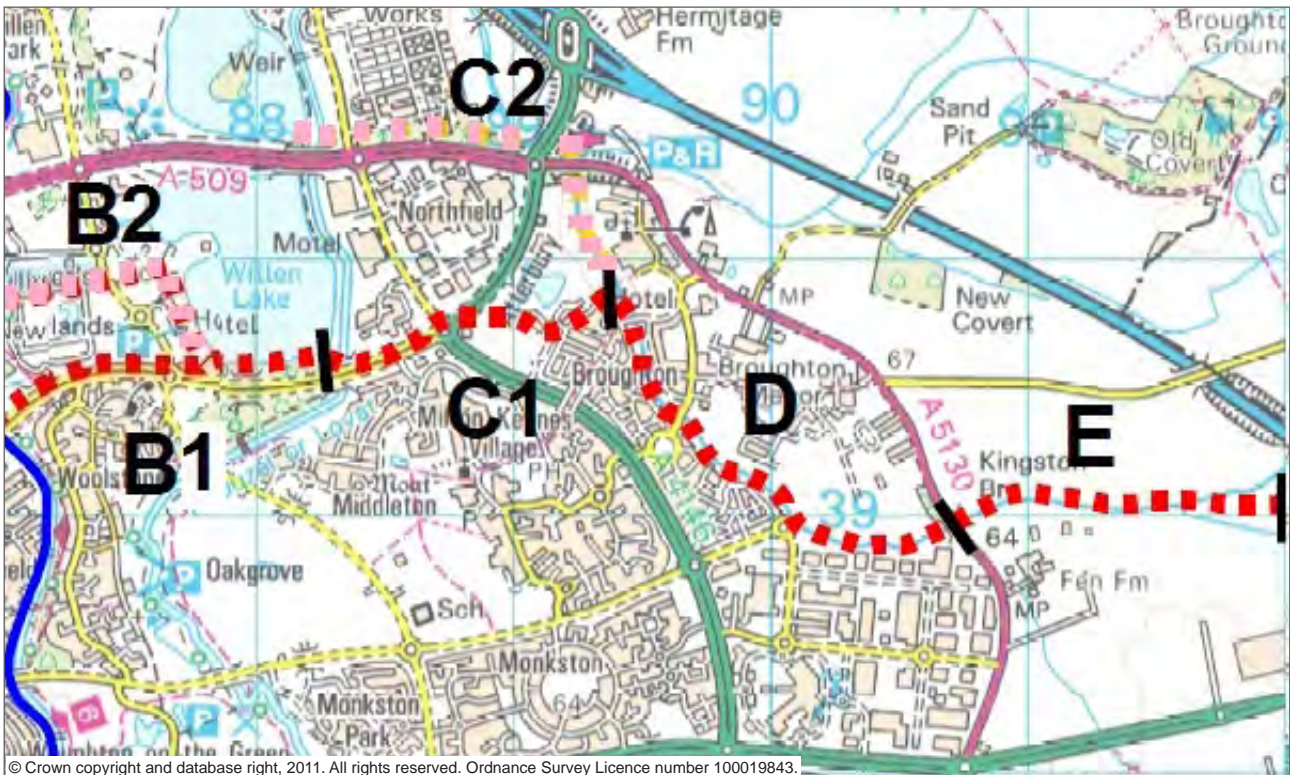
**MKHA (MK Hindu Association):** Kapil Dudakia and Raj Chauhan



## Package C2: Willen Lake to Broughton Brook via Pineham

<b>Active Owner</b>	MK Council
<b>Status</b>	Pending
<b>Local Authority</b>	Milton Keynes Council
<b>Water management</b>	British Waterways, Internal Drainage Board
<b>Landowners</b>	Parks Trust (MK)
<b>Length</b>	1.8km

### Map Segment



### Description

An alternative route between the Lake and the Brook has been suggested exiting the Lake at the northeast corner and running via an aqueduct over the River Ouzel (required for both C1 and C2 options for flood management), through the embankment under V11 Tongwell Street, following the ditch running to the north of H5 Portway, into the Brook near Northfield Roundabout and under the existing road bridges.

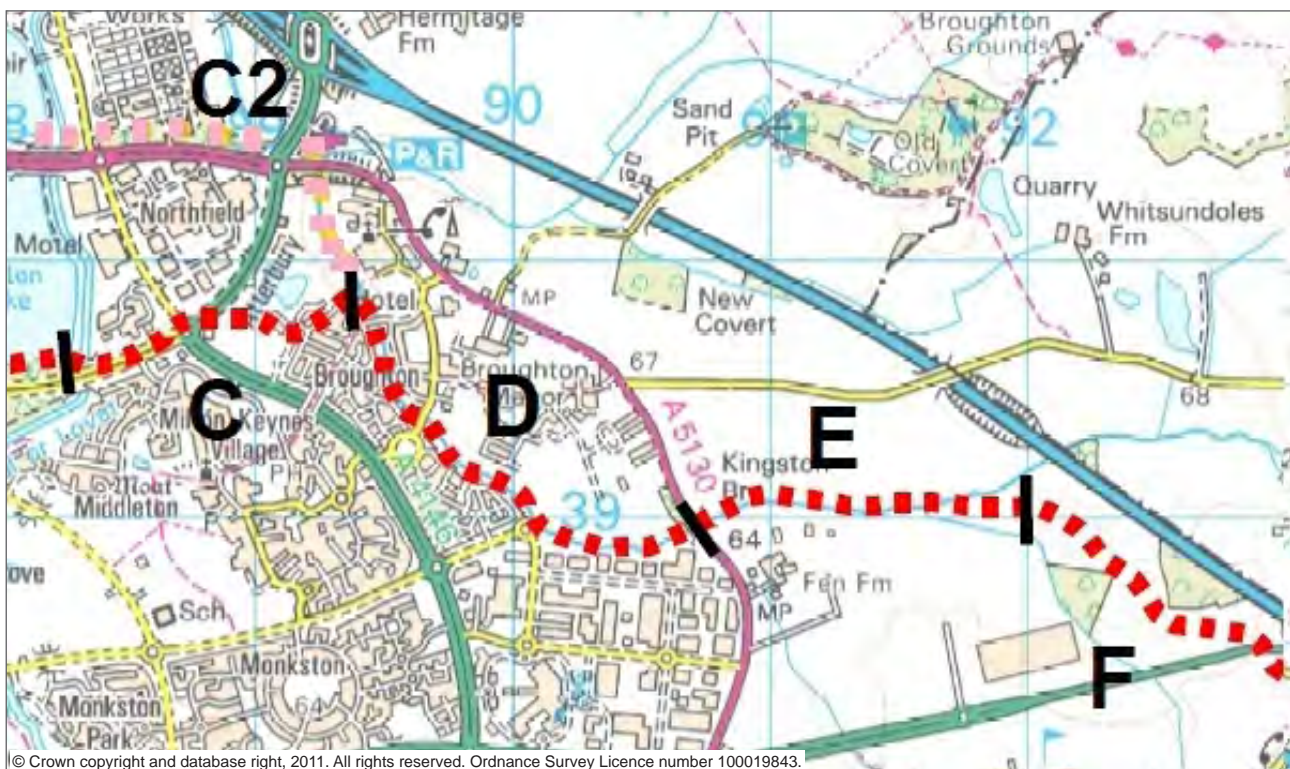
Initial assessments of the suggestion are that there are no major engineering constraints, (there may be a requirement to divert a high pressure water main near V11 and to raise the footbridge near the Coachway). The overall cost could be 30% lower on a like-for-like Lake to just short of the Broughton Cable Stay Bridge basis and this route is likely to prove simpler to deliver technically.

This suggested route has no official status at this time, but may offer advantages, particularly if Package B2 is pursued during the MKPT Masterplanning for Willen Lake.

## Package D: Broughton

<b>Active Owner</b>	MK Council
<b>Status</b>	Pending
<b>Local Authority</b>	Milton Keynes Council
<b>Water management</b>	British Waterways
<b>Landowners</b>	Homes and Communities Agency Parks Trust (MK) - 999 year lease from MKC
<b>Length</b>	2km

### Map Segment



### Description

This section runs between the point where the new waterway joins Broughton Brook in Atterbury, under the iconic Cable Stay bridge in Broughton and on towards the A5130 Newport Road. 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 given.

Note: The area on the map marked “Broughton Manor” has been developed and is now known as “Broughton Gate.” Likewise the area to the north of the A5130 is currently being developed and is now known as “Brooklands”.





**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

<b>Active Owner</b>	MK Council / Homes & Communities Agency
<b>Status</b>	Active
<b>Local Authority</b>	Milton Keynes Council
<b>Water management</b>	British Waterways
<b>Landowners</b>	Homes and Communities Agency Parks Trust (MK) - 999 year lease from MKC
<b>Length</b>	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.

On the map the area under “D” marked “Broughton Manor” is now developed and is known as Broughton Gate, the area to the east is under construction and is known as Brooklands, the area below “Fen Farm” is under development and is known as “Magna Park”.

### 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 second phase of 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:-**

- Through the Consortium, 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 to ensure spoil from second phase of the bund is taken from the line of the B&MK waterway.

## Key Stakeholders

**MKC:** Nick Fenwick

**DLA:** Robert Purton, David Lock Associates

**Places for People:** Simon Elcock

**Gazeley**

## Package F: Broughton Brook to Milton Keynes / Central Bedfordshire boundary

<b>Active Owner</b>	Milton Keynes Council
<b>Status</b>	Active
<b>Local Authority</b>	Milton Keynes Council
<b>Water management</b>	British Waterways
<b>Landowners</b>	MK Council, MK Parks Trust, Gazeley, Gallaghers and others
<b>Length</b>	1.5km

### Map Segment



### Description and watching brief

On the map the area below “Fen Farm” is under development and is known as “Magna Park”.

This 1.5km 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), currently under development, and Local Plan Strategic Reserve Areas, following the route of Broughton Brook and then running parallel to the M1 motorway.

The consented alignment for section F of the waterway locks out from a new basin on the Broughton Brook and follows roughly the line of the existing field drainage ditch to a new Marina Basin east of the triangular Fox Covert Wood. Temporarily, navigation could terminate at this point until sections G onwards were complete. The area to the south, known as Magna Park, is partly developed as a logistics centre, and any road connections with areas to the north of the waterway will be required to provide for navigation on the waterway.



The area between Magna Park and the M1 motorway is designated as a Strategic Reserve Area, SRA1, with several other Strategic Reserve Areas designated to the south of the A421 opposite Magna Park. The designation, description and form of development of these Strategic Reserve Areas combined is currently under review by MK Council. Their implementation, together with the dualling of the A421 from junction 13 through to Central MK, is likely to be the opportunity for finalising and delivering this section of the waterway.

The approved line of section F may not be the best possible. The basin could instead be located more centrally to SRA1, to create a water-based central space around which mixed uses and public activity could generate development opportunities and significant additional value. The waterway then passes beneath the A421, an opportunity to link facilities in SRA1 by dedicated waterside pedestrian and cycleway routes with the more extensive residential communities proposed in the Strategic Reserve to the south.

The final part of section F extends to the boundary between Milton Keynes and Central Bedfordshire councils through SRA3, whose development will therefore also need to accommodate the project. There is the opportunity to incorporate the new waterway, its associated locks, facilities and public realm within proposals for park and ride, lorry park and new residential communities being considered. The layout will be determined by the Development Frameworks now being prepared for the Strategic Reserves.

The A421 improvement scheme will require imported material for the construction phase and the waterway could be planned and delivered as part of that, at minimal cost and with a reduced environmental impact for the road scheme. It would also potentially contribute to surface water management, as part of green space allocation and sustainable transport plans, and possibly also form part of heating / cooling systems.

### **Next steps**

Ensure that the waterway is included as a prominent feature when the development plans are produced for the Strategic Reserve Areas, and particularly within SRA1.

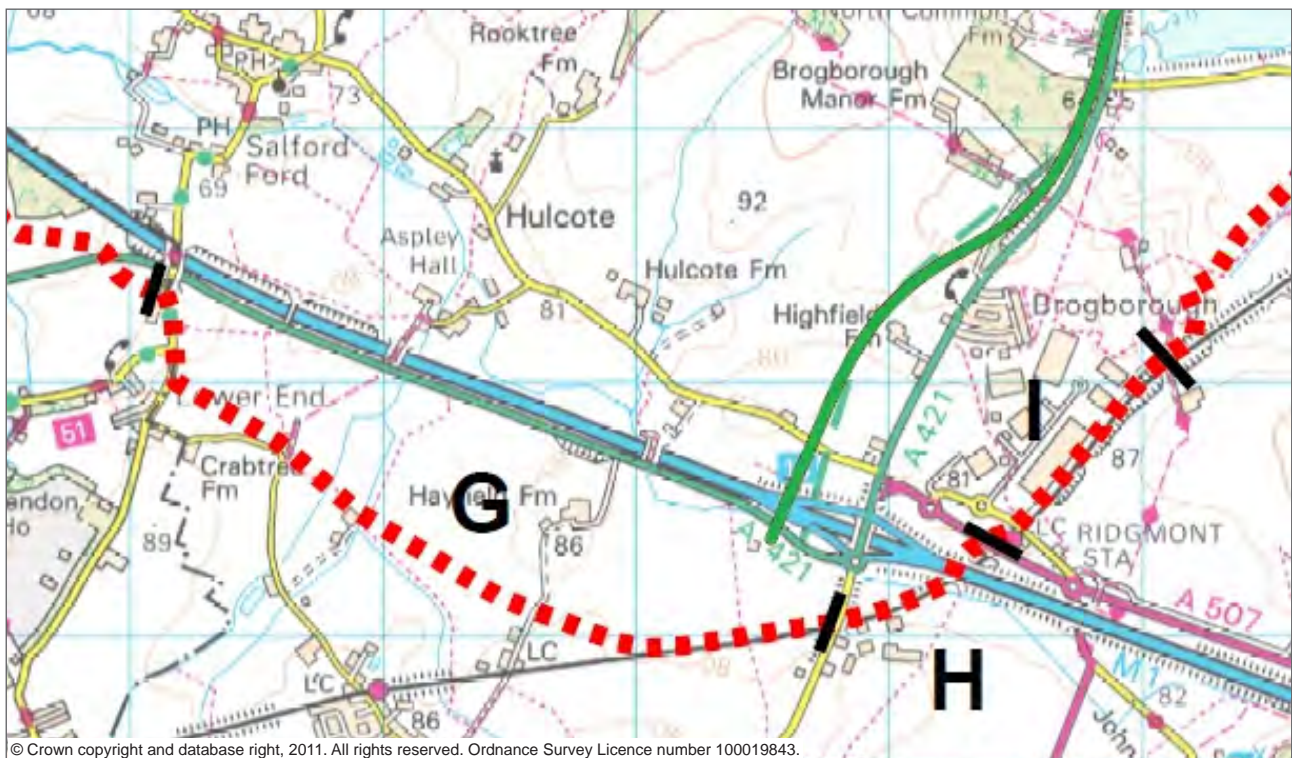
Support Consortium members to ensure that all development along and beside the approved line of the waterway contributes to implementation of the agreed scheme.

Monitor land ownership and keep pace with the A421 forward development plans, particularly where the completed scheme can incorporate an underpass for the waterway and other connections.

## Package G: Milton Keynes / Central Bedfordshire boundary to Bedford Road

<b>Active Owner</b>	Central Beds Council
<b>Status</b>	Issues to be addressed
<b>Local Authority</b>	Central Beds Council
<b>Water management</b>	British Waterways (BW) / Environment Agency (EA)
<b>Landowners</b>	
<b>Length</b>	3.2km

### Map Segment



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### Description and watching brief

This section lies west of the M1 motorway in Central Bedfordshire.

M1 hard shoulder running modifications should be monitored.

**Issues to be addressed:** Land ownership.

### Next steps

Ensure that the waterway is included as a prominent feature when any development plans are published for this section.

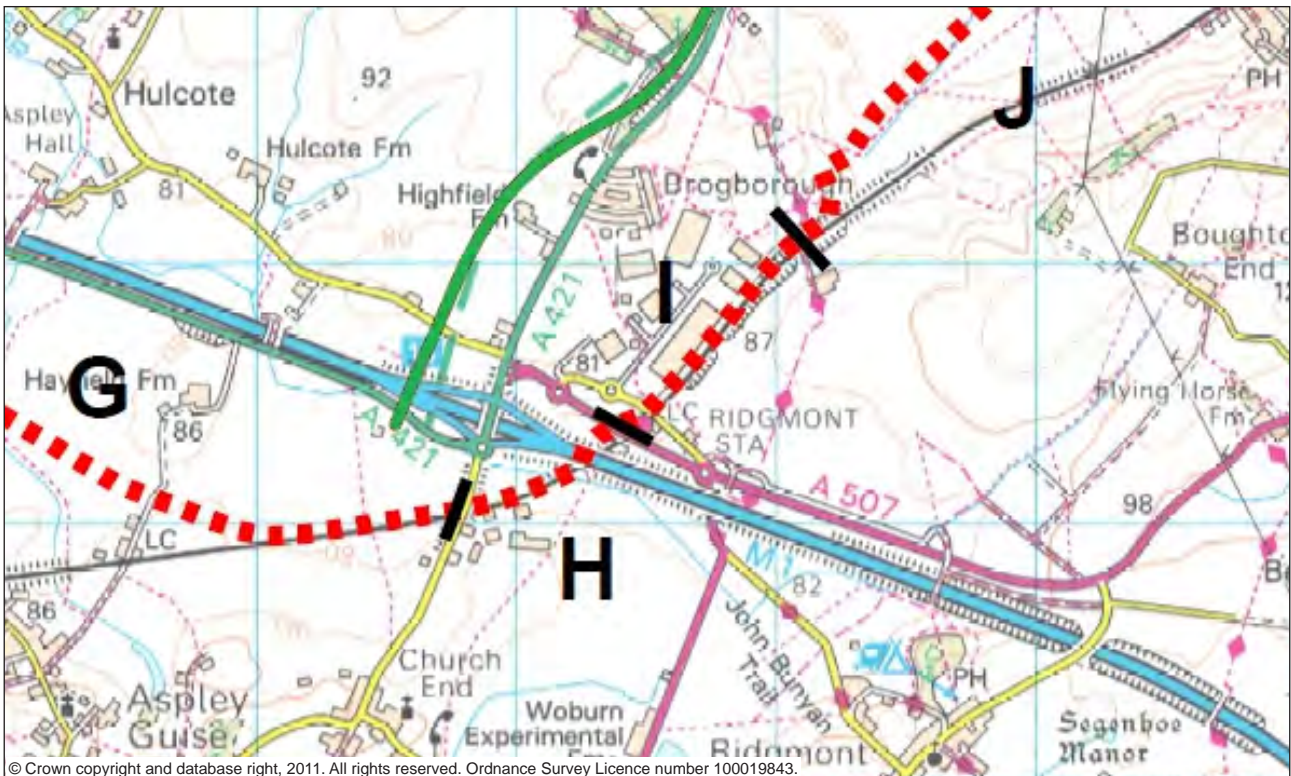
Monitor land ownership, engage landowners in possible implementation and keep pace with the A421 forward development plans.



## Package H-I: Bedford Road, Under the M1, Pro Logis and Ridgmont Station

<b>Active Owner</b>	Central Bedfordshire Council
<b>Status</b>	Active
<b>Local Authority</b>	Central Bedfordshire Council
<b>Water management</b>	TBC – either Environment Agency (EA) or British Waterways (BW)
<b>Landowners</b>	Pro Logis Network Rail Highways Agency Bedfordshire Rural Communities Charity (BRCC) Bedford Estates
<b>Length</b>	1.6km

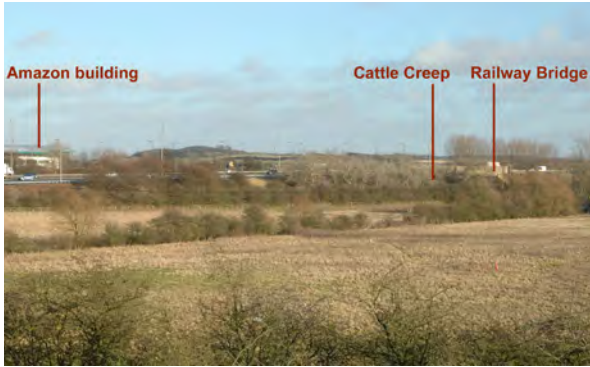
### Map Segment



### Description

This section lies in Central Bedfordshire, running 1.6km under Bedford Road to the south of the M1 beneath the motorway and to the far tip of Pro Logis land.

This section includes the Cattle Creep under the M1.



**Cattle creep location**



**M1 cattle creep**

### **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;
- Central Bedfordshire currently working with BRCC to assist in the provision of a suitable location for a car park in connection with BRCC's project;
- Engineering assessment of route viability and necessary works.

### **Next Steps**

- Continue discussions with Pro Logis;
- Open discussions (via BRCC project) with Network Rail;
- Provide BRCC Ridgmont project with optimum route past the station to redesign or relocate the carpark layout;
- Approach to Bedford Estates to explore options for the creation of a basin and leisure use of site in conjunction with the BRCC project;
- 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.



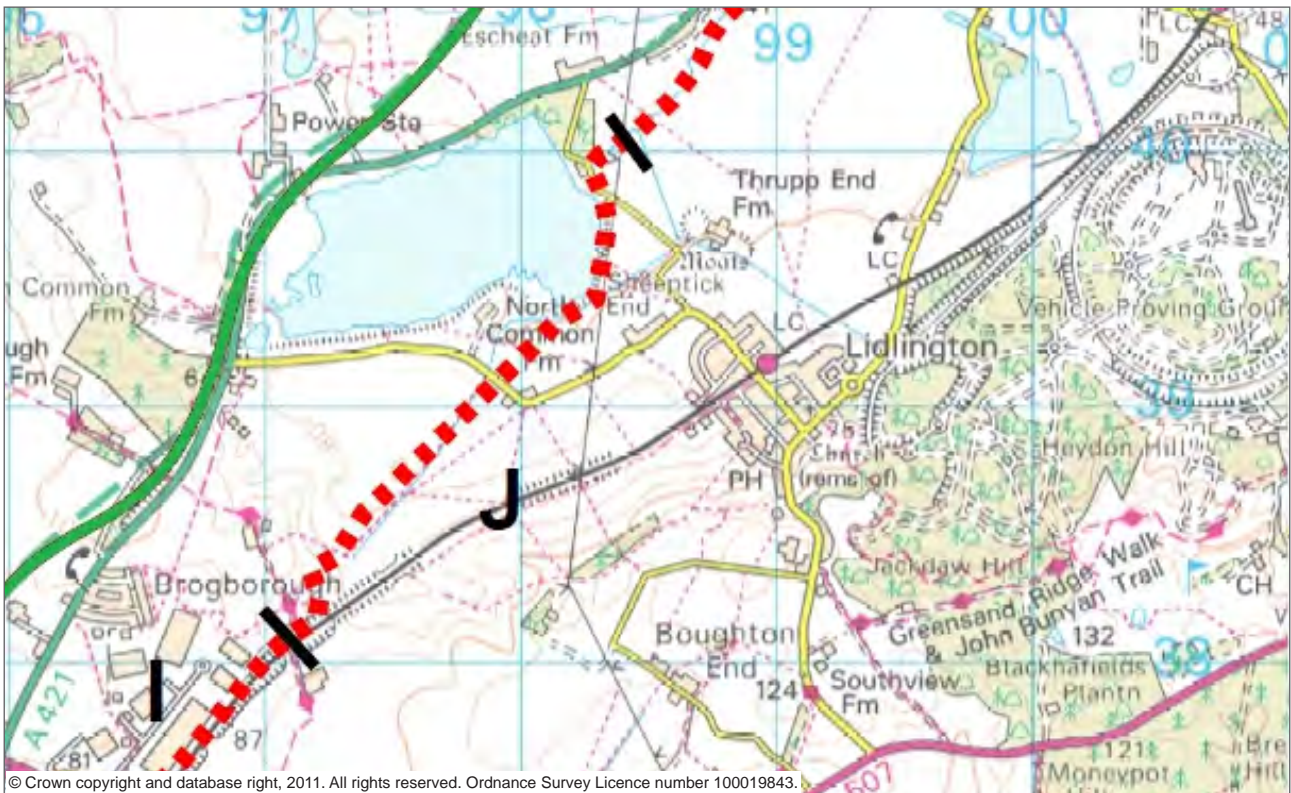
**Ridgmont Station**



## Package J: Brogborough Hill to Brogborough Lake

<b>Active Owner</b>	Central Bedfordshire Council
<b>Status</b>	Pending
<b>Local Authority</b>	Central Bedfordshire Council
<b>Water management</b>	Environment Agency
<b>Landowners</b>	O&H Properties
<b>Length</b>	2.2km

### Map Segment

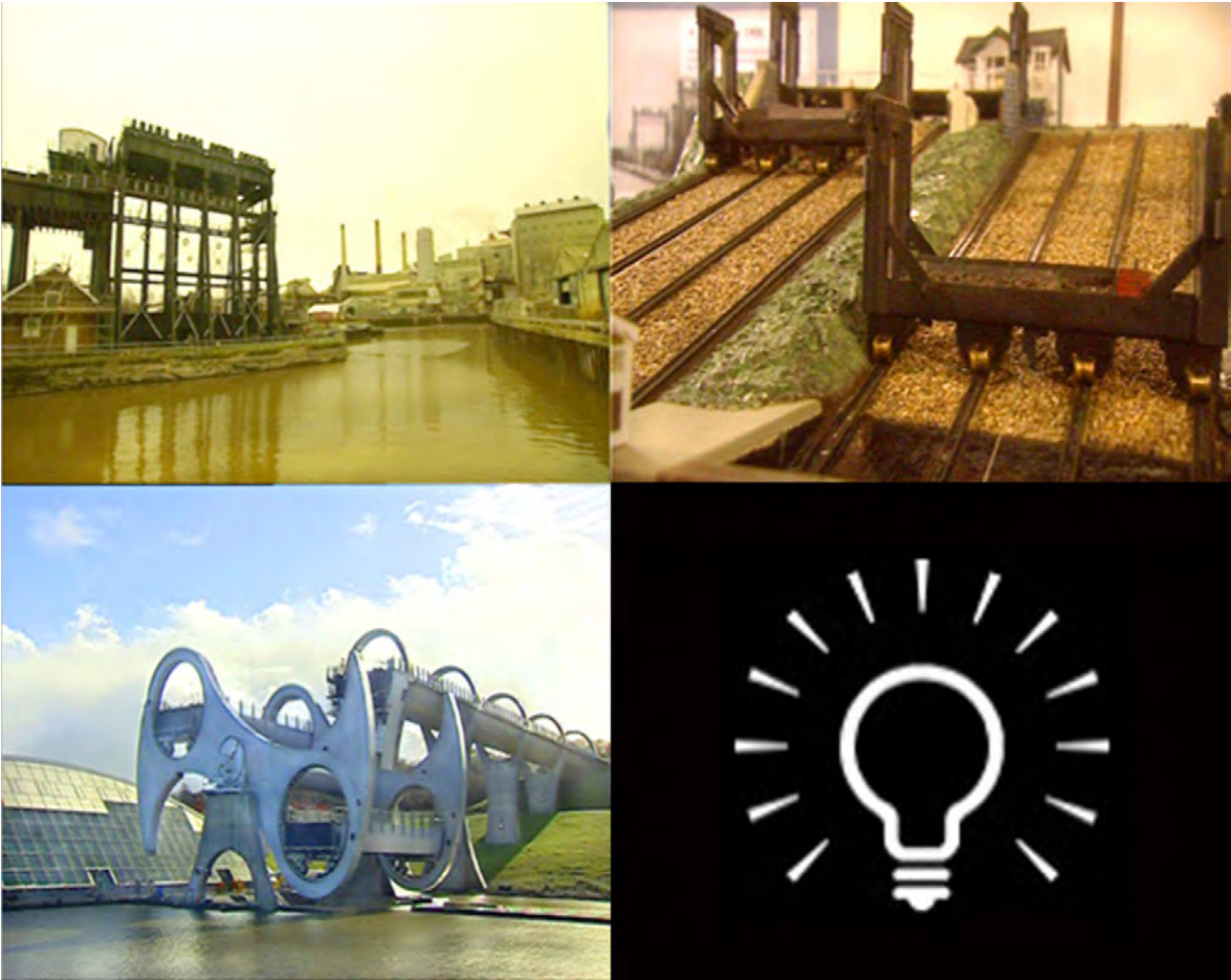


### Description

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 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.



### Next Steps

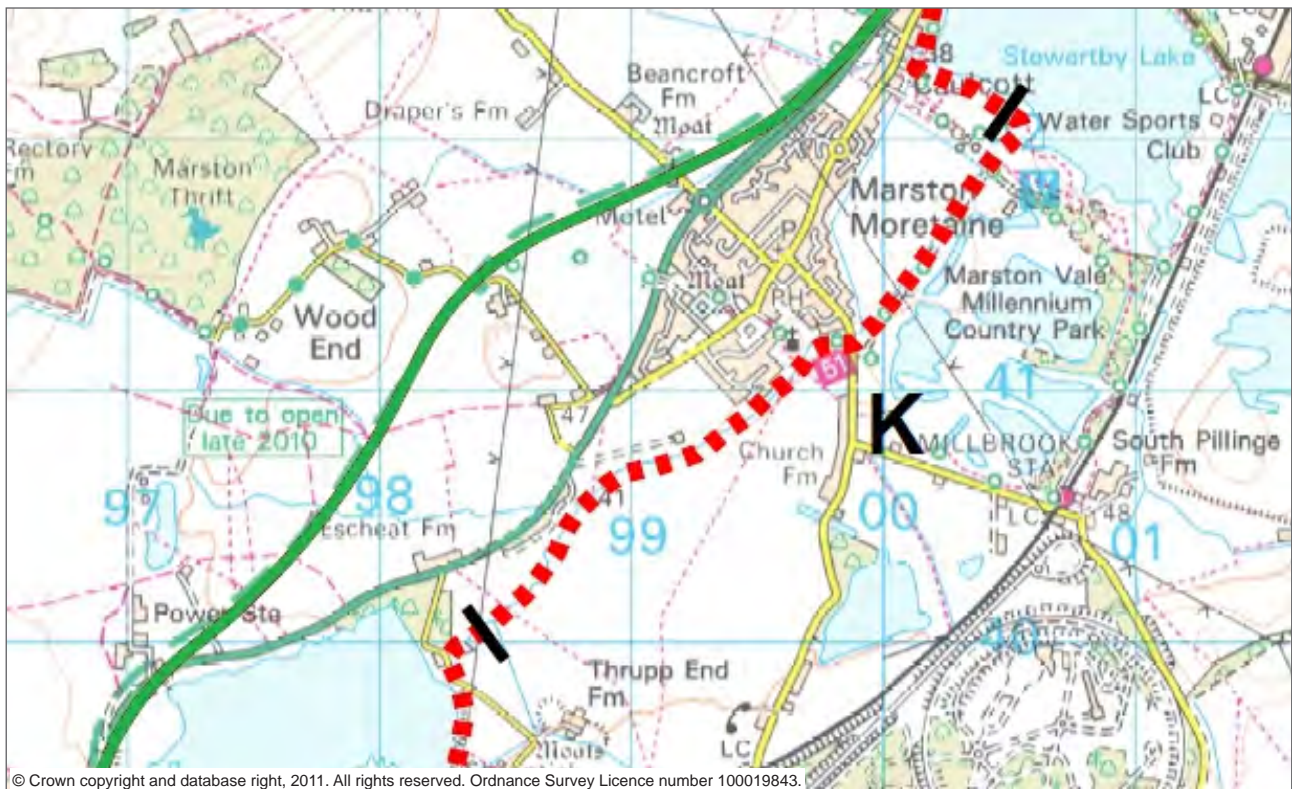
- To pursue work to visualise / quantify the potential Brogborough Hill engineering solution;
- Incorporate Brogborough Hill options into Marston Vale line and level commission to contribute to identifying the optimum location in relation to the Lake and existing settlements.



## Package K: Link the Lakes

<b>Active Owner</b>	Central Bedfordshire Council
<b>Status</b>	Active
<b>Local Authority</b>	Central Bedfordshire Council (CBC)
<b>Water management</b>	Environment Agency
<b>Landowners</b>	O&H Marston Vale Trust Hanson
<b>Length</b>	3.2km

### Map Segment



### Description

This section lies in Central Bedfordshire, stretching 3km from Brogborough Lake via the Forest of Marston Vale to Stewartby Lake.

Land ownership sits almost exclusively with O&H Properties.

### Aim

- The principal 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;
- 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 could fulfil whilst also delivering on a range of other beneficial fronts, including environmental, sustainable transport and uplift in housing and commercial values;

- 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

- Halcrow have been commissioned, as part of the Water Cycle Strategy, to consider whether the waterway could and / or should be utilised to provide the Link-the-Lakes function for surface water management in the Vale. The Study has reported in draft and should be finalised around the end of 2011.

### Next Steps

- To consider the recommendations of the Water Cycle Strategy;
- To continue 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.

### 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 Green Lane

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

### Map Segment



### 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.



## 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;
- Halcrow have been commissioned to undertake the line and level studies for the section, using £4.5k Growth Area Funds, to confirm suitability of the channel, it's layout in this and the adjoining Section M.

### Next Steps

- Consider the recommendations of the line and level work;
- Re-engage with the Water Sports Club.

### Key Stakeholders

**Stewartby Parish Council:** PCllr David Plater

#### Central Beds:

**IDB:** John Oldfield

**MVT:** Tony Talbot, James Russell

**DLA:** Pat Willoughby, David Lock Associates

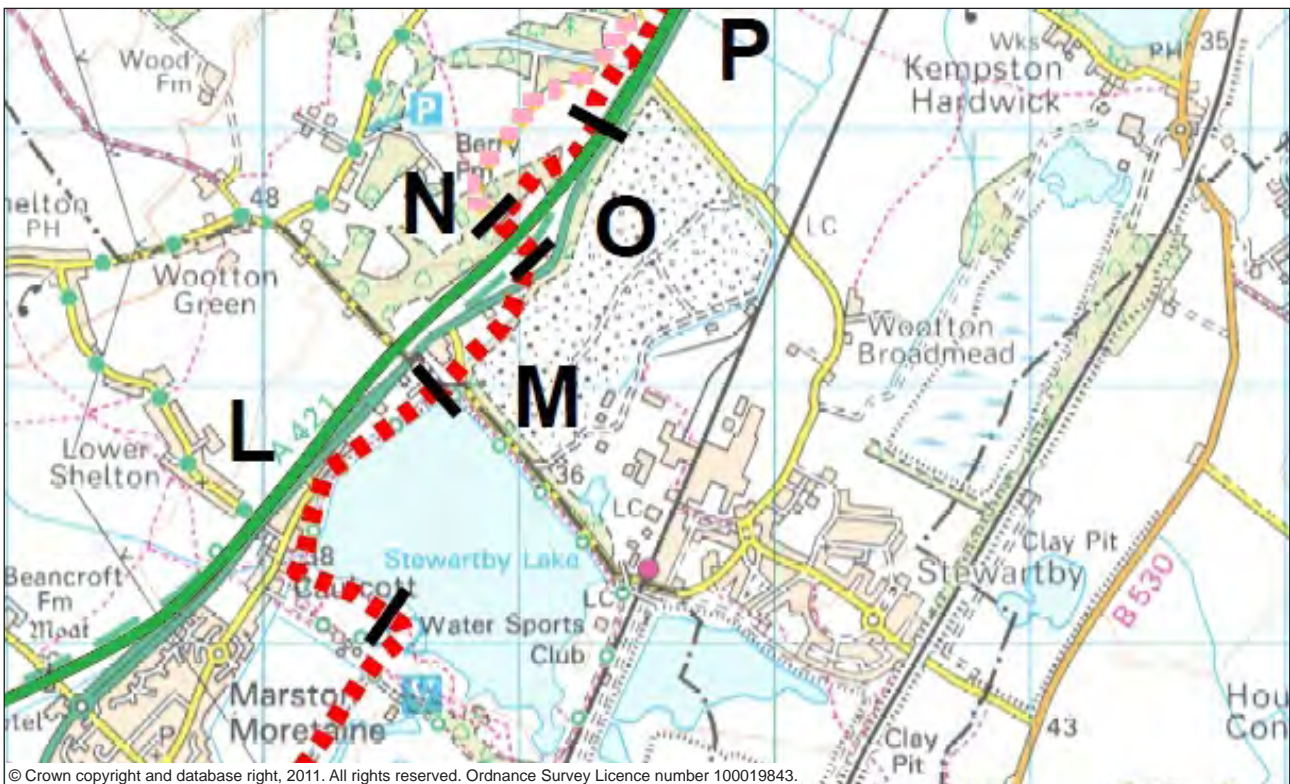
**Stewartby Watersports Club:**



## Package M: Green Lane to A421 Underpass

<b>Active Owner</b>	Bedford Borough Council / Environment Agency (EA) / Internal Drainage Board (IDB)
<b>Status</b>	Active
<b>Local Authority</b>	Bedford Borough Council
<b>Water management</b>	IDB / EA
<b>Landowners</b>	WRG, Highways Agency / Bedford Borough Council
<b>Length</b>	800m

### Map Segment



### Description

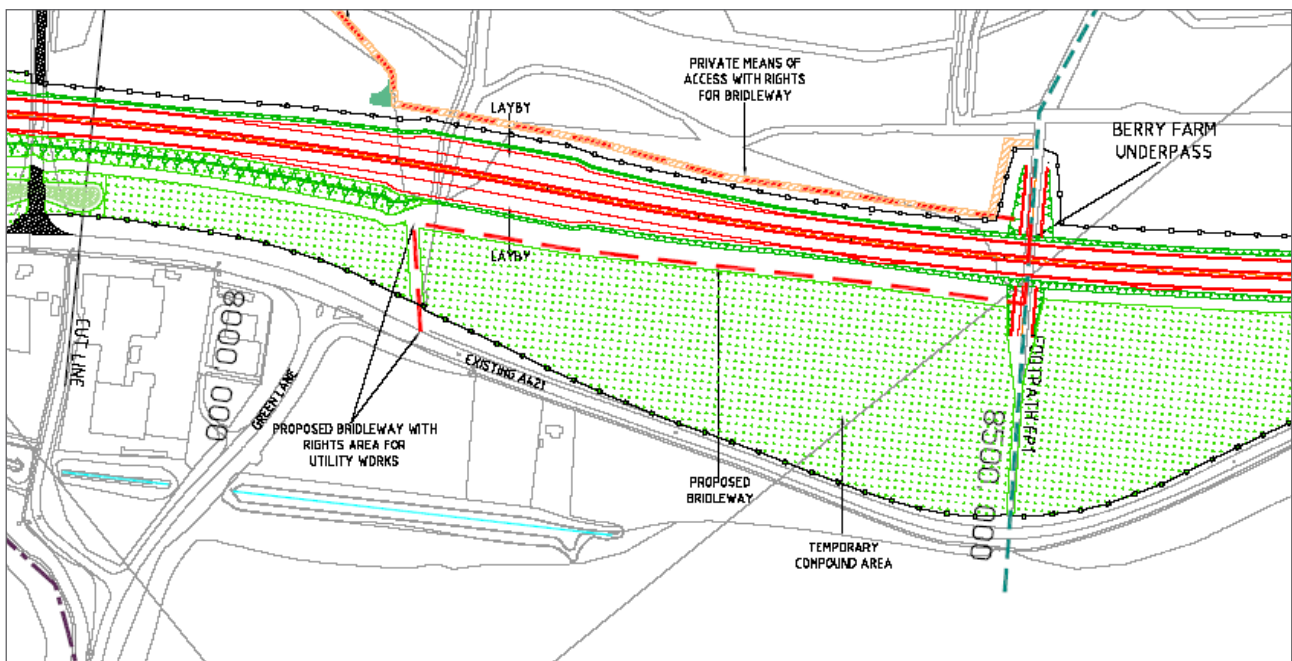
Section M lies within Bedford Borough on the boundary with Central Bedfordshire. This section comprises three parts, which from south to north are;

1. the two crossings of Green Lane and the Copart access road; and the short section of channel between;
2. the brook as it runs alongside the WRG owned Stewartby Landfill Site between Green Lane and the C94 (the former A421 alignment); and
3. the land between the C94 and the A421 Underpass which has until recently been home to the Balfour Beatty / Highways Agency A421 Construction Site Office. This land was included in the Compulsory Purchase Order for the new A421 alignment.



## Progress

- Halcrow have been commissioned to undertake the line and level studies for the section, using £4.5k Growth Area Funds, to confirm the layout in this and the adjoining Section L;
- The Green Lane section this area falls within the Red Line of the Covanta Application to the Infrastructure Planning Commission for an Energy from waste facility at Rookery Pit South, located east of Stewartby Lake. At particular issue is their need to run 11KV and 33KV power cables between their plant and the Marston Grid Station at Hoo Lane to the west of the new A421;
- Construction of the Green Lane section as part of the Covanta s106 Agreement was requested but the two local authorities have not been able to persuade Covanta to include this in a voluntary agreement. There is a small possibility that the IPC Inspector may include these works in their determination. The IPC decision is expected between the time of writing and publication of this document;
- For the WRG section, both the IDB and Environment Agency approve the concept of using 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 to new landfill waste in 2012. Earlier discussions on making good the existing channel on the western edge of the WRG owned by Stewartby landfill site and connect with the relief channel originally constructed to take the brook around the Stewartby pit (now lake) (Section L) will be followed up after publication of the line-and-level work;
- Between the old and new A421 alignments, there is potential to be included within Highways Agency (HA) restoration works. The current restoration plan is to plant trees over the whole area although a simple variation to the existing plans could include leaving space or a deliver a channel cut in lieu of planting. While construction of the new A421 was underway, the HA declined to modify their restoration plans, but as Balfour Beatty and the HA vacate their site office, their restoration work begins and the discussions may be reopened;



- The following map shows the C94 (old A421) and the new dual carriageway A421 (in red) with the new Berry Farm Underpass;
- Sustrans are working 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 along the line shown dashed red.

**Next steps**

- Maintain dialogue with WRG;
- Engage with the HA to progress on Restoration Plans and ensuring the waterway section is incorporated;
- Maintain contact with WRG to finalise design;
- Re-engage with Stewartby Water Sports Club to keep informed.

## Package N: A421 Underpass

<b>Active Owner</b>	Bedford Borough Council
<b>Status</b>	Works completed, road open to traffic 3 Dec 2011
<b>Local Authority</b>	Bedford Borough Council
<b>Water management</b>	Internal Drainage Board (IDB)
<b>Landowners</b>	Highways Agency / Bedford Borough Council
<b>Length</b>	c. 100m

### Completed Structure



Works completed September 2009. The new dual carriageway opened to traffic 3 December 2010. The underpass is not open for public access for safety reasons, although it is anticipated that the route may be open to pedestrian and cycle traffic when the Site Office is removed and the landscape restoration work is complete.





Both sides of the underpass – the part that will become the waterway and the part that will become the foot-on-cycleway – have been filled with loose earth (again, for safety reasons) and lights provided along the tunnel.



## Package O-Q: A421 Underpass to Marston Vale Innovation Park and Fields Road to Wiles Wood

<b>Active Owner</b>	Bedford Borough Council
<b>Status</b>	Active
<b>Local Authority</b>	Bedford Borough Council
<b>Water management</b>	Internal Drainage Board (IDB)
<b>Landowners</b>	Bedford Borough Council Persimmon Anglian Water
<b>Length</b>	c. 3.5km

### Map Segment

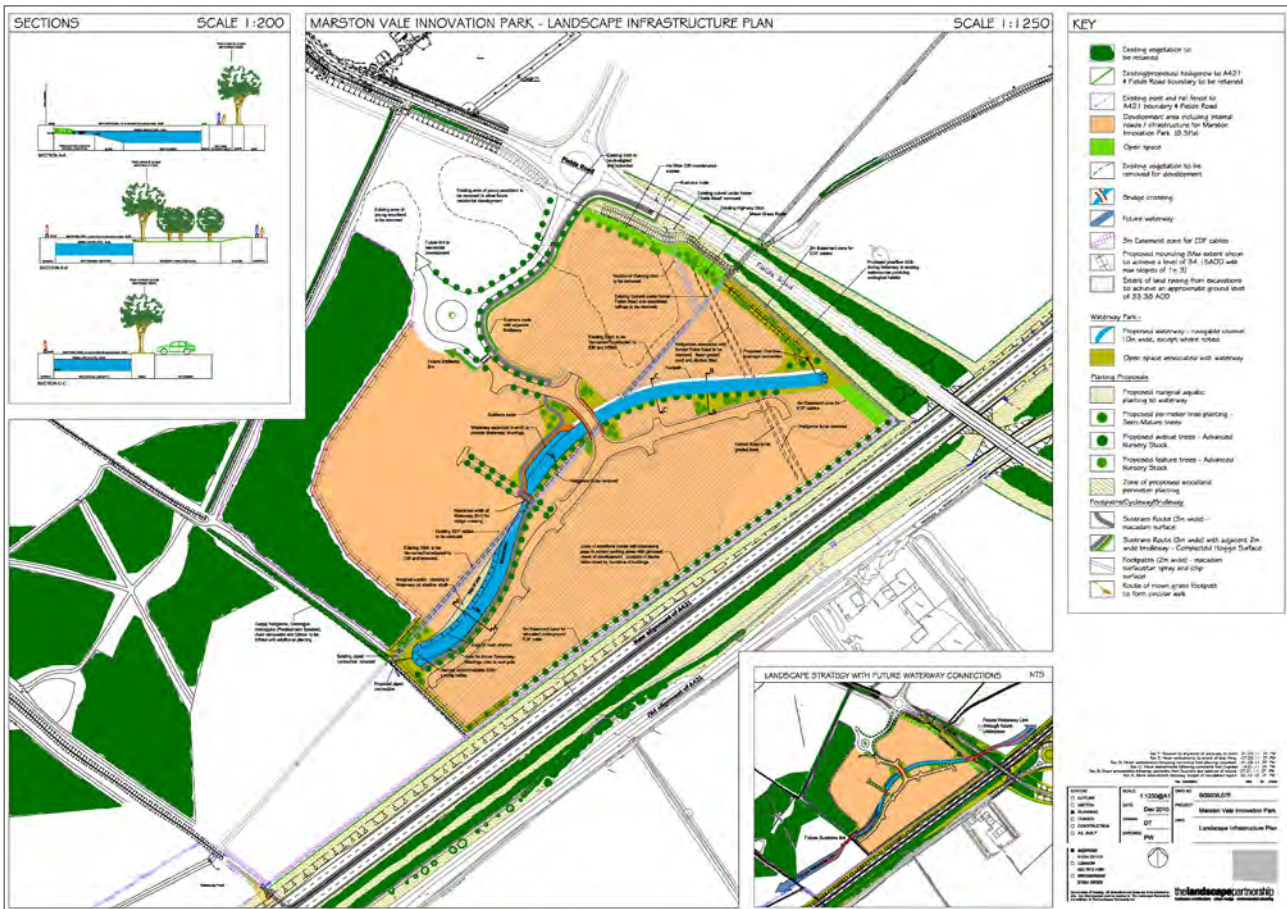


### Description

This section lies between the Berry Farm A421 underpass (section N) and the Marsh Leys attenuation ponds, taking in the proposed Bedford BC Marston Vale Innovation Park (section P south of Fields Road is phase one and section O is phase two), the Persimmon Wootton Housing development (section P north of Fields Road), and skirting the Anglian Water pumping station.

The implementation of this section of the waterway through Marston Vale Innovation Park will be to the west of the planned line, and is shown in pink on the above map.





**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 Vale Innovation Park, and Persimmon Wootton Housing development.

**Marston Vale Innovation Park landscape infrastructure plan**

**Progress**

- October 2009 - Minerals and Waste planning consent (five year) in place (NB no longer the preferred alignment);
- Borough Masterplan brief for 'Marston Vale Innovation Park' (Phase 1), south of Fields Road, Wootton, incorporating the waterway, tendered;
- Final December 2010 Masterplan produced for MVIP Phase 1 showing detail of a section of channel;
- Borough Council intent to cut in 2012 a series of linear ponds delineating the waterway through MVIP Phase 1 as part of the strategic landscaping scheme.





### Persimmon Plans for North of Fields Road

- Persimmon plans for north of Fields Road provide land and a (very) shallow dig of the waterway;
- Borough Council giving consideration to the alignment of the waterway through MVIP Phase 2;
- 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 50,000m<sup>3</sup> 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;
- 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.

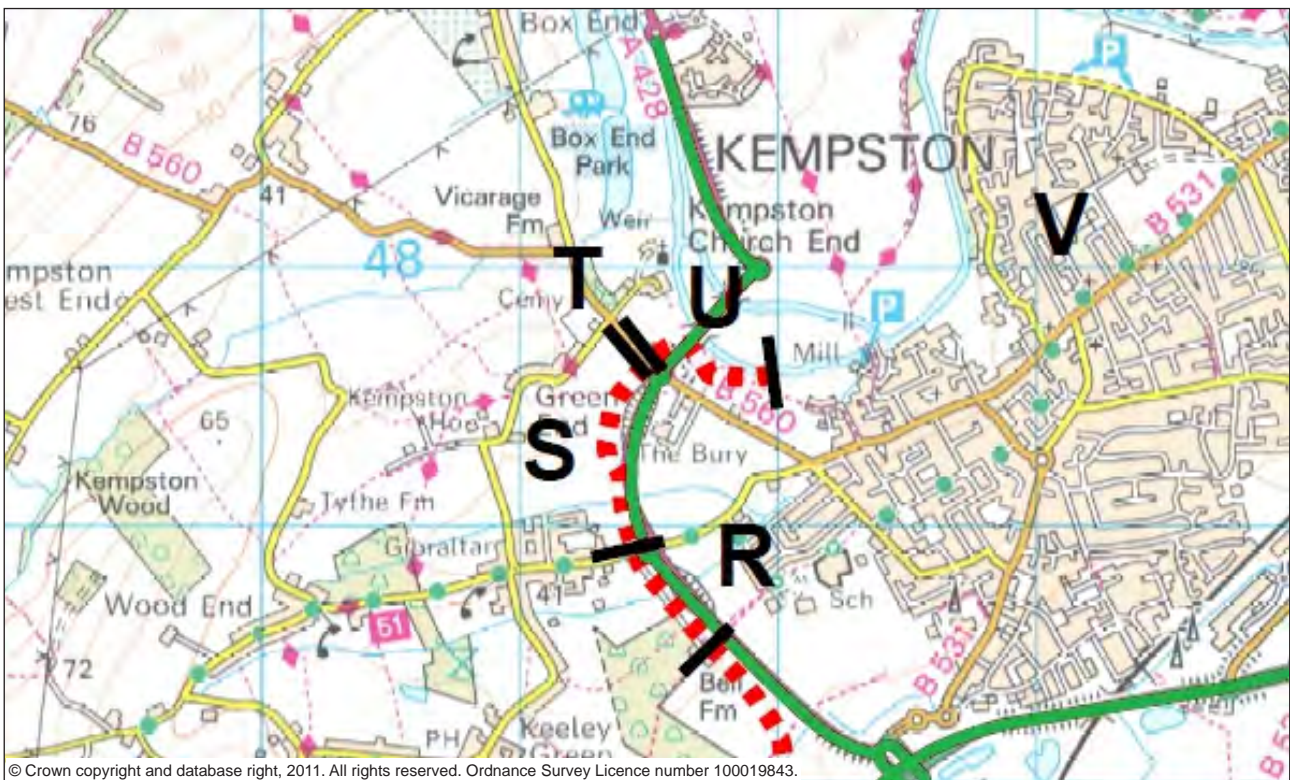
### Next Steps

- Complete construction of linear ponds through MVIP Phase 1;
- Seek broad agreement to the approximate alignment of the waterway through MVIP Phase 2 and between there and the A421 underpass and that 'planning constraints maps' are appropriately updated;
- Attempt, via planning application consultation process, to achieve full depth cut of waterway route through Persimmon land.

## Package R-T: Wiles Wood to Cemetery Road

<b>Active Owner</b>	Bedford Borough Council
<b>Status</b>	Active
<b>Local Authority</b>	Bedford Borough Council
<b>Water management</b>	Internal Drainage Board (IDB)
<b>Landowners</b>	Bedford Borough Council Persimmon Anglian Water
<b>Length</b>	c. 1.4km

### Map Segment



### Watching brief

#### Bell Farm

- It is understood that there is significant developer interest in the proposed LDF development site at Bell Farm. There is a need to ensure that potential developers in conjunction with MVF are advised early of the need to provide for the waterway in order to achieve the best outcome.

### **Anglian Water Main**

- Anglian Water are proposing to install the new Biddenham Loop Water main at a depth that will not accommodate the waterway, although they are aware of need for 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 possible 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**

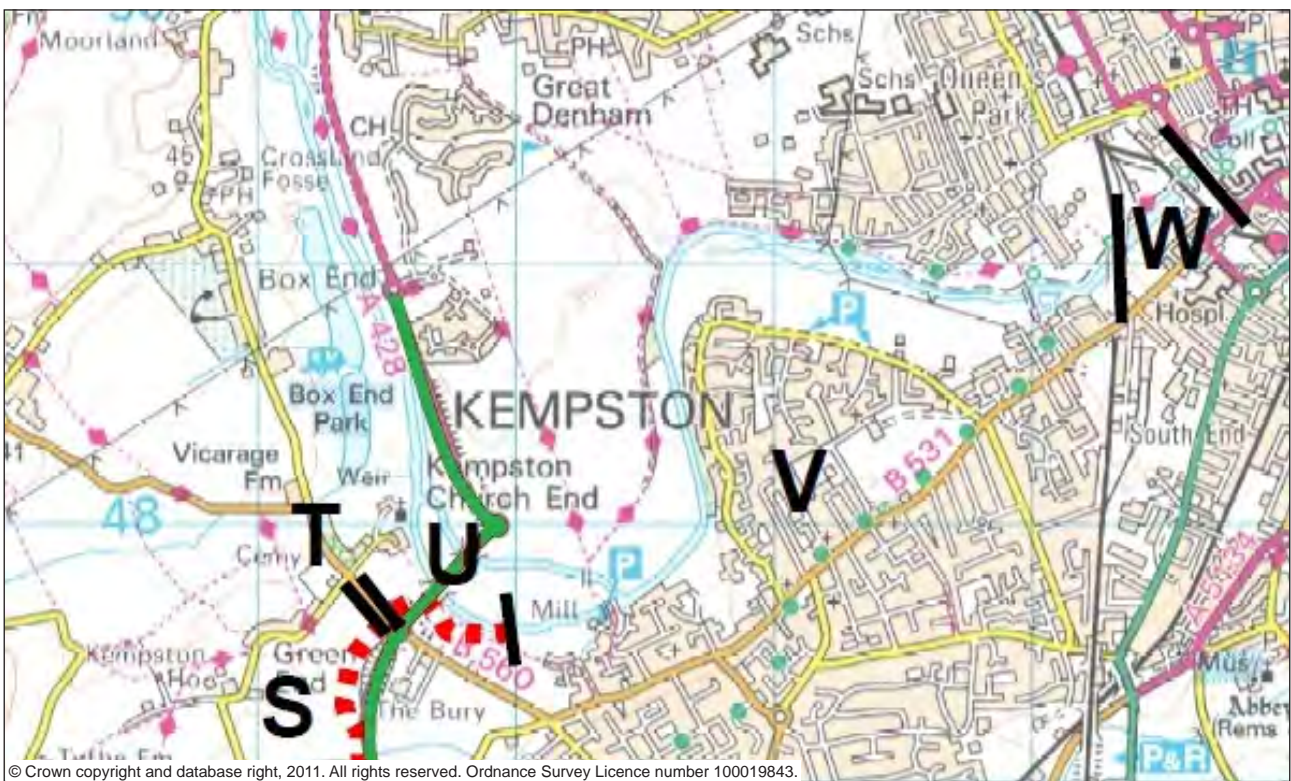
- Liaise with DW Homes to ascertain current position.



## Package U: Cemetery Road to Kempston Junction

<b>Active Owner</b>	B&MK / Bedfordia
<b>Status</b>	Active
<b>Local Authority</b>	Bedford Borough Council
<b>Water management</b>	Environment Agency / British Waterways
<b>Landowners</b>	Bedfordia Gordon Family Trust
<b>Length</b>	c. 500m

### 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.



**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.

**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: Erin Witcomb-Vos, Neville Benn (Planning Liaison Team) and Paul Separovic (Waterways Development Officer); regarding the Head of Navigation restoration, technical study and Waterspace Study. 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**

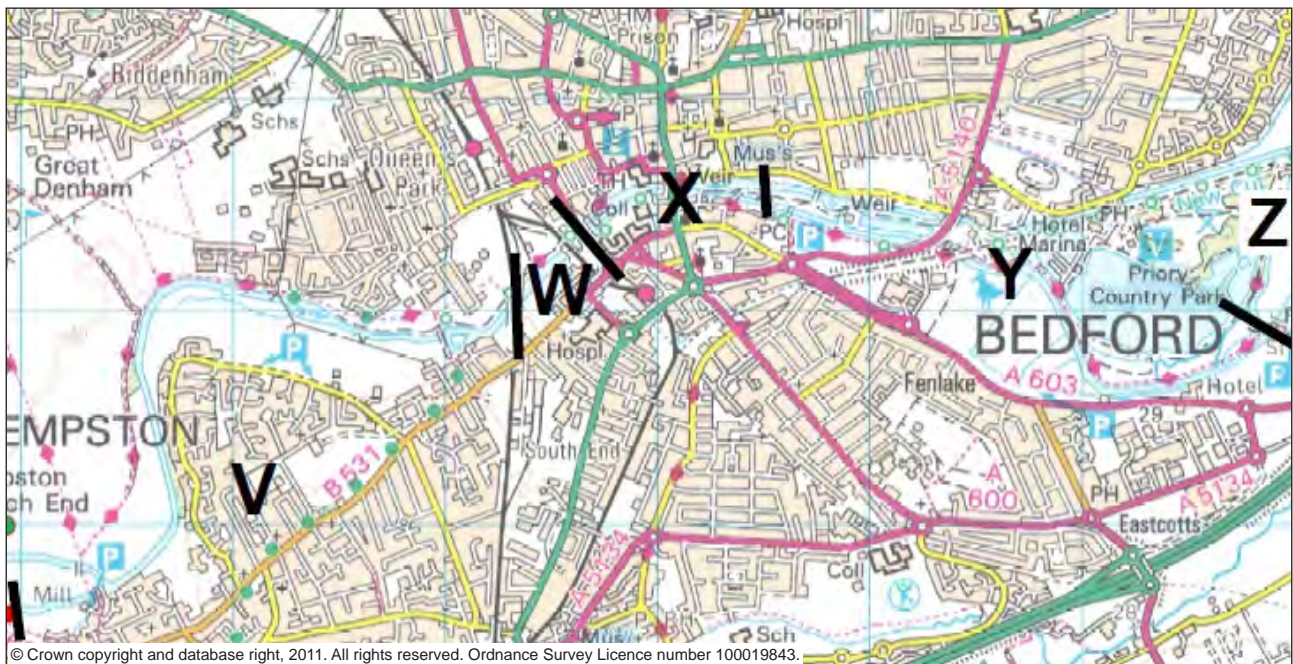
- Funding required to undertake the FRA – an essential pre-requisite, following which a worked up / visualised design will be taken back to Bedfordia – who if minded to follow through, may then pursue the necessary pre-planning phases, inc. trial trenching etc, ahead of a planning application to the Borough. Inherently linked with the Waterspace Strategy proposal and plans to reinstate the Head of Navigation;
- Bedford Borough Council 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, Bedford

<b>Active Owner</b>	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 sits well with the Borough in partnership with the Environment Agency (EA)
<b>Status</b>	Active: Bedford Waterspace Study published September 2011
<b>Local Authority</b>	Bedford Borough Council
<b>Water management</b>	Environment Agency
<b>Landowners</b>	Various
<b>Length</b>	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).





**Narrowboat passing the rowing club**



**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 to 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;
- The Bedford Waterspace Study was commissioned jointly by the Environment Agency and Bedford Borough Council and was carried out by Richard Glenn Associates. The Study focuses on the corridor of the River Great Ouse from Old Bromham Bridge downstream to the junction of the proposed B&MK Waterway Link near Kempston Weir, and eastwards through the Town Centre to Willington;
- The Economic Impact and Opportunities Study (which complements the main study) asserts that the economic impact of the River Great Ouse is estimated at £250,000 per mile per annum. "Bedford as an urban area should be able to considerably exceed this figure with a potential benefit from its stretch of river of £4.5million per annum";
- The Bedford Waterspace Study lays out an 11-point approach which seeks to act as a catalyst and focus for area regeneration including preparing for the B&MK Waterway link's contribution to the local economy;
- 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 has set the technical study data into the broader economic context which will allow priorities to be set;
- A Steering Group should be established in support of the Waterspace Study work. This should include key stakeholders – Bedford University, the Council, Chamber of Business, the B&MK Waterway Trust and Community representatives to ensure it covers all bases and is able to deliver quick wins, taking in both the more modest improvements that can be made and the more ambitious projects that will help transform Bedford;
- Use the River festival to promote the Waterspace Study and its implementation.

### **Key Stakeholders**

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

### **Environment Agency**

## Annexe

### B&MK Studies 2006-2011

Date	Title / Purpose	Consultant / Contact	Organisation	Format
Aug-05	The Use of Urban Canals for Sustainable Urban Drainage	Geoffray Lambert	Cranfield University	pdf
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)
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 Army Shukla	GHK Consulting Ltd	full & summary
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
Apr-08	LiDAR for Marston Vale (vertical accuracy:150mm ) Marston Moretaine to Bedford		Environment Agency	n/a
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
Nov-08	LiDAR for Marston Vale (accuracy: 100mm) M1 to Bedford	Ben Mitchell, Rob Hall	Peter Brett Associates	pdf map & dwg files
Dec-08	Stewartby to River Gt Ouse Line & Level drawings	Paul Williams	Halcrow Group Ltd	10 pdf designs
Sep-09	Economic Impact Assessment Bedford & Milton Keynes Waterway	Diarmid Hearn Willie Macleod	SQW Consulting	full & summary
Sep-09	Brooklands - Southern Drainage Strategy and District Park/Canal Interface		Peter Brett Associates	CD-ROM(1)
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



**Bedford & Milton Keynes Waterway Consortium**  
**A - Z Project Delivery Plan**

Date	Title / Purpose	Consultant / Contact	Organisation	Format
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	
Sep-11	Bedford Waterspace Study (incorporating Economic Impact & Opportunities Study)	Richard Glen Associates	Bedford Borough Council and the Environment Agency	bound document

**B&MK Links in Plans**

Organisation	Title / Purpose	Link
Milton Keynes Council	Core Strategy, Local Development Framework, Local Plan, Development Framework for the Eastern Expansion Area and Strategic Reserve Areas	<a href="http://www.milton-keynes.gov.uk/planning-policy/">http://www.milton-keynes.gov.uk/planning-policy/</a>
Bedford Borough Council	Development Plan: Allocations and Designations	<a href="http://www.portal.bedford.gov.uk/internet/environment/planning/Website%20Documents">http://www.portal.bedford.gov.uk/internet/environment/planning/Website%20Documents</a>
Central Bedfordshire Council	Core Strategy and Development Management Policies	<a href="http://www.centralbedfordshire.gov.uk/environment-and-planning/planning/ldf/ldf-north-area/core-strategy/default.aspx">http://www.centralbedfordshire.gov.uk/environment-and-planning/planning/ldf/ldf-north-area/core-strategy/default.aspx</a>
Bedfordshire and Luton Green Infrastructure Consortium	Strategic Green Infrastructure Plan	<a href="http://www.bedsandlutongreeninfrastructure.org/plans/bedfordshire/index.html">http://www.bedsandlutongreeninfrastructure.org/plans/bedfordshire/index.html</a>
Environment Agency	Water Recreation Strategy	<a href="http://www.brighton.ac.uk/waterrecreation/strategic_priorities_east_england.htm">http://www.brighton.ac.uk/waterrecreation/strategic_priorities_east_england.htm</a>

**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

**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

