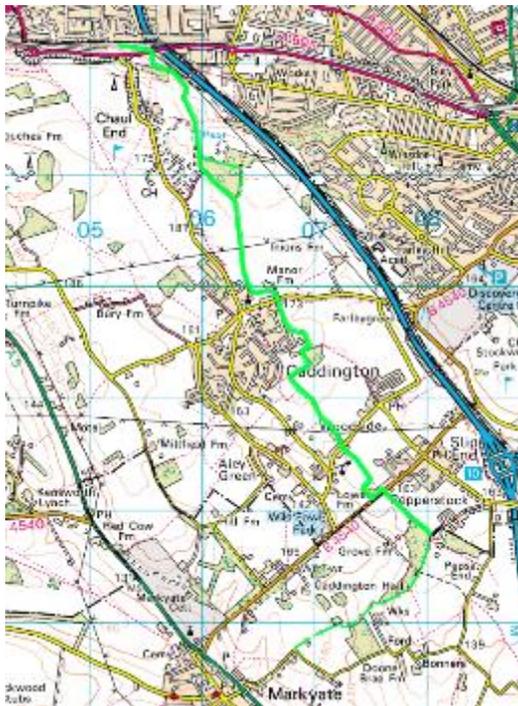


Caddington & Slip End Heritage Greenway



Northern Section
Caddington – Luton:Dunstable Guided Busway



Jan 2015

Contents**PART ONE**

Introduction	1
Vision	1
Background	1
Basic Principles	2
Standards	3
Legal Processes	6
Route Overview	7
Route Proposals	
Northern sections Ni – Niv	9
Future maintenance responsibilities	18

PART TWO

Chaulington & the CaSE Heritage Greenway	19
Planning Context	20
Outline Planning Application	21
S106 Contribution Proposal	23

APPENDIX 1

CaSE Heritage Greenway Costings	24
---------------------------------	----

PART ONE

INTRODUCTION

Bedfordshire Rural Communities Charity (BRCC) has worked in partnership with the Caddington and Slip End Neighbourhood Plan Steering Group (CaSE NPSG) to identify the need for and viability of an off-road, multi-user route linking the communities within the parishes of Caddington and Slip End. The proposed CaSE Heritage Greenway (HG) passes along the eastern boundary of the proposed Chaulington development.

VISION

The CaSE NPSG have agreed the following vision:

The CaSE HG will provide an 'easy access' route for pedestrians, cyclists, and where possible, horse-riders. The HG will seek to celebrate and secure the rural setting of Caddington and Slip End, which has high heritage, wildlife and landscape value.

The route will link the communities to each other, with surrounding areas of heritage and wildlife interest; and with Luton. Opportunities will be sought to protect and celebrate the area's rich heritage and to enhance and create habitats and landscape features. Much more than a linear access path, the HG will seek to be a corridor of great environmental value, with many links to adjacent destinations and features of interest.

BACKGROUND

The concept of a multi-user countryside trail linking the local communities was first identified in 2012. Green Infrastructure Planning activities, undertaken by BRCC in parallel with early Neighbourhood Plan consultation (undertaken by the Princes Foundation) highlighted the importance to the local communities of:

- the area's rural setting,
- the area's landscape, wildlife and heritage value; and
- increasing the provision of safe and enjoyable walking, cycling and horse riding links.

During 2013 and early 2014, BRCC were commissioned by the CaSE NPSG to look for local opportunities to improve public access provision, which would also celebrate, enhance and help protect the area's heritage and wildlife and enhance the local landscape.. BRCC's work (summarized below) concludes that: *'subject to landowner consent and funding being secured, the creation of a Heritage Greenway for Caddington & Slip End is a viable proposal'*.

Baseline data on the known historic environment for the route of the Heritage Greenway and the surrounding area has been obtained from the Central Bedfordshire and Luton Historic Environment Record (HER). Known sites, monuments and buildings recorded on the HER all have unique reference numbers. Where the route passes through or near these features which have the potential for enhancement and interpretation, or where they may provide constraints, the unique reference number has been included, for example Woodside medieval settlement core (HER 16968).

BASIC PRINCIPLES

Where possible, the HG linear routes should:

- Be traffic free
- Be un-broken, with no missing links and a minimal number of road crossings
- Be safe and inspire confidence in visitors
- Offer 'easy access' i.e. be reasonably easy to use for users with a wide range of mobility levels, including pushchairs and walking aids
- Have the potential for future upgrading to use by cyclists (where not already possible)
- Have designated, safe crossing points over motorised routes
- Provide connections between where people live and where they want to travel (for recreational or employment purposes)
- Be clearly signed and easy to follow
- Be well maintained
- Provide enhanced user enjoyment through the provision of information boards and benches in attractive locations
- Where possible provide access for horses, particularly links to existing bridleways
- Be protected from future development. Where future development does occur, any existing sections of the Heritage Greenway should remain as inner route options and new outer sections created.
- Cause no damage to archaeological sites and their settings.

Accessible green spaces should:

- Created, expanded and enhanced to benefit both people and wildlife
- Be safe spaces that inspire confidence in visitors
- Cater for a wide range of user-types (dog walkers, playing children, joggers, family groups, older people)
- Provide attractive landscapes
- Provide opportunities for protecting, celebrating and interpreting the area's rich and varied heritage
- Provide informal recreation opportunities (including playing, bird watching, etc)
- Provide interactive interpretation through information boards, play structures/ environments and art features to encourage more people and a wider audience into the countryside.

The wider landscape should:

- Protect, manage and enhance the historic environment
- Protect, enhance and create aesthetically pleasing views
- Have well maintained hedges
- Enable interconnectivity of habitats

STANDARDS

To support the creation of the route within the above basic principles, a series of standards based on national guidance are proposed below. Links to a range of national guidance references can be found in Appendix 1.

Widths

For an un-segregated, shared use path, guidance generally points towards a preferred minimum surfaced-width of 3m within a 4m wide Public Right of Way. Where constraints dictate, narrower surfaced widths may be acceptable where usage is low, provided there are no side constraints (i.e., there should be space to the side of the path to use to allow passing). A greater width will provide an improved level of service.

	Standard	Minimum	Where width is physically restricted*
Shared use path	3m	2.5m	2m
Footpath links	2.5m	2m	1.5m

*Restricted access will usually be where all or part of the route is using a pre-existing alley way or where there are other significant structures which physically prevent the allocation of a greater width. Paths should conform to the general policy in as far as possible. Where there are localised intrusions and/or short lengths over which the path would be less than 2m wide this may be acceptable depending on the circumstances.

Surfacing standards for new paths:

It is anticipated that the Heritage Greenway routes will have a range of surfacing types. This range of surfacing will form a hierarchy of standards based on the level of expected use, landscape sensitivity and other factors. The optimum level of surface should always be sought for the expected level of use:

Level 1: Bound surface – e.g. Bit Mac Tar/Mac

Level 2: Unbound surface – e.g. road planings and granite dust blinding

Level 3: a) Re-enforced grass

b) Well maintained farm track

Level 4: Rolled/consolidated grass or compacted suitable ground

Routes which are more urban in setting and expected to have high levels of use should be Level 1 (Level 2 minimum). Routes which are more rural in setting and expected to have lower levels of use could be Levels 3 and 4.

Structures

Although there is a presumption toward having no structures (to increase ease of use), it is anticipated that structures may be required at a number of locations for a range of purposes including, stock control, limiting unauthorised/ vehicular access and safety (to reduce speed at junctions with roads).

With the exceptions of highway safety, barriers, including motor cycle/ staggered/ kissing gates, should only be a last resort. They should only be used to address actual problems, not to alleviate fears of future potential problems. They should only be installed when other methods have been considered or trialed and been discounted, or have proved to be ineffective. Even when a barrier is installed, it should ideally only be in place for a limited period until the problem has stopped or considerably reduced.

Design solutions should minimise the obstacle to legitimate users as barriers which stop motorcyclists are likely to also exclude wheelchair / scooter users, parents with prams and pushchairs, some users with mobility impairments (for example, sticks and crutches) and some visually impaired people.

Gradients

Heritage Greenway routes should be designed to achieve a maximum gradient of 3% with the absolute maximum 5% for lengths up to 100m. On the approach to priority junctions this should not exceed 3%. Where steeper slopes are unavoidable the limiting gradient is 7% for lengths up to 30m.

Junctions and road crossings

Where Heritage Greenway routes meet or cross the public highway, extra consideration to safety must be given; and Road Safety Officers consulted. Clear signage must be provided, for both users of the Heritage Greenway and the public highway. Dependent upon sight lines, gradients and other local factors, structures may be required to reduce the speed of users of the Heritage Greenway on approaches to roads and pavements. Where possible, signage for road users, warning of the presence of other users, should be installed.

Dropped kerbs at road crossings should be used to improve ease of use and safety, improving comfort for all users, especially cyclists and pushchair/ wheelchair users.

Signage, way marking and mapping

Signage for the HG should be clear, informative and consistent. A HG symbol/ logo and colour scheme will be utilised.

Signposts should be used at all junctions and access points to the HG. Destinations and distances, both into the communities along key links and along the HG will be identified.

Waymarking should be used to supplement the main signage and should provide directional information. Waymarking should be undertaken in accordance with CBC's Countryside Access Waymarking Policy.

Additional information about the Heritage Greenway, including a map of the entire route, will be provided at key access points.

The issues of signage, waymarking and mapping, along with identity, marketing, promotion and information provision will be addressed more fully in a supporting document (to be produced once this document is adopted).

Fencing and hedges

The route of the Heritage Greenway should be aesthetically pleasing, wherever possible maintaining a 'green' setting through appropriate planting and landscaping.

Planting and landscaping requirements will vary greatly around the Heritage Greenway, influenced primarily by available space and degree of rural/ urban setting.

All planting should be of native, locally distinctive species. Planting within more urban settings should be decided with robustness and maintenance as key factors.

Wherever possible, Heritage Greenway routes should not be 'fenced-in', with users having a feeling of being contained or funnelled. However, at certain access points and other areas, such as where stock is grazing or for safety, fencing will be required (although the route and adjacent land should provide a corridor feel).

Fencing specifications should be robust and in keeping with their immediate setting. In general, rural settings should have timber fencing which should be of a similar design to any adjacent existing fencing. Where no existing fencing is present, posts should measure a minimum 125mm x 75mm and rails 100 x 50mm.

Fencing specifications in more urban settings will be determined by primary function (safety, security, etc), but in all cases should be as attractive as possible and in-keeping with surrounding structures.

Green space standards

Green spaces forming the Heritage Greenway will range from linear paths and corridors, through amenity green spaces to natural and semi-natural open spaces in the wider countryside. All components of the HG should deliver multiple green infrastructure benefits – linking and maximising the quality and value of access, landscape, biodiversity and heritage. Sites forming the Heritage Greenway will:

- be clearly signposted to and from the Heritage Greenway and the wider network
- Protect, celebrate and interpret the area's rich and varied heritage
- Cause no damage to archaeological sites or their settings
- be welcoming and clean and safe.
- may incorporate public art (e.g. sculptures)
- will provide seating, in both sunny and shaded areas
- have a naturalistic appearance
- have attractive views out of or across the site
- make good use of topography, space and planting
- provide informal and engaging activities for people of all ages

Wider landscape

As part of this project we are seeking to increase the quality of the environment surrounding Caddington and Slip End. It is critical that the development of the HG acts as a challenge to all land managers to seek to maintain and develop the quality of the land they manage through the creation of interconnecting habitats, ponds, hedges and the planting of trees.

Maintenance

To guarantee maximum value, use and longevity of the Heritage Greenway once it is developed, it will need to be maintained to a proper standard to keep the width and to encourage people to use it. Ongoing maintenance work will have to include verge cutting and surface spraying for which revenue funding will be required.

Careful consideration should be given, when any planting or landscaping is proposed, to ensure that it will not become a problem in the future. Where appropriate, a sealed surface should be considered at the development stage to reduce maintenance liabilities in the future. Maintenance of any structures or artwork installations will also need to be undertaken. Any interpretation of the historic or natural environment will need to be maintained and updated.

Impacts and Constraints

It is acknowledged that the implementation of any of these above standards have the potential to have a negative impact upon features of, heritage, ecological and landscape value. Such features may be both assets and constraints on an individual site basis and as a collective whole, and the application of standards for the creation and maintenance of the Heritage Greenway infrastructure may need to be amended accordingly. None of the elements required for the creation of the Heritage Greenway must have a negative impact on the features and landscapes that they are designed to enhance and promote and it will be necessary for the standards to be subject to the approval of specialists from each field of interest (for example archaeology; ecology and landscape).

LEGAL PROCESSES

A number of the routes that have been identified for the Heritage Greenway do not currently have the appropriate legal status for the type of use envisaged. Where the proposed route uses a Public Footpath but is identified for future use by cyclists, the consent of the landowner for a permissive route or a legal order to change the status of the path – i.e. from footpath to bridleway or footpath to cycletrack will be required. In other locations, new routes have been identified which will require the creation of a footpath, bridleway or cycletrack, as appropriate. The C&SE NP Steering Group, together with CBC and BRCC will seek to ensure that the appropriate legal process is carried out wherever required to enable the practical delivery of the HG.

ROUTE OVERVIEW

The southern end of the main HG is at the Bedfordshire and Hertfordshire county boundary at Half Moon Lane, Pepperstock, Slip End. (A 2.3km Public Right of Way link to the southwest of Pepperstock connects the HG to Markyate.) The northern end of the main HG is at the Dunstable and Luton Guided Busway. The proposed route of the HG between Half Moon Lane, Pepperstock and the Guided Busway measures approx. 6.75km.

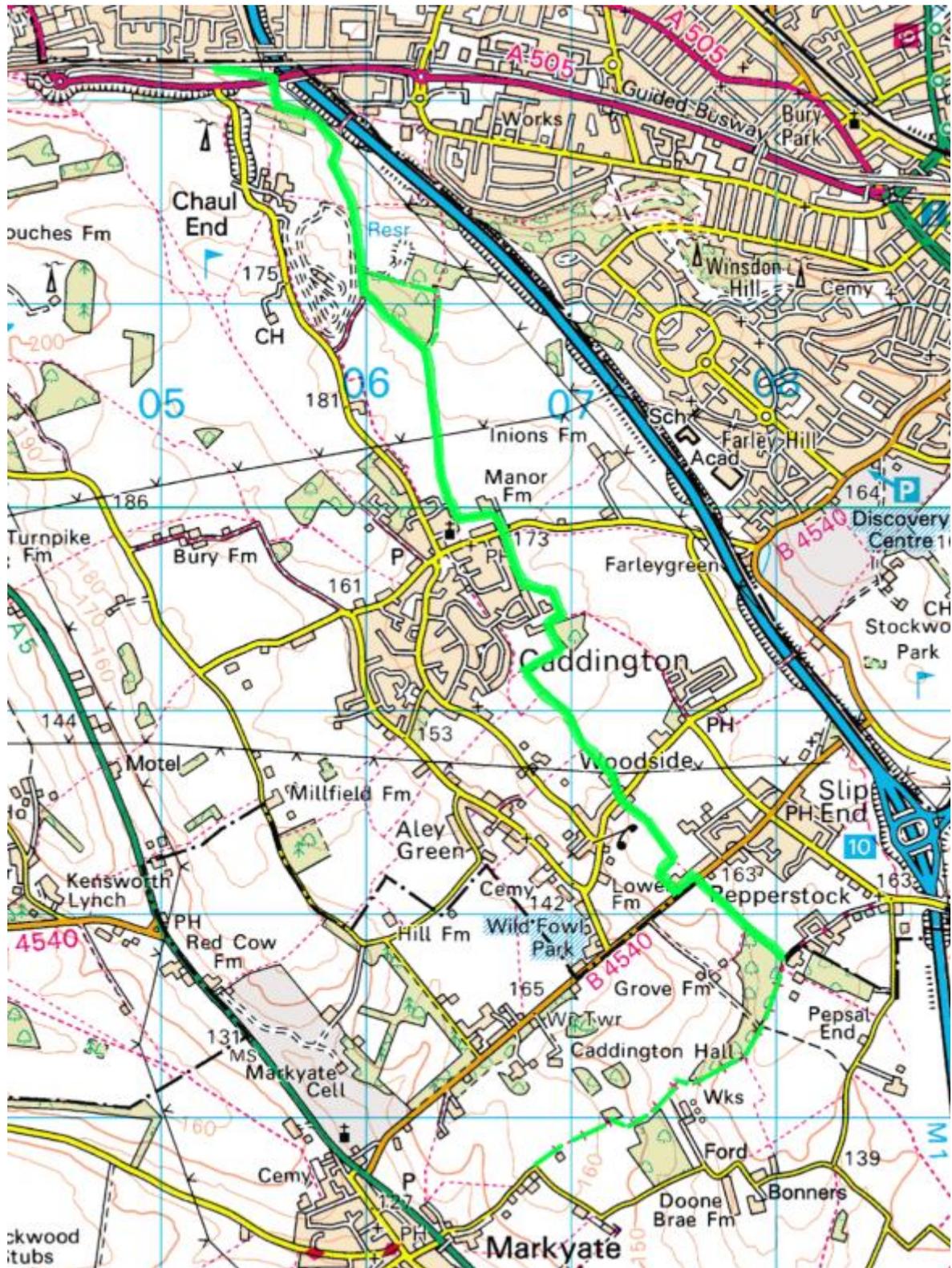
The Project is in two parts, neither of which rely on the other for implementation purposes.

The HG comprises 2 sections:

- the northern section from Caddington (Luton Road), to the Guided Busway, measuring approx 3.4km.
- the southern section from Pepperstock to Caddington (Luton Road), measuring approx. 3.3km;

Fig 1 shows the route of the CaSE HG

Fig 1 – Map showing main route of the Caddington & Slip End Heritage Greenway



NORTHERN ROUTE PROPOSALS**Section Ni Luton Road – Rushmore Close**

Approx 270m – 300m of new, field-edge path to be created.



A safe crossing of Luton Road is required; and this should be provided as part of wider traffic calming measures at the entrance to the village.

The only existing route option immediately north of Luton Road is the Public Footpath through the church yard. As this would require the use of 200m of road / pavement (blue dashed line) and the church yard (where surfacing a route is neither desired nor likely to be consented). Given this, a new route is required between Luton Road and Rushmore Close.

Two options are identified above by the red dashed line and either would provide a good link in the Greenway. Both options would require the creation of a new Right of Way allowing pedestrians and cyclists; and would require surfacing.

The field (approx. 1.5 hectares) between the existing churchyard and Manor Farm, has various potential uses; and extension to the graveyard, if needed; as a community green space (allotments, orchard, informal open space, etc); or a development site. Should it not become a development site, the Heritage Greenway could potentially be incorporated into / through the site, with appropriate furniture (seating, bike racks etc).

This section of the route passes through the medieval core of the village of Caddington (HER 16966), close to All Saints Church (HER 1168) and Manor Farm (HER 13589) which overlies the site of one of the Prebendal manors of Caddington. There has been extensive research undertaken into the medieval settlement and landscape of Caddington and historic documentation provides an indication of what the manor buildings looked like. The proximity of this section of the route to Manor Farm, All Saints Church and the centre of Caddington therefore provides many opportunities for interpretation of the heritage of the village and the medieval parish. It should also be noted that to the east of the proposed route (south of Manor Farm), small scatters of Roman pottery and tile and medieval pottery and a quern stone fragment were recorded during a small watching brief in 2001.

Given the high archaeological potential for this section of the route physical works to create the Heritage Greenway will need to be designed in this context and the possible constraints considered as a priority. It is advised that funds for the provision of an archaeological investigation are sought if the physical works are likely to result in the disturbance of below ground deposits associated with the medieval settlement of Caddington or the manor site (which could extend further south than the present Manor Farm). It must also be acknowledged that any change of use that involves activities that will disturb the present ground surface in the field between the churchyard and Manor Farm will have any impact on surviving archaeological remains (the northern corner of the medieval settlement extent passes into this field). It is therefore recommended that at the very least non-intrusive archaeological survey work is undertaken (which may need to be followed up by further archaeological investigation) prior to any change of use and advice is sought from the Planning Department at Central Bedfordshire Council as to whether a change of use planning consent would be required for the creation of allotments or a cemetery extension.

In addition to the above capital items, funding will need to be secured to cover some, or all, of the following costs:

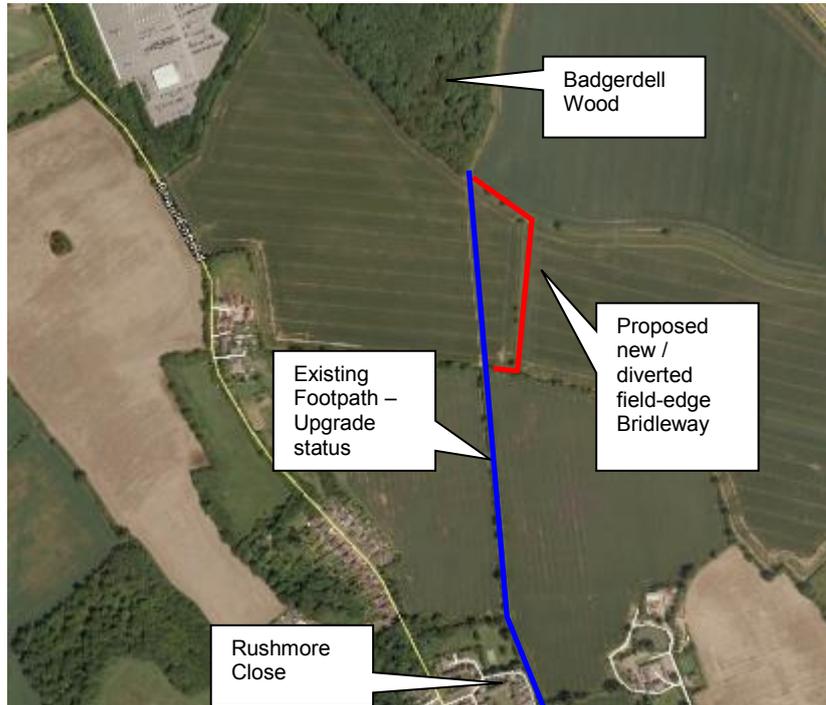
- Officer time (CBC and / or BRCC) in landowner liaison / negotiation
- Legal costs of PRoW orders
- Possible landowner compensation for loss or productive land
- Archaeological investigation
- Planning Application fees for a change of use (if required) of the field between the churchyard and Manor Farm and funds for archaeological investigation of the site.
- Maintenance of path surface and furniture.

It is estimated that the delivery, and management for 10 years, of this section of the HG will cost £60,130, excl VAT.

Please see Appendix 1 spreadsheet for details.

Section Nii Rushmore Close – Badgerdell Wood

Approx 850 - 940m of well-used field-edge and cross-field Public Footpath (FP24)



This section of the route follows a Public Footpath which utilises both a field-edge and a cross-field path (blue line above). To form a section of Greenway, the status of the route will need to be upgraded to allow for walking and cycling. A surfaced path is proposed to enable all-year round use.

Discussions with the landowner should be undertaken to ascertain their preference for keeping the HG on the line of the existing Right of Way (850m); or diverting the route around the field edge (940m).

The scope for landscape and habitat enhancements in this section is likely to be limited to the creation of a linear woodland to the east of the line of the existing Right of Way. Similar to Section 3, the surfacing of the existing path line would separate a relatively small (approx. 2 hectare) 'pocket' of land from the remaining arable field to the west. Planting this strip of land with native trees would help to extend the valuable habitat of Badgerdell Wood.

This section of the route passes through a landscape which has high archaeological potential. At Rushmore Close to the east of the proposed route recent archaeological investigations have produced evidence of a small early to middle Iron Age settlement (HER 20130). In addition, traces of the former medieval field system for the parish have been recorded as cropmarks that show up on aerial photographs (HER 14092). Surface scatters of artefacts ranging in date from the Neolithic/Bronze Age through to the Roman period (HER 16061 and 16070) have also been recorded and metal detecting finds dating to the medieval and post medieval period have been collected (HER 19286 & 19287).

The Rushmore Close archaeological investigations also recorded the presence of a solution hollow (known as doline) which contained brick earth deposits. Around 500,000 years ago ponds or watering holes formed in these solution hollows and attracted early humans and other animals. It is these sites that have produced the

Neighbourhood Plan area's most important archaeological remains, the Palaeolithic hand axes and other flint tools created by our early ancestors.

The high archaeological potential of this part of the route will mean that physical works to create the Heritage Greenway including any woodland planting will need to be designed in this context and the possible constraints considered as a priority. It is advised that funds for the provision of an archaeological investigation are sought if the physical works are likely to result in the disturbance of below ground deposits. It also presents an exciting opportunity for interpretation of these past landscape and more wider opportunities for "hands on" community involvement, such as field walking and test pitting exercises.

In addition to the above capital items, funding will need to be secured to cover some, or all, of the following costs:

- Officer time (CBC and / or BRCC) in landowner liaison / negotiation
- Legal costs of PRoW orders
- Possible landowner compensation for loss or productive land
- Archaeological investigation, survey and training of local volunteers/the community in basic survey techniques
Maintenance of path surface and furniture.

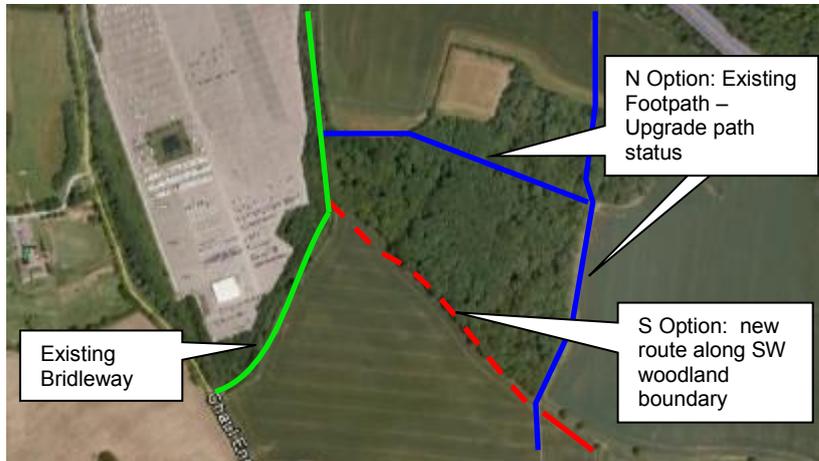
It is estimated that the delivery, and management for 10 years, of this section of the HG will cost £79,820, excl VAT.

Please see Appendix 1 spreadsheet for details.

Section Niii Badgerdell Wood

Northern Option – Approx 720m utilising existing Public Footpaths (FP4 and FP24).

Southern Option – Approx 550m, utilising 420m new PRow to be created and approx. 130m of existing Public Bridleway (BW4).



There are two options for this section of the route.

The northern option follows two Public Footpaths (FP4 and FP24) which utilise a field-edge path and a path following an old trackway through the wood. To form a section of Greenway, the status of the route will need to be upgraded to allow for walking, cycling and possibly horseriding. A surfaced path is proposed to enable all-year round use; and given the undulating and soft ground conditions; and the need for tree safety works within the wood, it is anticipated that the linear metre costs for this section will be higher.

The southern option, following the south western boundary of Badgerdell Wood and linking with an existing Public Bridleway (BW4), would require 420m of new Public Right of Way allowing pedestrians and cyclists; and possibly horseriders, and would require surfacing. The existing BW4 will need some vegetation management and surface improvement works.

There is significant scope for ecological enhancement works within Badgerdell Wood. Ideally a full survey of the existing habitat should be undertaken to inform the production of a management plan. With associated interpretation and seating; and any necessary health and safety related tree surgery, works could include the planting of shrubs and bulbs and the erection of bird and bat boxes. However, as detailed below these should be carefully monitored and restricted around the possible medieval building site at the southern end of Badgerdell Wood.

To the east and north of Badgerdell Wood are two areas, each approx. 2 hectares, of chalk grassland, in places scrubbing up. These sites would make a significant contribution to local green infrastructure provision with access, landscape and biodiversity benefits; and as such should be brought into appropriate management.

Heritage interpretation, ecological/ landscape enhancements and the provision of access related furniture (off-road signage, benches and bike racks etc), would be additional costs.

The land to the east of Badgerdell Wood (HER No. 12455) has cropmark evidence of field boundaries and a quarry which are most likely to date to the post medieval

period, however a significant quantity of Neolithic and Bronze Age flints have also been collected from this area as a result of fieldwalking, suggesting that it is part of a wider landscape of prehistoric occupation (such as the areas identified to the south of Badgerdell Wood). Physical works to create the Heritage Greenway will need to be designed in this context and the possible constraints considered as a priority. It is advised that funds for the provision of an archaeological investigation are sought if the physical works are likely to result in the disturbance of below ground deposits. This area is part of the wider historic landscape including the land to the south of Badgerdell Wood (which has been detailed in reference to Section Nii) and any interpretation should include the whole area.

Within the southern corner of Badgerdell Wood the partly excavated remains of a probable medieval building have been recorded (HER 16074). The building was small with only two rooms and a small amount of tile and medieval pottery was recovered. . Any increased activity in the area associated with the creation of the Heritage Greenway should ensure that this feature is not damaged and the medieval building provides further opportunities for interpretation. This could include research into the medieval landscape and the history of the woodland in order to see if there is any historical documentation which can be tied to this site.

In addition to the above capital items, funding will need to be secured to cover some, or all, of the following costs:

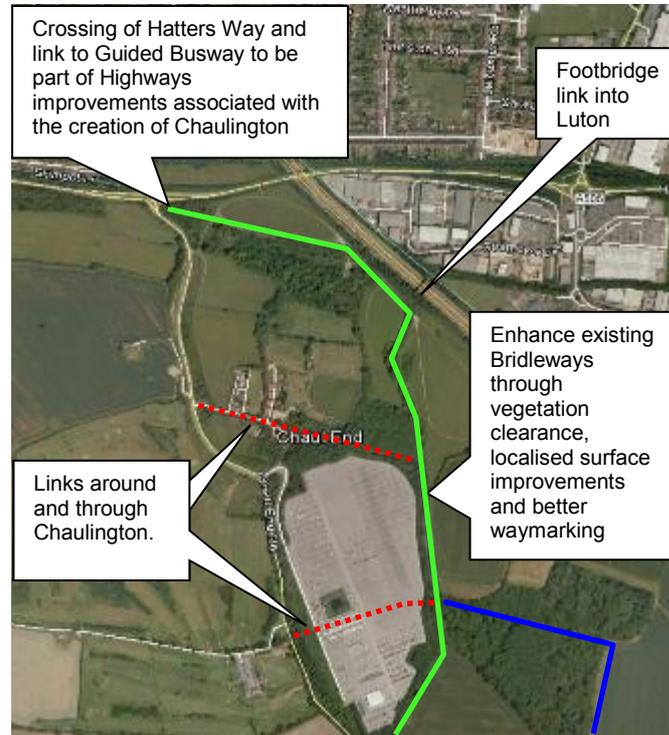
- Officer time (CBC and / or BRCC) in landowner liaison / negotiation
- Legal costs of PRow orders
- Possible landowner compensation for loss or productive land
- Archaeological investigation, historical research (which could be undertaken by the local community)
- Maintenance of path surface and furniture.

It is estimated that the delivery, and management for 10 years, of this section of the HG will cost £89,250, excl VAT.

Please see Appendix 1 spreadsheet for details.

Section Niv Badgerdell Wood (west) – Hatter's Way / Guided Busway

1.4 km route following existing Public Bridleways (BW4, BW8, BW49, BW44).
Approx. 700m well-used Public Bridleway (BW4 & BW8) along eastern boundary of the GM vehicle storage area ('Chaulington') and northwards to the M1 footbridge.
Approx 650m well-used existing Public Bridleway (BW49 & BW44)



This section of the route follows an existing Public Bridleway. Despite the status of the path being appropriate for the anticipated users, significant improvements are required to establish the required width and surface conditions. A detailed survey is needed to calculate the amount of new surfacing required, as some sections of the existing Bridleway surfacing are suitable.

A safe crossing point of the Hatter's Way associated with the Chaul End junction improvements, and a subsequent link to cycle route alongside the Guided Busway will be required.

Given the immediate proximity of the proposed 'Chaulington' development, two major links to the HG should be created: a new route into the heart of the development and the upgrading of 325m of a Public Footpath (FP5), to Public Bridleway status, at the northern end of the site, to link to Chaul End.

The main route of the proposed HG forms the eastern boundary of Chaulington, along Public Bridleways (BW4 / 8) for approx. 500m. The Chaulington Masterplan (on both the versions on the Chaulington website and in the planning application) shows a 'pedestrian and cycle connection' from the Community Green to Bridleway 4. The provision of such a link requires the route, which is being linked to, to be of good quality and in turn link to desirable destinations.

Utilising the HG (Sections Niii & Niv) and the on-site pedestrian and cycle connection, the Luton & Dunstable Guided Busway is within 1.5km of the proposed Community Green near the centre of Chaulington; and the centre of Caddington village is within 2km (along sections (Ni & Nii)).

The two areas of chalk grassland bordering the M1 are of ecological and landscape value. The larger of these areas, measuring 12 hectares and to the north east of the potential Chaulington development site, is beginning to scrub-up. With no management the site would eventually develop into woodland, which although a beneficial habitat and landscape feature, is less appropriate for this site than chalk grassland. The smaller area (approx. 3 hectares) of grassland to the south of Hatter's Way should also be managed for its chalk grassland ecology. It should be noted that these two areas are subject to unauthorised motorbike use, impacting on both enjoyment of other users and the habitat value.

The main, and most significant, historic environment features within this section are the lynchets on the north facing slope of the hillside at Chaul End (HER 212). These cultivation terraces date to the medieval period. In the 12th/13th centuries the population of England began to rise rapidly causing a demand for greater arable land and resulting in the establishment of many small "squatter" settlements associated with the newly cleared land. In the parish of Caddington these squatter settlements have survived and gone on to form the basis of the modern settlement pattern, with Aley Green, Woodside and Chaul End all likely to have originated at this time. The lynchets form part of the need during the 12th and 13th centuries to increase arable yields to feed the growing population and they were created in order to form level terraces on hilly ground on to which crops could be planted. Further evidence of similar lynchets survive along the Chiltern Ridge in Bedfordshire on the Dunstable Downs, Blows Down/Cottage Bottom Field and at Totternhoe and it is likely that there were once many more of these earthworks on the higher ground of the County (for example in the parish of Kensworth).

The lynchets are currently in moderate to poor condition, as scrub has been allowed to develop along significant stretches of them and they have been severely damaged by cyclists and small motorised vehicles which are clearly using the terraces as ramps and jumps. The creation of the Heritage Greenway should be used as an opportunity to better manage this area and to re-educate cyclists and other users about the significance of these features and the damage that their "leisure" activities cause.

The specification for the surfaced path (proposed to be along the line of the existing Right of Way at the base of the lowest of these terraces) must not damage the earthworks and physical works to create the Heritage Greenway will need to be designed in this context and the possible constraints considered as a priority. Funds for the provision of an archaeological investigation must be sought if the physical works are likely to result in the disturbance of below ground deposits associated with the lynchets or the wider landscape. The creation of the Heritage Greenway also presents an opportunity to clear the scrub from the lynchets in order to open them up for users of the path and the wider community to appreciate and enjoy. A similar project is currently being undertaken on land owned by Central Bedfordshire Council and leased to the Wildlife Trust and it is recommended discussions are held with the two organisations to obtain knowledge of how this can be achieved and the likely costs. If this clearance is undertaken there is also the opportunity for direct community involvement in the survey of the lynchets which could then be used to form the basis of the interpretation for this section of the route. Clearance of the lynchets would also have an ecological benefit, as it would return this area to chalk grassland which is highly valued.

In addition to the above capital items, funding will need to be secured to cover some, or all, of the following costs:

- Officer time (CBC and / or BRCC) in landowner liaison / negotiation
- Legal costs of PRoW orders
- Possible landowner compensation for loss or productive land
- Archaeological investigation, survey and community involvement
- Scrub clearance of the lynchets
- Maintenance of path surface and furniture.

It is estimated that the delivery, and management for 10 years, of this section of the HG will cost £142,000, excl VAT.

Please see Appendix 1 spreadsheet for details.

Opportunities for Developer Contributions

Planning obligations under section 106 of the Town and Country Planning Act 1990 (commonly known as s106 agreements) are a mechanism to secure financial contributions from development to make it acceptable in planning terms. The introduction of the Community Infrastructure Levy (CIL) by Government resulted in a tightening up of the situations where s106 agreements could be used – they now need to be focussed on addressing site specific mitigation required by a new development, whereas CIL has been developed to mitigate the broader impact of development, and provide a mechanism for funding to address this impact.

Section 106

There may be opportunities to use s106 contributions to support the delivery of the Greenway where it can be shown that contribution to the Greenway is;

- Necessary to make the development acceptable in planning terms
- Directly related to the development
- Fairly and reasonably related in scale and kind to the development.

In practice, this would only be the case for sites in the immediate vicinity of the Greenway, and that required heritage / access / greenspace mitigation that could be provided by the Greenway.

Community Infrastructure Levy

The Community Infrastructure Levy is a mechanism for developer contributions to contribute towards infrastructure needed to support the development of the area. Central Bedfordshire Council is planning to introduce the Levy in late 2015. Once it is adopted, the Levy can be used to fund a wide range of infrastructure, including transport, flood defence, schools, hospitals and other health and social care facilities. This allows CIL to fund a broad range of infrastructure requirements, including parks and green spaces, cultural facilities and access improvements. The Greenway project would therefore be eligible to be funded through CIL (providing there was no overlap with any funding secured through s106). The decision on what the funding is spent on is made by the Local Authority, on the basis of what infrastructure is considered a priority across the whole Local Authority area. Therefore the decision is made on the basis of strategic infrastructure priorities to support growth across the Local Authority area as a whole, rather than locally linked to development. However, Local Authorities have to allocate at least 15% of CIL receipts (rising to 25% from development that takes place in the area of communities that have an adopted Neighbourhood Plan). This is paid to the Parish Council. Therefore the Parish Council will receive an income from CIL that can be spent on local priorities, including the Greenway.

Future Maintenance Responsibilities

Prior to the creation of the HG there will need to be an archaeological assessment undertaken of each section of the route which has been identified as having the potential to impact on any below ground (or earthwork) surviving archaeological remains. It is recommended that advice and support is sought from the Central Bedfordshire Council Archaeological advisors with reference to this part of the project. Any associated landscape / heritage / habitat features future management responsibilities will also need to be agreed. Costs associated with the on-going maintenance of both the route and associated GI elements, for an initial 10 year period, are included within the Appendix1 spreadsheet. Funding to cover these costs should be sought as part of negotiations for the capital implementation of the HG. However, no works have been undertaken to assess the impacts of the route on the historic environment and this must be undertaken as a priority. Neither has work been undertaken on the creation of interpretation or the involvement of the community in bringing forward the enhancement and management of their historic environment and this must be done.

Access Routes

In line with its responsibilities as highway authority, CBC's Rights of Way Team may well take on the maintenance of any upgraded / created public rights of way. This y includes maintenance of the path surfaces, path- furniture such as bridges and culverts and standard Rights of Way signage including waymarkers. These new and upgraded routes would have to be laid out to an agreed standard before their handover to the ROW Team to ensure there is no large scale additional burden on the ROW Team's revenue budget. CBC may then seek to engage landowners in undertaking some of their own maintenance responsibilities, such as surface vegetation clearance.

Landowners over whose land the proposed HG passes have their own obligations in relation to keeping their routes open and removing obstructions, such as poor gates, growing crops, fallen trees and overhanging vegetation, in a timely manner.

A formal understanding detailing each party's responsibilities will be required for each land parcel along the route.

Furniture

Furniture associated with the HG (which is likely to include interpretation panels, benches, bins, cycle racks, and sculptures) will need to be regularly checked and repaired / replaced as appropriate. As the provision and maintenance of these items are non-statutory it is unlikely that CBC will want to take on this responsibility. Responsibility for their upkeep will need to be agreed at a local level and could be through the relevant Parish Council, the NPSG or a Community Trust. The Community Trust proposed for the Chaulington Development may be an appropriate vehicle for this, extending the remit of its on-site GI maintenance responsibility.

Green spaces

Until further landowner and community consultation has been undertaken, the extent and nature of green space provision along the HG corridor is unknown. However, any GI provision will require on-going management such as regular mowing (of paths and / or meadows); tree works (gapping-up young planting, safety work to mature trees); and general upkeep. The responsibility for such on-going management will need to be agreed on a site-by site basis; and, with appropriate funding, could be undertaken by the landowner, the relevant Parish Council, the NPSG or a Community Trust

PART TWO**CHAULINGTON & the CaSE HG**

Chaulington is the working name for a proposed new settlement of 325 homes on land owned by General Motors (GM) within the northern area of the parish of Caddington. An outline planning application was submitted to CBC on 26th June, 2014 (CB/14/02515/OUT).

The Chaulington site has been part of GM's estate since the 1950s, when it was developed as a test track for new models from GM's Luton factories – away from the eyes of other car manufacturers.

When testing moved to alternative facilities, the site was given planning permission to become a vehicle storage facility with space for 6,500 cars and vans.

However, as GM's manufacturing processes are evolving it no longer needs a storage site of this size and expects to relocate its activity to another operating site in Luton. This means there is now an opportunity to create a new vision and future for the site. General Motors have been actively consulting with the public on a new vision to create a masterplan for inclusion in an outline planning application.

(Taken from <http://chaulington.co.uk/background/>)

Statements on the Chaulington masterplan website, from both GM and public consultation, highlight the opportunities and desire for Chaulington to be linked to the neighbouring communities:

Sustainable Connectivity

Investment in a "Green" movement network:

- *Improved footpaths, cycle ways and bridleways*
- *Helping to create a 'Green Spine'*
- *Community bus to key local destinations*

Landscape:

Our proposals will also allow future generations to benefit from a Green Spine connected to Chaulington and the neighbouring villages.

"Chaulington will obviously have a different look and feel, but we don't want it to be a separate community."

"The key thing is to link it all up".

Outdoor Access requirements

In addition to the benefits the HG would bring to connecting the new and existing local communities, the recreational outdoor access requirements of the new population of Chaulington will need to be catered for. The outline planning application is for 325 homes, which is likely to lead to a population of approx. 800-850.

Based on 2013 statistics - <http://www.pfma.org.uk/pet-population/> - 81 households within Chaulington (25%) will have 1 or more dogs which will require exercising, with the local Rights of Way anticipated to be widely used.

According to The Ramblers, walking is Britain's most popular outdoor recreation by far and still an important mode of transport. Britain's most comprehensive survey of

sport and recreation participation, 9.1million adults in England, or 22% of the population, walk recreationally for at least 30 minutes in four weeks – equating to approx 190 residents of Chaulington. Walking is the joint most popular activity (along with eating out) for people taking days out in England, and the most important reason for 18% of the 3.6billion visits undertaken

The National Travel Survey says that around 8% of the population (3 million people) cycle 3 times a week or more, equating to approx. 70 residents of Chaulington.

The above needs will require off-site as well as on-site provision.

The Chaulington site falls within Corridor 9 - The Chalk Arc – of the Beds & Luton Green Infrastructure Plan, (also Corridor 2 of the Luton & South Beds GI Plan).

OUTLINE PLANNING APPLICATION - CB/14/02515/OUT

Extracts from the Outline Planning application demonstrate GM's acknowledgement of the potential for, and need to contribute to the HG (referred to as a 'Green Spine')

Section 4.32 of the Planning Statement for the outline planning application states:

The proposals seek to provide walking and cycling infrastructure, within, to and from the Site, which includes options to upgrade and enhance the network of existing PRow in the local area. This includes assisting the aspiration of the Caddington and Slip End Neighbourhood Plan Steering Group (NPSG) to develop a 'Green Spine' linking Caddington with other nearby settlements and Dunstable. This is likely to be provided through financial contribution to CBC through Section 106 arrangements.

The Environmental Statement for the outline planning application states:

Off-site footpath network

- 3.60 The proposed development includes pedestrian linkages to the existing footway/bridleway network surrounding the site to provide access to services in Caddington and the wider area by means other than the private car.
- 3.61 The existing network is not of a high standard. It is therefore proposed to make a contribution through the Section 106 (S106) agreement' towards re-surfacing both the 'Green Spine' to the east of the site (which runs through Bush Wood, Round Wood and Badgerdell Wood, across farmland and through the All Saints Church churchyard before joining Luton Road in Caddington) and Footpath 8 to the south of the site (which runs to the east of Chaul End Road and across land behind Brick Kiln Barns, before rejoining the existing length of footway along Chaul End Road).
- 3.62 These routes and the extent of these resurfacing works are shown on Figure 3.12. Surface treatment is anticipated to be either wood chip or hogging (loose gravel) as this will avoid impacts to existing trees and hedgerows along these routes. In order to protect the rural character of the surrounding area, no artificial lighting is proposed. Further detail on the mechanism for delivering the footpath is contained within the S106 Heads of Terms that accompany the planning application.

The developer also acknowledges the potential for linking Chaulington and the HG / Green Spine, to the Luton and Dunstable Guided Busway:

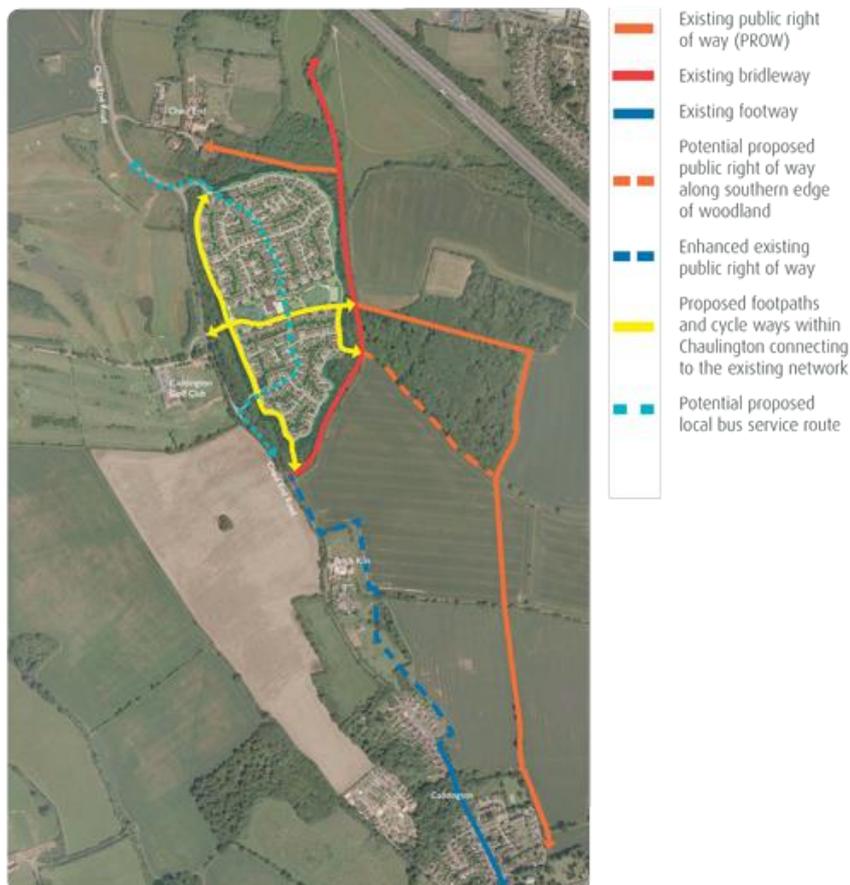
CaSE Heritage Greenway
Chaulington S106 Contribution Proposal

To the north of the site there is scope to provide a footway/cycleway between the site access and A505 Hatters Way within existing highway land subject to land ownership and the agreement of the Highway Authority.

5.4 Creation of enhanced Pedestrian / Cycle Access to the Busway

- 5.4.1 A new shared use pedestrian/cycle facility is proposed on Chaul End Road between the northern site access and the A505 junction. This would link into a proposed new signalised junction, therefore providing much enhanced access by foot and cycle to the Luton to Dunstable Busway and parallel cycleway facility.
- 5.4.2 The alternative access routes between the site and the Busway / cycleway are shown in Figure 5.1. Based upon current ownerships and rights of way, pedestrians and cycles would need to use the construction access for the Busway, located some 230 metres east of the Chaul End Road junction in order to access these facilities.
- 5.4.3 GM will however work with CBC and Luton Borough Council (LBC) to seek to secure a more direct connection across what is currently third party land.

Additionally, the developer identifies the potential creation of a new Public Right of Way along the southern boundary of Badgerdell Wood to link with other Rights of Way and contribute to the creation of the Green Spine:



The main route of the HG forms the eastern boundary of Chaulington, along Public Bridleways (BW4 / 8) for approx. 500m. The Chaulington Masterplan (on both the versions on the Chaulington website and in the planning application) shows a 'pedestrian and cycle connection' from the Community Green to Bridleway 4. The

provision of such a link requires the route which is being linked to, to be of good quality and in turn link to desirable destinations.

Utilising the HG (Sections Niii & Niv) and the on-site pedestrian and cycle connection, the Luton & Dunstable Guided Busway is within 1.5km of the proposed Community Green near the centre of Chaulington; and the centre of Caddington village is within 2km (along sections (Ni & Nii)).

A major linking route for the HG lies within the northern woodland belt of Chaulington, along Public Footpath (FP5) for approx. 325m. This route currently links Bridleway 8 to the properties of Chaul End. To create a coherent GI access network, FP5 should be upgraded to bridleway status, with an improved surface; and a link between its western end and the pedestrian and cycle connection around the western perimeter of the development should be created.

S106 CONTRIBUTION PROPOSAL

Given the location of the proposed development and its proximity to Caddington and the Luton & Dunstable Guided Busway, a S106 contribution covers the costs of creating (and maintaining for 10 years) the northern section (Ni – Niv) of the HG:

Ni, Luton Road to Rushmore Close	£60,130
Nii, Rushmore Close to Badgerdell Wood	£79,820
Niii, Badgerdell Wood	£89,250
Niv, Badgerdell Wood (west) to Guided Busway	£142,000
50% of 1-off costs	£11,000
Total	<u>£382,200</u>

It is proposed that S106 funds would be paid to CBC who would manage the funds on behalf of a HG Delivery Group comprising CBC, CaSE NP SG, Parish Councils and BRCC.

In addition to contributing to the delivery of the HG, it is proposed that the Chaulington development provides enhanced links immediately to the north of the site.

A major linking route for the proposed HG lies within the northern woodland belt of Chaulington, along Public Footpath (FP5) for approx. 325m. This route currently links Bridleway 8 to the properties of Chaul End. To create a coherent GI access network, FP5 should be upgraded to bridleway status, with an improved surface; and a link between its western end and the pedestrian and cycle connection around the western perimeter of the development should be created.

APPENDIX 1 - CaSE Heritage Greenway Costings - North														
		Landowner negotiation staff time	RoW Creation Order	Estimated landowner compensation	Path creation / surfacing	Long term path maintenance	Highways crossing point	Furniture	Long term furniture maintenance	Landscape / Habitat / Heritage works	Landscape / Habitat / Heritage maintenance	Total £		
		[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]		
Ni	Luton Road to Rushmore Close	480.00	3,700.00	3,600.00	10,500.00	2,100.00	50000 ?	7,500.00	3,250.00	25,000.00	4,000.00	60,130.00	Ni	Luton Road to Rushmore Close
Nii	Rushmore close to Badgerdell Wood	240.00	3,700.00	4,400.00	32,900.00	6,580.00	0.00	5,000.00	2,500.00	15,000.00	9,500.00	79,820.00	Nii	Rushmore close to Badgerdell Wood
Niii	Badgerdell Wood	240.00	3,700.00	4,320.00	25,200.00	5,040.00	0.00	7,500.00	3,250.00	30,000.00	10,000.00	89,250.00	Niii	Badgerdell Wood
Niv	(west) to Guided Busway	0.00	0.00	0.00	35,000.00	7,000.00	unknown	10,000.00	5,000.00	50,000.00	35,000.00	142,000.00	Niv	Badgerdell Wood (west) to Guided Busway
												371,200.00		
	Additional 1-off costs													
	Compensation valuation from Bidwells											1,000.00		
	Project management/ local consultation/ website and leaflet etc											10,000.00		
													Total	382,200.00
[1]	CBC / BRCC Staff time - estimate only as individual negotiations will take varying lengths of time, but based on £48/hr													
[2]	See attached breakdown of estimated costs for processing Public Path Orders under Sections 119 (Diversion Order) or 25 and 26 (Creation Order) of the Highways Act 1980													
[3]	Estimated costs for compensation against loss of productive land varies between £1 and £3 per square metre; with up to £1,600 legal fees per case. Where route options exist, highest cost is given.													
[4]	Based on recent similar works in Beds, pro-rata for a new 3m wide, level 2 surface. £35/m costs allow for minor drainage/ edging / tree works. Where route options exist, longest route is costed, except in Niii. Allows for higher rate for pavement extension where needed. Also allows for any additional groundwork costs for major works in each section. Per metre rate reduced where improvement rather than creation required.													
[5]	A commuted sum for a 10-year maintenance period to cover costs of path surface upkeep and path-side vegetation clearance. 20% of creation costs.													
[6]	Estimated figure - Final specification and costs to be provided by CBC Highways. Anticipated to be funded through Highways schemes and not included in the total costs here.													
[7]	The provision at appropriate locations of benches, signage, interpretation boards, bike racks and dog bins													
[8]	Long term (10-year) maintenance / repair / replacement of furniture - anticipated to be approx 50% of original cost													
[9]	All costs associated with the planning, negotiation and implementation of landscape, habitat and heritage works identified in the report. Costs assume no change in land ownership - costs would increase if land purchased for public use. It is anticipated that not all proposals will be viable / permitted by landowners, in which case any allocated funding could transfer to other sites.													
[10]	Long term (10 year) maintenance of landscape, habitat and heritage - estimated on section basis; dependant upon nature of proposals. Average rate for management of new GI site calculated as £500/ha/yr. Average rate for enhanced management of existing GI site estimated as £250/ha/yr.													
[11]	Total excludes costs of x2 road crossings													