Item for Development Control Committee  
7 December, 2011

Application Number: 08/01289/MKPCR

Consultation from Milton Keynes Partnership on a Reserved Matters Application for primary infrastructure works, including roads, footways, on-street parking, cycleways, drainage, attenuation areas, services, utilities and ecological mitigation works.

At: Area 10, Western Expansion Area, land to the west of Watling Street (V4) and north of Dansteed Way (H4), Milton Keynes

FOR: Redlawn Land Ltd

Ward: Stony Stratford (part) and Parish: Whitehouse Parish  
Loughton Park (part)

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1.0 INTRODUCTION AND SUMMARY

Milton Keynes Council (MKC) has been consulted by Milton Keynes Partnership (MKP) on this reserved matters application.

The purpose of this report is to agree MKC’s response to MKP in respect of this planning application. The council’s response will then be available to the MKP Planning sub-committee when it considers the revised reserved matters application. As a consultation response, the considerations in this report focus on the compliance of the reserved matters application with council policies and take account of the comments made by officers on the proposals.

MKP is the decision-making body and is responsible for consulting on and determining this planning application. MKP officers have consulted other organisations, such as local councils, service providers and amenity groups, as well as the general public. People or organisations wishing to make comments on this application do so directly to MKP and those comments are then included in the MKP officers’ report to the relevant MKP Planning Committee meeting.
The application is for the approval of some of the reserved matters for the outline permission granted in 2007 for the development of 4,400 homes; accompanying development and infrastructure in Areas 10.1-10.3 of the Western Expansion Area. The outline planning permission gives approval to the principle of development of this site. The outline consent is based on and is accompanied by supporting documents including the transport assessment, environmental impact assessment and design brief/ masterplan all of which are material considerations for MKP when determining this current planning application.

The outline planning permission requires the submission and approval of reserved matters for a number of details, including the roads and primary infrastructure, prior to the commencement of development. Reserved matters may not be used to alter the overall nature of development for which outline consent has been granted, nor is a local planning authority able to refuse to approve reserved matters on grounds related to the principle of the development for which the outline has already been granted.

1.1 The Site
The site forms part of the Western Expansion Area (WEA), allocated for development in the Milton Keynes Local Plan (adopted 2005). The site is located to the south of Calverton Lane, west of Watling Street (V4) and north of Dansteed Way (H4). The site area for this planning application is shown on the plan at Appendix A to this report.

The application site is bounded by the existing residential areas of Two Mile Ash to the east with Crownhill and Grange Farm to the south. The western boundary of the site runs from the edge of Upper Weald to the southern tip of Hazeley Wood.

The site is mainly in agricultural use and consists of a number of farmsteads, comprising Upper Weald Farm, Shenley Grounds Farm, Common Farm, Shenley Hill Farm, Two Mile Ash Farm and Whitehouse Farm (which includes a Grade II Listed Building).

1.2 The Proposal
The revised reserved matters application is for primary infrastructure works, including roads, footways, on-street parking, cycleways, drainage, attenuation areas, services, utilities and ecological mitigation works. A revised drainage strategic update was submitted to support the application.

The revised plans submitted in July 2011 showed that a phased approach has been adopted to deliver new junctions on V4 and H4. All non grid road junctions will initially be ‘T’ priority junctions; grid road junctions onto V4 and H4 will be roundabouts, together with an extension to Tattenhoe Street (V2) linking the development to the south west of Milton Keynes.

This approach is in line with an agreement that has been reached between
MKC – as highways authority – and Redlaw/Gallagher, the landowner, to agree variations to the original consented scheme, securing new network connection principles and an extension of grid roads into the scheme, with protected grid road corridors extending right across the development site. This agreement was considered and welcomed in a report to Cabinet on 18 October 2011 dealing with the separate matter of the collaboration agreement between MKC and the landowners. A copy of the Memorandum of Understanding and accompanying site plan is attached at Appendix B of this report.

In line with the agreement that has been reached between MKC and the landowners, the interim junctions would be replaced when required, by alternative solutions i.e. signalised junctions with at-grade crossings on both Watling Street and Dansteed Way.

As proposed in the revised reserved matters application, junctions with the V4 and H4 grid roads would be built without formal pedestrian crossing facilities initially but as development progresses pedestrian crossing facilities would be required. The final form of these would be determined and may be built by MKC with a contribution to the costs made by the developer.

It is important to note that the proposed junctions fall outside the remit of the current reserved matters application and they will be dealt with through subsequent S.278 approvals under the Highways Act 1980. However, the proposed extension to Tattenhoe Street (V2) does form part of the current reserved matters application.

Further revised plans
The applicant submitted further revised plans in November 2011 in response to comments from MKC’s Highways Development Control and Passenger Transport teams.

The main revisions include:
- The interim junctions - the provision of two non-signalised ‘T’ junctions on V4 and H4 to provide access to the development site, these junctions to be left in/left out only for all movements.
- The position of the bus stops has been revised and additional bus stops indicated on the proposed V2 extension.
- Proposed indicative speed reduction measures added to roads within the development area.
- The red line boundary showing the application site boundaries has been revised.

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2.0 RELEVANT POLICIES
(The most important policy considerations relating to this application)

2.1 National Policy
Planning Policy Statement/Guidance
- PPS1: Delivering Sustainable Development
- PPS9: Biodiversity and Geological Conservation
- PPG13: Transport
- PPG24: Planning and Noise
- PPS25: Development and Flood Risk

National Planning Policy Framework (NPPF)
The NPPF is current in draft form. The document is however a material planning consideration when determining planning applications although the weight that can be placed on it is limited.

2.2 Regional / sub-regional policy
South East Plan and MKSM Sub-Regional Strategy
The Localism Act entitles the Secretary of State to lay an order revoking one or more of the regional spatial strategies (RSS). Until that time the RSS remains a material consideration for the purpose of plan-making and planning applications.

The principle of development on the WEA has already been agreed, in accordance with regional and sub regional policies through the earlier outline consents and this, together with the current status of the RSS as outlined above means that little weight is afforded to the RSS for the purpose of this application.

2.3 Local Policy
Milton Keynes Local Plan (adopted December 2005) – Saved Policies
- Policy S1 (General Principles)
- Policy S3 (City Expansion Areas)
- Policy S4 (Phasing of the City Expansion Areas)
- Policy D1 (Impact of Development Proposals on Locality)
- Policy D2A (Urban Design Aspects of New Development)
- Policy NE2 (Protected Species)
- Policy T1 (The Transport User Hierarchy)
- Policy T3 (Pedestrians and Cyclists)
- Policy T5 (Public Transport)
- Policy T9 (Road Hierarchy)
- Policy T10 (Traffic)
- Policy T15 (Parking Provision)
- Policy T17 (Traffic Calming)
• Policy EA5 (Western Expansion Area)

**Emerging Core Strategy (October 2010)**
• Policy CS11 (A Well Connected Milton Keynes)
• Policy CS12 (Developing Successful Neighbourhoods)
• Policy CS19 (Healthier and Safer Communities)

**Supplementary Planning Guidance**
• Western Expansion Area Development Framework (adopted November 2005)
• Milton Keynes Council Parking Standards (adopted January 2005)
• Milton Keynes Council Parking Standards Addendum (adopted April 2009)

**Other Documents**
• Fairfield (Areas 10.1 to 10.3) Milton Keynes Development Brief (Approved May 2006)
• Western Expansion Area – Area 10 Master Plan and Highway Design Code (September 2008)
• Western Expansion Area Residential Design Code Area 10.1 Code Phase 1 (November 2009)

### 3.0 RELEVANT PLANNING HISTORY

(*A brief outline of previous planning decisions affecting the site – this may not include every planning application relating to this site, only those that have a bearing on this particular case*)

**05/00291/MKPCO:** outline planning permission was granted on 5th October 2007 for the development in Area 10 of the WEA including up to 4,330 residential units, employment uses including Classes B1, B2 and B8, a secondary school and 3 primary schools, a mixed use centre including Classes A1, A2, A3, A4 and A5 uses, community uses Class D1, indoor sports and other leisure facilities Class D2 uses, burial ground, associated landscaping, open space and play areas, associated highways and infrastructure improvements. The outline planning permission was subject to a S106 agreement based on the Milton Keynes Tariff Framework Agreement.

**08/01289/MKPCR:** Pursuant to Condition 1 of the outline planning permission, the applicant Redlawn Land Ltd submitted a reserved matter application, 08/01289/MKPCR, to MKP in July 2008. The application sought approval for primary infrastructure works, including roads, footways, cycleways, drainage, attenuation areas, services, utilities, pumping station, sub-station and ecological mitigation works. A design and access statement and drainage strategic update was submitted with the application.

Formal consultation on the application was carried out and the applicant was then requested by MKP to revise the submitted scheme to take into account the consultation responses. However, due partly to the economic downturn and partly to a review of the proposed access arrangements to the
development, the applicant submitted the revised plans for the application to MKP in July 2011.

Following further discussions with MKC Highways, a further revised scheme was submitted to MKP in November 2011 to incorporate earlier consultation responses as well as further revisions to junction arrangements in accordance with MKC Highways requirements.

There are three other current planning applications currently being considered by MKP and on which MKC has been consulted. A report on these will be taken to a future Development Control Sub-Committee meeting for the Council’s response to the consultation to be considered. These application are:

11/01685/MKPCO S.73 application to vary planning conditions 6 and Table 1 of condition 15 of the outline planning permission 05/00291/MKPCO to increase the permitted total retail floorspace within the proposed Area 10 High Street by 1,500 sq.m gross (from 7,500 sq.m gross to 9,000 sq.m gross) and allowing for 500 sq.m gross (convenience and/or comparison floorspace) at the proposed Area 10 Local Centre was submitted to MKP in July 2011. The application is pending consideration by MKP.

11/02186/MKPCR reserved matters application for Area 10 Phase 1 landscaping was submitted to MKP in October 2011. The application is also pending consideration by MKP.

08/01058/MKPC: Reserved Matters for Primary Infrastructure on Area 11 has recently been received by MKP.

4.0 CONSULTATIONS AND REPRESENTATIONS

(Who has been consulted on the application and the responses received)

4.1 MKP, as the decision-making body for this application, has undertaken all necessary consultations with residents, stakeholders and parish councils.

The relevant departments within MKC have been consulted on the proposals and officer comments are set out below.

4.2 MKC Archaeology

No comments.

4.3 MKC Urban Design

Two parallel service roads are included along the city street, one adjacent to district park and the other to primary school 3. This parallel service road with on street parking is believed to be a good idea for drop off parking. Questioned why this is not included adjacent to all other schools. Also questioned why on street parking is unevenly located along the city street and whether bellmouths shown on all streets to be put in by Gallagher.
4.4 **MKC Landscape**
No apparent issues.

4.5 **MKC Environmental Health**
No comments.

4.6 **MKC Water Management**
The content and recommendations of the Drainage Strategy are supported and have no objection to the development proposals from water and flooding point of view. Satisfied that on/off site flood risk can be managed in an acceptable way.

4.7 **MKC Passenger Transport**
Comments on original reserved matters application:- commented on position, size and visibilities and safety issues of bus stops. Would be helpful to have a general refresh of the 400m bus stop diagram showing the latest highway network. This should show the coverage as being better than what is shown in the design code.

Comments on revised plans (November 2011):- With the caveat that there still needs to be a formal Road Safety Audit (RSA)1 response and that the northern section of Area 10 will need reviewing in light of any change to the alignment/form of Calverton Lane which may affect the bus stop positions, comments are as follows:

- Sheet 2 – Bus stop location fine, but detailed dimensions needs to be looked at still. Future alteration to Area 11/Calverton Lane tie in will require a review of the acceptability of this.
- Sheet 7 – Bus stops increased in size as discussed, but western stop should move south so that it is opposite the eastern stop in the local centre. Still awaiting tracking on curved road layout for 12m rigid bus.
- Sheet 8 – Bus stop location fine, but detailed dimensions needs to be looked at still.
- Sheet 10 – New bus stop locations look fine, but will require a RSA follow up.
- Sheet 11 – Funds still need to be agreed to allow MKC to implement a pair of stops in laybys on Dansteed Way, north-east of the Grange Farm roundabout.
- Sheet 14 – Bus stops now added to this plan, but needs reviewing in light of 400m plan (see below).

On the other drawings the bus stop locations are acceptable, but detailed dimensions still need to be looked at. Work underway with Gallagher/ Atkins to finalise the revised shelter design

A reviewed 400m bus service catchment area map is still needed, particularly in light of a potential need to add another stop onto Danstead Way (Sheet 11).
The proposed left in left out junctions may present issues for efficient operation of bus services. Buses from CMK heading to serve the first phase (corner plot between V4/H4), Westcroft and Stony Stratford will not suffer from the LILO arrangement. However, on their returning journey, the following problems would be evident:

- Buses returning from Westcroft along the spine road will not be able to turn right onto V4 Watling Street. It would be an unacceptable diversion to turn left out and drive unnecessary dead mileage up V4 as this makes the bus service less direct and desirable for existing and potential passengers.
  - Solutions could include a bus only right turn out.
  - Could also allow a diversion down A10 Road 18 and left out to H4 Dansteed Way, although this is not preferable as the spine road should be served in its entirety in both directions.

- Buses returning from Stony Stratford would turn right into Area 11 and continue through the development and into Area 11. It has always been planned to serve Area 10 and 11 together, but removing the right turn off V4 Watling Street potentially could prohibit access. The changes to the junctions phasing is integral to this working.
  - Solutions could include a bus only right turn in.
  - In this instance, a short diversion to the junction of Millers Way would be acceptable as an interim measure, but only if a suitably sized roundabout existed. The future scheme shows traffic lights and when the volume of traffic is large enough to require this, then a right turn into Area 11 is the only way which buses from Stony Stratford will be able to serve the site.
  - Use of Area 11 Road 14 is not an acceptable alternative, as there will be a significant development area not served.

4.8 MKC Highways

Comments on original reserved matters application: Commented on technical details of road layout and advised applicant to revise plans accordingly.

Understand that the applicant has agreed to install one pedestrian/cycle crossing of V4 as part of these works at a location and in a form to be agreed and asked for details of this. The applicant has advised that any crossing of Watling Street (V4) will be included as part of the bond provided under the Section 278 (Highway) Agreement.

Comments on revised plans (November 2011):-
Sheet 2 of 14: notes the comment made with regard to Calverton Lane and the fact that it is to be downgraded. Whilst the comment states that it will be used as redway this cannot be the case for all of its length as part of it will be required to give access to the remaining residential properties. It is presumed that the applicant is proposing a prohibition of driving over certain lengths and clarification is sought from the applicant in this respect. Notes that the downgrading of Calverton Lane was agreed at outline planning stage to primarily give some protection from the western expansion area to the villages of Calverton and Whaddon.
Whilst there are aspirations within MKC for the length of Calverton Lane from Watling Street to High Street to be designed as a 7.3m wide carriageway, in order to comply with the design code, the maximum width that Calverton Lane could be designed to is 6.2m and to a speed of 20mph.

Notes the applicant's response regarding junction tables and the indication of these is welcomed. The details and precise location of the tables can be conditioned as part of any planning consent. Other speed reducing devices may be required as part of future reserved matters residential applications to ensure that the design speed of 20mph is achieved throughout Area 10.

The applicant has confirmed that the circulatory road system around road 128 that junctions with roads 127 and 126 is two-way.

The applicant has stated that the details shown on this drawing for the 1m wide landscape strip between the redway and Calverton Lane are correct. This matter together with the rest of the proposals will be subject to a Road Safety Audit as part of the S278/S38 agreement.

Sheet 3 of 14
The proposals shown on the several plans indicate locations where there is a need to extinguish footpaths and subsequently amend Traffic Regulations Orders. Members should be aware that these measures will be brought into effect via the Town and Country Planning Act 1990 or the Highways Act 1980.

Sheet 7 of 14
The staggered arrangement at the junction of roads 125/129/101 has been amended but is not shown in an acceptable form. This has been acknowledged in discussions with the applicant and will be amended. The arrangement of this junction can be conditioned as part of any planning consent.

Interim arrangements for the bus gate on road 101 and the junction of road 101 with road 2 have now been shown on the drawings and can be conditioned as part of any planning consent.

General
The applicant has responded to a number of issues with the remark that interim junctions no longer form part of the current planning application. This remark has been made as a response where highways have indicated a possible safety hazard. While the remark is accepted, the applicant must understand that details of the interim junctions should be submitted to MKC Transport for approval in a timely manner to avoid pedestrians and cyclists being encouraged to approach and negotiate grid roads where otherwise no safe crossing facilities would exist.

The applicant has indicated that all of the roads contained within this current application have been vehicle tracked. The provision of these drawings will be conditioned as part of any planning consent.
Contrary to officers’ previous understanding, the applicant does not intend to construct an acceptable pedestrian/cycle crossing of V4 Watling Street as part of the works within this planning application. It is vital that such a crossing be provided to connect Area 10 to the existing walking/cycling network.

Officer advice and recommendation is that a crossing should be provided in time for use by residents of Area 10 to enable safe walking/cycling trips to schools, shops and other facilities located in neighbouring developments. The applicant has advised that this crossing facility will be provided as part of the works under the S278 agreement. However it should be understood that the crossing will be required at an early stage of development. If the crossing were to be provided as part of the S278 agreement the timing of its installation would be determined by this authority.

On the basis that the matters raised in these observations can be satisfactorily resolved, there are no objections to planning permission being granted subject to the imposition of planning conditions.

4.9 MKC Rights-of-Way
Have spoken to contractors and discussed the potential for diversion. These diversions are not guaranteed until complete as they rely on public consultation and potential public inquiries. Presume that diversion applications will be made under the Town and Country Planning Act.

5.0 CONSIDERATIONS
(The analysis of the issues which are critical, material, considerations and/or of greatest concern to objectors for the Committee to weigh up before making a decision)

5.1 The main issues flagged up in the officer comments on the reserved matters application relate to roads and public transport. These are discussed in more detail below.

5.2 Planning policy context
The adopted Milton Keynes Local Plan (December 2005), especially Policy EA5, set out the council’s requirements for the WEA and established the principle of the City Street within the expansion areas in order to encourage greater use of public transport, cycling and walking. This principle was carried forward in the WEA Development Framework (WEA DF), November 2005. The Area 10 Development Brief and the approved Highway Design Code (September 2008) provide detailed design guidance on the city street concept.

The approach taken in the Local Plan and the WEADF is that the City Street should be capable of being upgraded to accommodate mass transit. The City Street as proposed in this reserved matters application contains a dedicated bus lane which is the current form of mass transit and the details are in line with the approved Highway Design Code.

5.3 Road Layout
The outline planning consent introduced the concept of a City Street with supporting infrastructure connecting to the V4 and H4. Redlawn/Gallagher progressed that concept until the point that they could request the Council as Highway Authority to issue consents under Section 278 of the Highway Act 1980.

Elected Members expressed their concern at this concept and requested that Grid Roads be introduced along with the city street into the development. The introduction of grid roads into new expansion areas is supported by the Milton Keynes Transport Strategy (Local Transport Plan 3) adopted in June 2011 and the revised submission Core Strategy, October 2010.

There have been negotiations between MKC and Redlawn/Gallagher on this issue and this has resulted in an agreed Memorandum of Understanding (MoU) relating to changes to the highway network in the WEA. A copy of the MoU and the accompanying plan is attached as Appendix B to this report. The MoU agreement has also been the subject of discussion with MKP.

As part of the MoU, agreement has also been reached between MKC and the landowner that there will be a phased approach to the provision of signalised junctions along Watling Street (V4). As a result, interim junctions are to be provided as part of the Area 10 network. For the 2 non grid-road junctions from the WEA to the V4 this will initially take the form of ‘T’ junctions with left in / left out access only. The junction of the realigned Calverton Lane (H3 grid road extension) with the V4 Watling Street will take the form of an enlarged roundabout.

The initial interim junctions will be built without formal pedestrian crossings but, as development progresses, MKC, as local highway authority, will consult with residents to agree the most appropriate form of crossing and this will be delivered by MKC with a contribution to the costs from the developer. Advice from Highways Development Control acknowledges that whilst the crossing will be provided as part of works to be approved by MKC under S278 of the Highway Act, it needs to be provided at an early stage of the development to enable safe walking/cycling trips to schools, shops and other facilities located in neighbouring developments.

Note: for clarity and information, the reserved matters application drawings show details of the interim junctions as well as the longer term signalised junctions. It is, however, important to note that these junctions are not included within the ‘red line’ of the application boundary. The final technical details of these junctions would be covered by Section 278 approvals under the Highway Act 1980.

5.4 Internal road layout
The application seeks detailed approval for the main internal road system within the development. This includes the main public transport spine (city street) as well as other link streets and residential streets. The smaller scale road layouts within individual development parcels will be covered by future reserved matters applications.
5.5 **Calverton Lane**
Both the WEADF and the approved Development Brief acknowledge that special measures would be required to ensure that the development in the WEA does not cause undue impact on nearby villages including Calverton and Whaddon.

The outline approval includes the proposal to divert Calverton Lane with the closure of a small section of the road between Oakhill Farm and the City Street, in line with the requirement in the approved Development Brief and Conditions 2, 11 and 13 of the outline planning permission. Traffic will be diverted through the WEA along the City Street creating a more ‘tortuous’ route for vehicles entering Milton Keynes from the west and by so doing, deterring rat running through surrounding villages. The closed section of Calverton Lane will be retained for access to existing properties and as a pedestrian/cycle through route only.

Comments from Highways Development Control raise a question as to the treatment of Calverton Lane. Sheet 2 of 14 suggests that the downgraded section of road will be used as redway but this cannot be the case for all of its length as part of it will still be required to give access to the remaining residential properties. It is presumed that the applicant is proposing a prohibition of driving over certain lengths and clarification is sought from the applicant in this respect.

Whilst there are aspirations within MKC for this length of Calverton Road to be designed as a 7.3m wide carriageway, in order to comply with the design code the maximum width that Calverton Lane could be designed to is 6.2m and to a speed of 20mph.

5.6 **Proposed extension to Tattenhoe Street (V2)**
The principle of connecting the Area 10 development to the existing Oakhill roundabout via a section of the V2 extension was included not only in the Milton Keynes Local Plan but also the WEADF and the Development Brief. It is also included in the masterplan approved under the outline planning permission and is included within the ‘red line’ site boundary of that planning permission.

The area of land where the proposed V2 extension will be located is owned by MKC but currently under leasehold arrangement to the Parks Trust. The land is under a ‘Transportation Corridor’ lease whereby the freeholder, which is MKC as the local highway authority, retains the right to recall the land for transportation purposes.

5.7 **Public Transport**
The plans for the City Street include bus stops at locations approved in the Highway Design Code. The stops are within a 400m walkable catchment of the majority of Area 10 housing, apart from a small section of the development
area near to the Grange Farm roundabout. The applicant however has agreed to fund the provision of additional bus stops outside the application site on Dansteed Way and this will be secured by agreement under S.278 with MKC.

MKC Passenger Transport team has noted that the revised plans dated November 2011 have addressed the original issues with the application. There remain some detailed matters which need to be addressed via conditions on any planning consent.

Questions have been raised with regard to the impact of the proposed left in left out junctions on bus journeys. MKC as Highway Authority will monitor and manage the necessary junction improvements to ensure that bus journeys are not significantly affected by the junction arrangements. Works would be carried out under Section 278 of the Highways Act 1980 and paid for using monies bonded to MKC by Redlawn/ Gallagher under the Memorandum of Understanding.

6.0 CONCLUSIONS
(The officer advice to the Development Control Committee on the appropriate decision, based on the policies of the Development Plan, taking into account the issues detailed in the report)

6.1 The revised reserved matters application for the primary infrastructure for Area 10 of the WEA complies with the principle of the city street as defined in the adopted Milton Keynes Local Plan and the approved WEA DF, the outline planning permission and the approved Areas 10 Highway Design code.

The revisions also bring the proposals into line with the Memorandum of Understanding agreement that has been reached between MKC and the landowners with regard to the extension of grid roads into the development and the phasing of junction changes and improvements, especially along the V4, Watling Street.

Officer comments have identified a number of detailed issues that can be addressed through the imposition of planning conditions and ongoing discussions. MKP has already received the comments on the application made by MKC officers and is requested to take account of these in planning conditions to be applied to any consent issued for this application.

7.0 RECOMMENDATION

That Committee considers and agrees the officer comments set out in the report as MKC’s response to MKP on the reserved matters planning application, 08/01289/MKPCR, for Area 10 of the Western Expansion Area, Milton Keynes.
APPENDIX A

Site plan for reserved matters application
08/01289/MKPCR
MEMORANDUM OF UNDERSTANDING BETWEEN REDLAWN / GALLAGHER AND MILTON KEYNES COUNCIL RELATING TO CHANGES TO THE HIGHWAY NETWORK IN THE WESTERN EXPANSION AREA

Introduction
The Western Expansion Area (WEA) is an approved development situated west of the V4 Watling Street. The development consists of some 6,500 houses with some employment land and a range of schools and shops.

In approving the development MKP working with MKC as highway authority required that the area is well connected to the surrounding area. Within the constraints of the existing planning consent and approved codes the highway strategy, in particular the junctions with the V4 and H4 therefore need to provide easy access for all.

Network Connection principles
1. Junctions
   - To serve the WEA from a series of junctions so that accessibility is maintained for all modes
   - That MKC will have the powers to amend the junction form/type at a time when the need is identified in order to meet the planning conditions set
   - The funds to amend the junction to the solutions agreed within the existing planning permission will be made available to MKC from the developer.

2 Grid extensions
   - To ensure that the Grid network principle is extended into the site and ensure that the grid corridors are protected for possible further expansion should the need arise.

Phased Approach
Junctions
Initial junctions will be built within the existing highway corridor, minimising disruption and protecting existing landscape/hedgerows. Where appropriate the works will be co-ordinated to minimise disruption to local residents.
A phased approach is proposed to deliver junctions on the V4 and H4 to serve the Western Expansion Area (WEA). All non grid road junctions will be ‘T’ priority junctions. Grid road junctions on V4 will be roundabouts.
The phasing will ensure that the appropriate junction strategy is provided from day one with the principle of ensuring access for all modes is safe, convenient and effective at minimising delay on Watling Street. The indicative timing of the junctions is illustrated on the attached plan but this is subject to market conditions. Initially T junctions and the associated residential development will be built without formal pedestrian crossing facilities but as development progresses pedestrian crossing facilities will be required. The final form of these will be determined following consultation with local residents, and if appropriate delivered by MKC. The adopted solution may be built by MKC with a contribution to the costs made by the developer.

**Grid Roads**

Grid roads will be extended into the development at V4 junctions with H2 and H3. These junctions will be roundabouts. The grid road extensions (shown as red on the attached plan) will initially be constructed as single carriageway, with development set back from the road as elsewhere in Milton Keynes. The roads will include a landscaped corridor.

Space will be available to both widen these roads and to extend further into the development should the need arise. Land required to do this will be made available to the council initially as highway verge land or public open space.

The existing V2 grid road will be extended along the reserved corridor west of Grange farm and will be connected to the WEA transport corridor at a new junction with the H4.

Junctions with the main transport corridor (shown green on plan) will initially be crossroads, however land will be reserved to convert these junctions to roundabouts should the need arise.

The main transport corridor (yellow) will be provided in accordance with the existing planning permission. A route suitable for use by a bus will be within 400m of every new house.
Site plan accompanying the Memorandum of Understanding