CALDECOTE FARM

NEWPORT PAGNELL · MILTON KEYNES

APPENDIX 12

ENVIRONMENTAL STATEMENT

TRANSPORT

APPENDIX 12.3
TRANSPORT ASSESSMENT ADDENDUM

newlands developments

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PROPOSED EMPLOYMENT DEVELOPMENT ON LAND AT CALDECOTE FARM, WILLEN ROAD, NEWPORT PAGNELL, MILTON KEYNES

TRANSPORT ASSESSMENT ADDENDUM

ADC Infrastructure Limited
Suite 3a, King Edward Court
King Edward Street
Nottingham
NG1 1EW

tel. 0115 941 4817
www.ADCinfrastructure.com

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DIAGRAMS

APPENDICES

1.0 INTRODUCTION

1.1 ADC Infrastructure Limited produced a Transport Assessment[1] (TA) and Framework Travel Plan[2] in support of a detailed planning application for new employment development on land at Caldecote Farm, to the west of Willen Road, in Newport Pagnell (application reference 19/02402/FUL). The development proposals comprised the construction of two storage and distribution units (Class B8) with associated car parking, servicing, landscaping, earth bunding and off-site drainage. The two proposed B8 warehouse units had a total GFA of 81,361sqm (875,763sqft), including 4,583sqm of ancillary office space.

1.2 The application site forms part of 'Milton Keynes East' (MK:East), an allocation for a strategic urban extension within the adopted Plan:MK (**Figure 1**). Milton Keynes Council's (MKC) objectives for the allocation are set out within policy SD12. Policy SD12 envisages a comprehensive new residential and employment development to meet the long-term needs of Milton Keynes. The allocation includes 105ha of land for a mix of employment uses and the delivery of around 5,000 new homes.

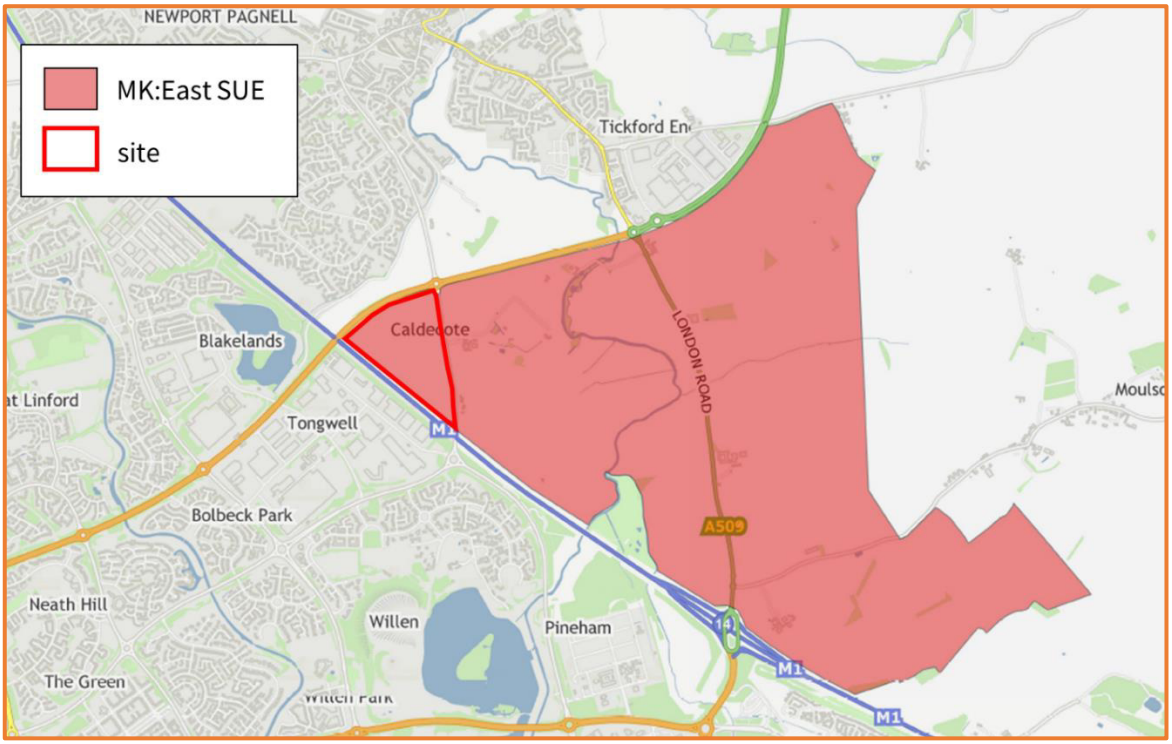


Figure 1: MK:East Strategic Urban Extension

1.3 The TA concluded that: the opportunities to access the site by sustainable modes have been taken up; improvements can be undertaken within the transport network that mitigate the impact of the development; and the proposed development would not result in severe traffic impacts on the surrounding highway network. It was concluded that the proposals therefore accorded with the principles of the National Planning Policy Framework, and it would be unreasonable to object to the planning application on transport grounds.

1.4 Milton Keynes Council (MKC) provided their initial comments on the Transport Assessment in their highways consultation response dated 14 October 2019 (**Appendix A**). In summary, they

[1] Proposed Employment Development on Land at Caldecote Farm, Willen Road, Newport Pagnell, Milton Keynes, Transport Assessment, report reference ADC1392 C ver 5, ADC Infrastructure Ltd, 22 May 2019.

[2] Proposed Employment Development on Land at Caldecote Farm, Willen Road, Newport Pagnell, Milton Keynes, Framework Travel Plan, report reference ADC1392 D ver 5, ADC Infrastructure Ltd, 22 May 2019.

concluded that *"…the traffic impact from the development is acceptable with mitigation. The site has limited accessibility by sustainable modes and there is currently no proposal to make a contribution towards improved bus services. A Redway is to be provided, connecting Tongwell Roundabout to Marsh End Road. The proposed parking provision is acceptable; however the access to the car park to unit 1 is located where queuing into the main site junction could occur and it is therefore unacceptable as submitted. Consequently, although the issue could be addressed by revised proposals, as submitted the planning application should be refused…"*.

1.5 A revised access plan and masterplan, that relocated the car park access to Unit 1 was therefore submitted to MKC. In addition, it was agreed that the development would provide a S106 contribution to fund a bus service to serve the development.

1.6 MKC provided their final highways consultations response dated 24 February 2020 (**Appendix B**). Within this response, MKC confirmed that the revised access plan for Unit 1 overcame their previous objection. As a result, MKC confirmed that they had no objection to the planning application on transport or highways grounds, subject to conditions to secure the off-site highway works and a S106 Agreement contribution to public transport. An appropriate S106 contribution to public transport was subsequently agreed with MKC.

1.7 Highways England had no objection to the application, subject to a condition requiring a Framework Travel Plan, as confirmed in their consultation response dated 12 May 2020 (**Appendix C**).

1.8 Notwithstanding the above, the planning application was subsequently refused by MKC on 30 June 2020. The reasons for refusal included: that funding for the strategic infrastructure required to deliver the MK:East allocation had (at that time) not been secured and that the cumulative impact of the development with the rest of the MK:East allocation had not been considered; concerns over landscaping; and that (at that time) the Tariff Framework Agreement had not been established.

1.9 Since that time, MKC have been successful in their Housing Infrastructure Funding (HIF) bid and have secured funding for the strategic infrastructure required to deliver the MK:East allocation and a Tariff Framework Agreement approach has been suggested. A cumulative assessment of the whole MK:East allocation has been undertaken as part of the assessment work prepared in support of the wider development within the MK:East allocation that is being promoted by Berkeley St James (ref 21/00999/OUTEIS).

1.10 A revised planning application for the proposed development on land at Caldecote Farm is to be made. This is for a slightly reduced GFA for Unit 1 (from 47,075sqm assessed in the TA, to 44,153sqm), which has been amended to increase the area available for landscaping. This means that the overall GFA reduces from 81,361sqm to 78,439sqm. The application will be in outline rather than detail, with other minor amendments that do not materially impact the transport work.

1.11 As such, the revised planning submission is supported by the TA and Framework Travel Plan that were submitted for the previous planning application. However, given the passage of time since the original application, it is appropriate to update certain aspects of the TA, such as the personal injury accident assessment, the opening year of the development, a review of the parking requirements for the amended Unit 1, and the consideration of the cumulative impact of the proposed development in combination with the wider MK:East allocation. This TA Addendum report has therefore been prepared to accompany the revised planning submission. It should be read in combination with the TA and Framework Travel Plan.

1.12 This TA Addendum report is structured as follows:

- Section 2 describes the updated personal injury accident assessment.
- Section 3 presents the development proposals, including the amendment to the vehicular access proposals to the car park serving Unit 1 that was agreed with MKC as part of the consultation on application 19/02402/FUL, along with setting out the commitment to provide S106 funding for a bus service as agreed with MKC, and presents the updated general arrangement plans for the proposed highway works.
- Section 4 presents the updated opening year traffic flows.
- Section 5 presents the revised opening year traffic impact assessment.
- Section 6 present a summary of the cumulative impact assessment of the proposed development in combination with the wider MK:East allocation.
- Section 7 presents the summary and conclusions.

2.0 EXISTING CONDITIONS

2.1 The existing highways and transport conditions relevant to the site are described in Section 2 of the TA.

Updated accident assessment

2.2 The TA included an accident assessment on the local highway network in the vicinity of the site for a period between 1 July 2011 and 30 September 2018. The accident data is contained within Appendix D of the Transport Assessment.

2.3 Given the passage of time since the PIA assessment, updated accident records were obtained from MKC Highways, showing all accidents from the end period examined above, until the most recent period available (February 2020). The updated accident data and location plan are contained in **Appendix D** of this TA Addendum.

2.4 With regards to the study area junctions:

- No accidents were recorded at the Marsh End Roundabout.
- One further accident was recorded at the Tickford Roundabout which resulted in slight injuries.
- No accidents were recorded at the Tongwell Roundabout.
- Six further accidents were recorded at the M1 Junction 14 study area, all of which resulted in slight injuries.
- One further accident was recorded at the Northfield Roundabout which resulted in slight injuries.
- Three further accidents were recorded at the Pineham Roundabout, all of which resulted in slight injuries.
- Four further accidents were recorded on roads between the study area junctions with one recorded on Willen Road that resulted in a slight injury, one on Tongwell Street that resulting in a serious injury, and two on the A509 London Road that both resulted in slight injuries.

2.5 The accident at the Tickford Roundabout involved a rear end shunt on the A509 London Road northbound approach to the junction. After the collision, the car at fault fled the scene at speed.

2.6 Of the six accidents recorded at the M1 Junction 14, five involved rear end shunts, and one involved a vehicle colliding with the offside of a goods vehicle on the M1 northbound on-slip. With regards to location, two of the accidents occurred at the M1 southbound off-slip, one at the M1 northbound off-slip, and two at the A509 northbound approach to the junction.

2.7 The accident at the Northfield Roundabout involved a rear end shunt on the circulating carriageway at the A5130 exit. Causation factors were deemed to be a temporary road layout, disobeying give way or stop signs and a careless/reckless driver.

2.8 Of the three recorded accidents at the Pineham Roundabout, one involved a vehicle losing control on the westbound exit, one involved a rear end shunt and the other involved a collision between a car and a pedal cycle, as the car entered the roundabout.

2.9 Four accidents were recorded on roads between the study area junctions. One accident was recorded on Tongwell Street and involved a goods vehicle travelling northwest on the V11 approaching the Carleton Gate junction. The driver of the goods vehicle blacked out and collided with the offside of a car stationary on Carleton Gate waiting to turn onto the V11. The accident resulted in serious injuries. One accident occurred on Willen Road at the travellers site access

and involved a car travelling northbound at excessive speed. The car collided with a goods vehicle waiting to turn right into the travellers site causing slight injuries. Two accidents occurred on the A509 between the Tickford Roundabout and the M1 Junction 14 Roundabout, one involved a car (C1) pulling into an access to U-turn and pulling out into the path of an oncoming vehicle. C1 then left the carriageway into a ditch. The other accident involved a police car on call, travelling northbound on the A509 overtaking vehicles travelling in the same direction. An oncoming car (C3) saw the police car and stopped. A car (C2) travelling behind C3 failed to stop and collided with the rear of C3. The accident resulted in slight injuries.

2.10 Overall, whilst the majority of accidents recorded at the study area junctions were a result of rear end shunts, the number and location of the PIAs does not suggest an accident problem within the study area. With the exception of one accident that occurred under a temporary road layout, the causation factors were deemed to be driver error.

3.0 PROPOSED DEVELOPMENT

Background

3.1 The development proposals previously assessed are described in Section 3 of the TA. In transport terms the development proposals remain materially unchanged from that presented in TA. However, the application is now in outline rather than detail, and the size of Unit 1 has been reduced slightly to provide more space for landscaping at the site.

3.2 As the application is now in outline, with all matters reserved accept access, it is supported by a Parameters Plan and an illustrative masterplan. Copies of the of Parameters Plan and Illustrative Masterplan are provided at **Appendix E**, which extracts of each provided at **Figures 2 and 3**, respectively.

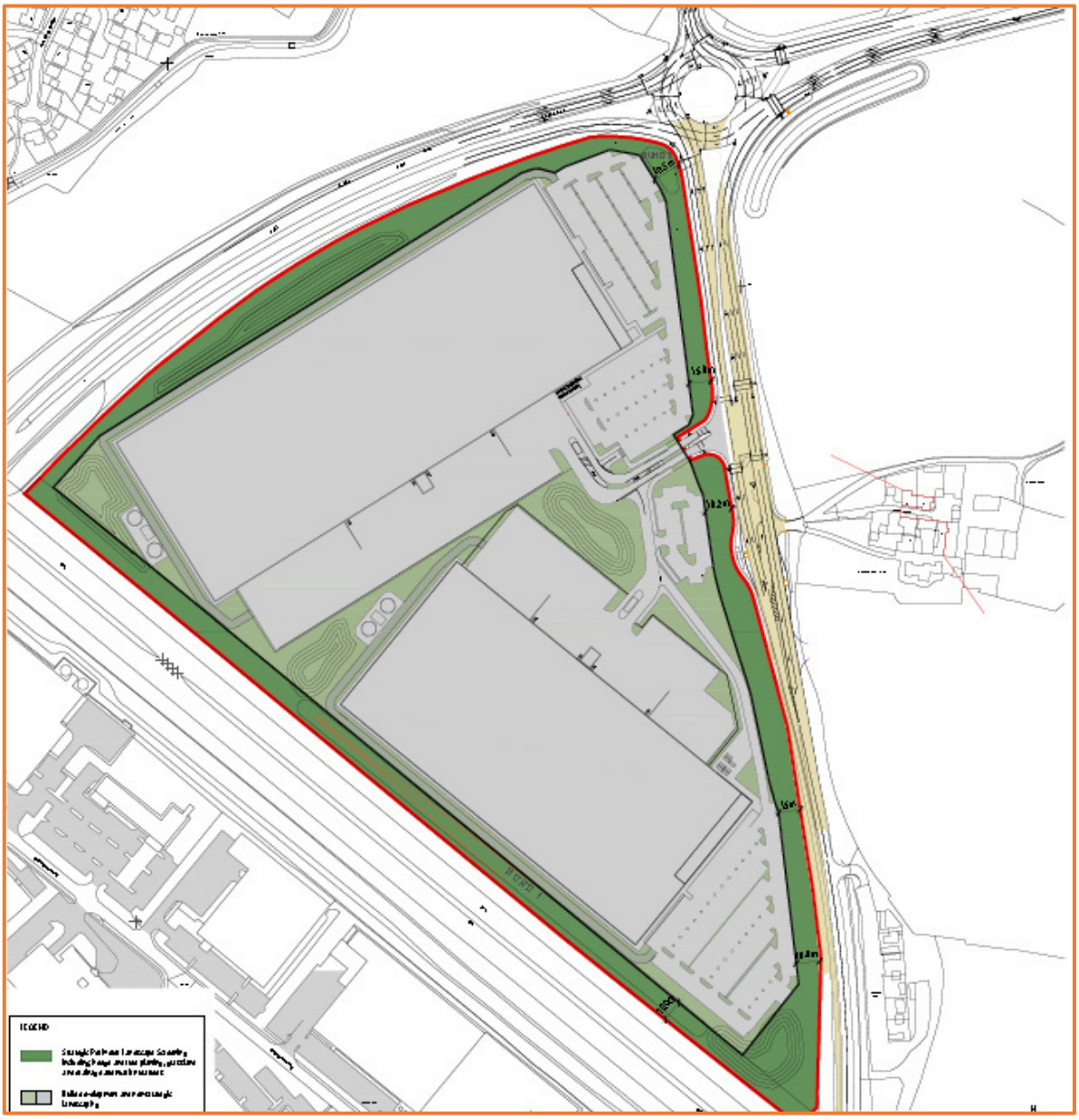


Figure 2: extract of Parameters Plan

Figure 3: extract of Illustrative Masterplan

3.3 In addition, the amended location of the access to the car park serving Unit 1 and the commitment to provide a S106 contribution for a bus service that were agreed during the determination period of the previous application are formally incorporated into the revised planning application.

3.4 The amendments to the planning application are described in more detail below.

Revised floor area for Unit 1

3.5 The Illustrative Masterplan for the proposed development is provided at **Appendix E**. It shows two warehouse and distribution units (Class B8) with associated car parking, servicing, landscaping, earth building and on and off-site drainage.

3.6 Unit 1 compares a single B8 warehouse with a total GFA of 44,153sqm (reduced from 47,075sqm assessed in the TA), with 1,858sqm of ancillary B1 office use (reduced from 2,447sqm assessed in

the TA). The floor areas for Unit 2 remain unchanged from that assessed in TA and would provide a B8 warehouse with a total GFA of 34,286sqm, of which 2,136sqm would be ancillary B1 office use.

3.7 Therefore, the total GFA has reduced from the 81,361sqm assessed in the Transport Assessment to 78,439sqm (a reduction of 2,922sqm). This would equate to a reduction in the traffic generation for the proposed development of around 5 vehicle trips in each of the morning and evening peak hours, and a reduction of around 59 vehicles trips across the day. These flows represent around 3% of the development traffic generations. This is a small reduction and hence for the purposes of this TA Addendum, the total GFA and hence trip generation for the proposed development has not been altered from that assessed and agreed in the TA.

Car park access to Unit 1

3.8 As part of the consultation process on the planning application 19/02402/FUL MKC commented that the location of the car park access to Unit 1 was unacceptable as it was located close to the main site access junction and could lead to vehicles waiting to turn right into the car park queuing back into the junction.

3.9 As a result, the access to the car park serving Unit 1 was relocated to a position agreed with MKC as part of the consultation process on planning application 19/02402/FUL. The revised planning application retains this agreed location which is shown on the Parameters Plan and the Illustrative Masterplan contained in **Appendix E** and shown on the extract below on **Figure 4**.

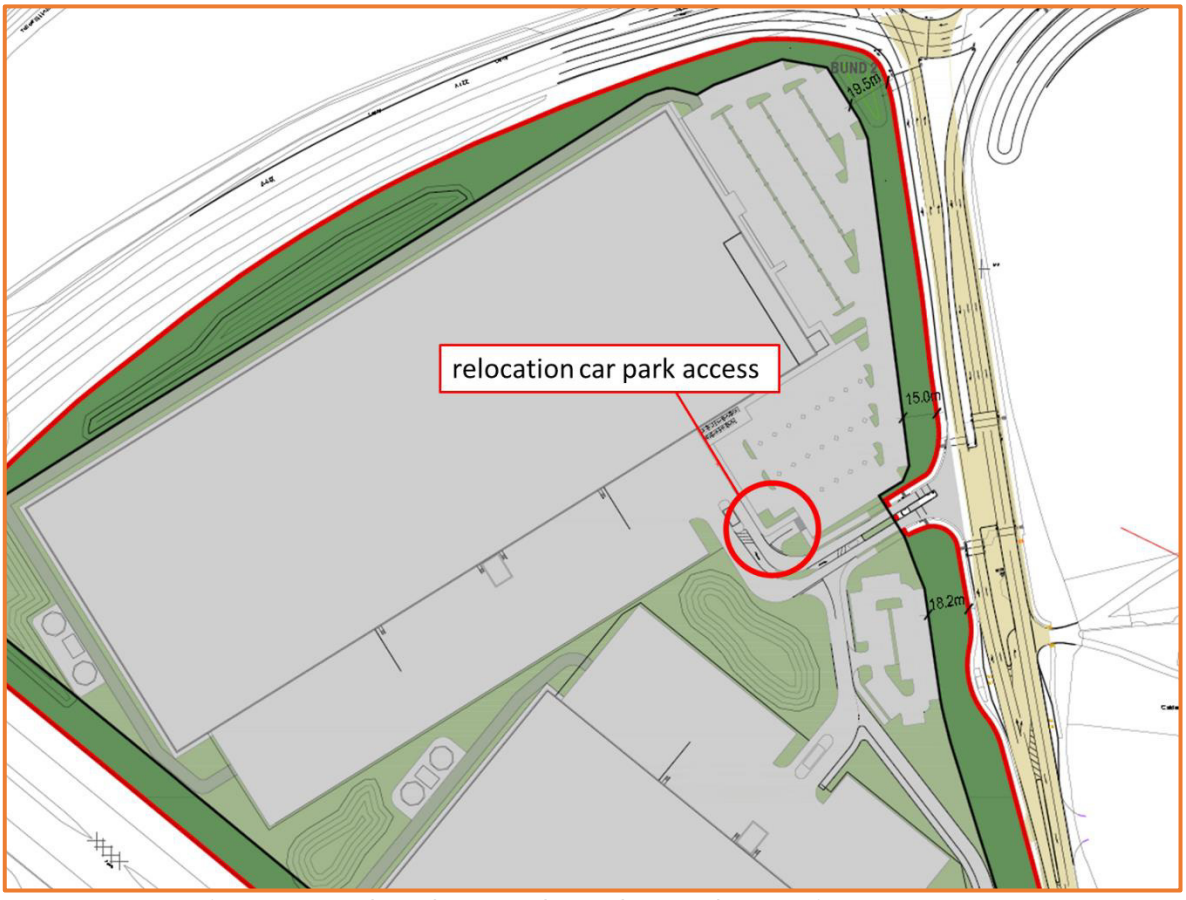


Figure 4: extract of Parameters Plans showing relocated car park access for Unit 1

3.10 As shown, the access to the car park is located approximately 55m from the site access stop line at the Willen Road junction. The revised location allows vehicles entering the site to do so

without blocking back to the main access junction. MKC confirmed that this arrangement was acceptable regarding planning application 19/02402/FUL, in their consultation response to dated 24 February 2020 (**Appendix B**).

Parking for Unit 1

3.11 The table at paragraph 3.8 of the TA sets out the previous parking provision for Unit 1 and Unit 2. That table is reproduced below.

Parking Type	*Unit 1 – 47,075sqm*			Unit 2 – 34,286sqm		
	Total requirement	*Proposed*	*% of Req*	Total requirement	Proposed	% of Req
Car*	*528*	*528*	*100%*	393	393	100%
Disabled	*26*	*26*	*100%*	20	20	100%
Electric Vehicle Charging	*7*	*7*	*100%*	5	5	100%
Powered Two Wheelers	*8*	*8*	*100%*	6	6	100%
Cycle Parking	*116*	*90*	*78%*	85	70	82%
HGV	*157*	*127*	*81%*	114	90	79%

* includes 1 additional parking space per 30sqm of ancillary office use

3.12 These parking provisions were agreed with MKC, who noted within their consultation responses that although there was a shortfall in HGV and cycle parking compared to MKC's standards: *"In terms of HGV parking, it is unlikely that the occupiers of the units will operate and park a fleet of vehicles on site, particularly all at once. The TA states that occupiers will not be attracted to the unit if the number of HGV docks is insufficient for their needs"* and *"With regard to cycle parking, whilst the provision is only around 80% of the requirement in the Council's standards, it is not an unreasonable provision given the very large size of the units involved. The cycle parking provision is accepted in terms of numbers of spaces and location; details of shelters and security can be covered by condition."*

3.13 There has been no change to Unit 2 and hence the parking provision for Unit 2 would remain as detailed in the above table.

3.14 The parking provision of Unit 1 has been amended in accordance with the reduced floor area and is shown on the Illustrative Masterplan (**Appendix E**), and as set out below.

Parking Type	Unit 1 – 44,153sqm		
	Total requirement	Proposed	% of Req
Car*	485	485	100%
Disabled	24	24	100%
Electric Vehicle Charging	7	7	100%
Powered Two Wheelers	7	9	129%
Cycle Parking	109	90	83%
HGV	147	127	86%

* includes 1 additional parking space per 30sqm of ancillary office use

3.15 As can be seen, the proposed Unit 1 car parking would remain fully compliant with MKC's standards, with an increase in PTW parking. There would be a modest increase (as a percentage of the requirement) in cycle and HGV parking compared to that assessed and accepted in the TA.

Public transport financial contribution

3.16 In their comments on planning application 19/02402/FUL, MKC noted that a financial contribution towards public transport would be required to be secured via the S106 Agreement.

3.17 Discussions with MKC regarding the Public Transport Strategy took place between November 2019 and February 2020. It was agreed that the development would provide a total public transport contribution of £109,500, to cover a three-year period from when the site is first occupied. This would be used by MKC to supplement the existing weekday and weekend bus services that currently serve the site, to ensure that there are opportunities for employees working shifts to travel to and from the site by public transport. The public transport contribution will be index linked to inflation.

Updated highway plans

3.18 Section 3 of the TA details the proposed site access junction, improvements to the Marsh End Roundabout and alterations to Willen Road, including the proposed Redway. The relevant general arrangements drawings are included in Appendix E of the TA along with the Stage 1 Road Safety Audit (RSA) and RSA Response Report prepared by Stantec (then PBA). The Walking, Cycling and Horse-Riding Assessment Review (WHCAR) undertaken by Stantec is also descried at Section 3 of the TA, with the WCHAR Assessment Report provided at Appendix G of the TA.

3.19 There have been no changes to the scope of the highway proposals. However, given the passage of time since the previous work, the general arrangement drawings have been updated to take account of revisions to the DMRB[3] design standards that have occurred since the original design. The updated general arrangement drawings are shown on the Stantec drawings that are provided at **Appendix F** of this TA Addendum along with the RSA, Stantec Design Statements detailing compliance with the design standards and updated WCHAR report.

[3] Standards For Highways | Design Manual for Roads and Bridges (DMRB)

4.0 ASSESSMENT TRAFFIC FLOWS

Assessment year

4.1 In accordance with the DfT Circular 02/2013 document, Highways England require that the impact of a development on the strategic road network is assessed in the Circular 02/2013 compliant opening year. This assumes that 100% of the development is operational in the opening year. In addition, Highways England requested an assessment in 2031 as their forward planning year to coincide with the end of the Local Plan period.

4.2 The TA assessed an opening year of 2020 and a forward planning year of 2031. The opening year for the development is now expected to be 2023. As a result, the opening year assessment has been updated whilst the 2031 assessment contained in the TA remains valid.

4.3 It was agreed with MKC that the assessment year for the local road network was 2026. Based on the revised planning submission being made in 2021, 2026 remains an appropriate assessment year, as it will meet the requirement of being five years after the registration of the planning application.

Observed traffic flows

4.4 A traffic count was undertaken at the M1 Junction 14 and the Northfields Roundabout in May 2018. The observed 2018 morning and evening peak hour traffic flows are shown in Diagrams 1 and 2 of the TA.

Committed development

4.5 The TA includes an assessment of a number of committed development schemes in the vicinity of the site. However, it was agreed with MKC Highways that the use of TEMPRO growth rates is sufficient to represent the committed development traffic growth and there is no need to include site specific traffic flows. This approach was also agreed by Highways England.

2023 assessment year traffic flows

4.6 The observed 2018 traffic flows were factored to the 2023 opening year using the following TEMPRO growth rates (**Appendix G**) for all roads in the Milton Keynes 002 MSOA:

- 2018 to 2023 (AM) 1.07827
- 2018 to 2023 (PM) 1.08131

4.7 The resultant 2023 background traffic flows are given at **Diagrams TAA1** and **TAA2** for the morning and evening peak hours. The traffic flows at the M1 Junction 14 and the Northfield Roundabout have been extracted and are shown in **Diagrams TAA3 and TAA4**.

4.8 The proposed morning and evening development traffic flows shown in Diagrams 4 and 5 in the TA, were added to the 2023 background traffic flows in **Diagrams TAA3 and TAA4**. The resultant morning and evening '2023 with development' traffic flows at the M1 Junction 14 and the Northfield Roundabout are shown on **Diagrams TAA5 and TAA6**.

5.0 HIGHWAY IMPACT

Traffic increases

5.1 Paragraphs 7.2 to 7.7 of the TA assessed the impact of the development traffic on the highway network in the 2020 opening year. Given the passage of time, the opening year has been updated to 2023. The table below therefore presents an updated comparison of the two-way traffic flows (using the flows calculated at Section 4 of this TA Addendum report) on the arms of each of the study area junctions in the 2023 background scenario, together with the development traffic forecast to use each arm, and the resultant percentage change on each arm.

		AM peak hour			PM peak hour		
		2023 background	development traffic	% increase	2023 background	development traffic	% increase
J1 Tickford Roundabout	A422 (W)	3318	44	1.3%	3336	52	1.6%
	B526 (N)	1373	1	0.1%	1274	2	0.2%
	A509 (E)	2754	12	0.4%	2902	14	0.5%
	A509 (S)	1386	31	2.2%	2048	36	1.8%
	TOTAL	**4410**	**44**	**1.0%**	**4780**	**52**	**1.1%**
J2 Marsh End Roundabout	A422 (W)	2624	25	1.0%	3023	33	1.1%
	Willen Rd (N)	1606	6	0.4%	1743	7	0.4%
	A422 (E)	3225	44	1.4%	3307	52	1.6%
	Willen Rd (S)	2167	75	3.5%	1485	92	6.2%
	TOTAL	**4811**	**75**	**1.6%**	**4779**	**92**	**1.9%**
J3 Tongwell Roundabout	Willen Rd (N)	2210	71	3.2%	1458	88	6.0%
	Willen Rd (S)	1788	46	2.6%	1438	54	3.8%
	Dansteed Way	2152	25	1.2%	1264	34	2.7%
	Michigan Drive	298	0	0.0%	706	0	0.0%
	TOTAL	**3224**	**71**	**2.2%**	**2433**	**88**	**3.6%**
J4 Pineham Roundabout	A509 (W)	2627	3	0.1%	2472	5	0.2%
	Tongwell St (N)	1896	46	2.4%	1575	54	3.4%
	A509 (E)	2785	32	1.1%	2536	35	1.4%
	V11 (S)	1848	11	0.6%	1679	14	0.8%
	TOTAL	**4578**	**46**	**1.0%**	**8262**	**54**	**0.7%**
J5 Northfield Roundabout	A509 (W)	2871	32	1.1%	2559	35	1.4%
	A509 (N)	5375	32	0.6%	4916	35	0.7%
	Fen St	1258	0	0.0%	1298	0	0.0%
	Childs Way	2824	0	0.0%	2407	0	0.0%
	TOTAL	**6164**	**32**	**0.5%**	**5590**	**35**	**0.6%**
J6 M1 Junction 14 Roundabout	M1N (SB diverge)	1687	23	1.4%	1043	12	1.2%
	M1N (NB merge)	1012	9	0.9%	1561	23	1.5%
	A509 (N)	2006	31	1.5%	2368	35	1.5%
	M1S (NB diverge)	1827	23	1.3%	1088	12	1.1%
	M1S (SB merge)	897	8	0.9%	1417	23	1.6%
	A509 (S)	5401	32	0.6%	3892	35	0.9%
	Total	**6415**	**63**	**1.0%**	**6198**	**70**	**1.1%**

5.2 As shown, the increase in traffic as a result of the development at the study area junctions is relatively low, and well within the typical day to day variation. Given the passage of time and the increase in background traffic with 3 additional years growth, the development would have a reduced percentage impact in the 2023 opening year than in the previously assessed 2020 opening year.

5.3 As stated in the TA, it is recognised that the local road network currently experiences peak hour congestion with a number of study area junctions already over capacity, which will be exacerbated by future traffic growth. Nevertheless, as previously agreed with MKC Highways, the approach to the assessment of the development traffic impact, and providing highway mitigation, remains to provide a single comprehensive mitigation package at the Marsh End Roundabout, where the Applicant has control of land to provide a meaningful highway

improvement, instead of providing a series of minor junction improvements at each of the study area junctions.

5.4 In accordance with the above strategy, Section 7 of the TA therefore presents the capacity assessment of each study area junction to allow the development impacts to be quantified. This includes the proposed improvement to the Marsh End Roundabout, in combination with the site access signal junction.

5.5 The TA includes the results of capacity assessments undertaken at study area junctions 1 to 4 and the site access using '2026 background' and '2026 with development' scenario traffic flows. The TA also includes a capacity assessment at the M1 Junction 14 and Northfield Roundabout using the future planning year '2031 background' and '2031 with development' scenario traffic flows. That assessment work remains unchanged by the revised opening year.

5.6 The below section details the results of capacity assessments undertaken at the M1 Junction 14 and Northfields Roundabout, using the revised opening year '2023 background' and '2023 with development' development scenario traffic flows.

Junctions 5 and 6: M1 Junction 14 and Northfields Roundabout

5.7 The M1 Junction 14 and the Northfields Roundabout have been modelled as a network using LinSig and the '2023 background' and '2023 with development' scenarios given at **Diagrams TAA3 to TAA6**. For convenience, these flows are shown represented as the LinSig model network in **Appendix H**.

5.8 The LinSig results, provided at **Appendix H** and summarised in the table below, show that both the M1 Junction 14 and the Northfields Roundabout would operate above their maximum capacity in all modelled scenarios (PRC values are negative indicating that one or more links are operating above 90% of their capacity).

5.9 However, the results show that the development would not have a significant impact on performance of the network and that in terms of PRC, there would be no impact at the M1 Junction 14 due to the proposed development in the morning peak hour. In the evening peak hour the development traffic would lead to minor reduction in PRC of 1.5% (-8.8% vs -10.3%). The table below also shows that there would only be minor deteriorations to the PRC and total delay at the Northfields Roundabout in the evening peak hour due to the development, with no impact in the morning peak. In the evening peak the PRC deteriorates by 2.6% in 2023 (-28.3% vs -30.9%).

5.10 Highways England previously accepted that the volumes of development traffic that were associated with the previous planning application would not have a severe impact on the operation of M1 Junction 14, and this is again confirmed by the revised opening year assessment.

M1 Junction 14 and Northfields Roundabout LinSig Results						
Scenario			Practical Reserve Capacity (%)		Total Delay (PCUHr)	
			M1 Junction 14	Northfields	M1 Junction 14	Northfields
2023	AM	Background	-20.0%	-43.8%	60.2	182.2
		With Development	-20.0%	-43.8%	63.3	192.6
	PM	Background	-8.8%	-28.3%	53.4	204.6
		With Development	-10.3%	-30.9%	59.0	213.1

5.11 To demonstrate that queuing on the slip roads at the M1 Junction 14 would not be adversely affected by the proposed development, a comparison between the '2023 background' and '2023 with development' scenarios is provided at the table below.

M1 Junction 14 Queue Comparison (mean max queue)				
			Northbound off-slip	Southbound off-slip
2023	AM	Background	22.6	17.9
		With Development	22.6	19.0
	PM	Background	6.4	7.9
		With Development	6.4	7.9

5.12 The development traffic does not impact on the performance of the slip roads, with no change in queue length on the northbound off slip in either the morning or evening peak hours, and a worst case increase of 1.1 PCU in 2023 on the southbound off slip in the morning peak. Further, all forecast mean max queuing on both the northbound and southbound off slips could be accommodated on the existing and/or the proposed slip roads with the Smart Motorway Project in place.

5.13 Therefore, the results summarised above show that there would not be a severe impact due to the proposed development and therefore no mitigation is required at the M1 Junction 14 or the Northfields Roundabout.

6.0 CUMULATIVE ASSESSMENT

Policy SD12

6.1 Policy SD12 of the adopted Plan:MK sets out the criteria that the MK:East allocated development will be expected to meet. With regard to transport and highways the expectations include:

"The phased introduction of a comprehensive network of transport infrastructure in line with the Local Investment Plan, to include grid road connections to H4/V11 to the west and improved highway connections to Newport Pagnell and Central Milton Keynes (CMK), including new and/or enhanced vehicular crossings of the M1, involving highway works on and off-site.

A corridor of land safeguarded for a fast mass-transit system, and associated infrastructure, enabling connectivity to CMK and other key destinations. The width of the corridor should be sufficient to enable a range of possible transit solutions to come forward whilst also ensuring the efficient use of land for achieving the scale of development proposed within this policy.

A network of segregated, and where appropriate grade-separated, new and enhanced footpaths, cycleways and bridleways (including redways) to connect to existing routes beyond the site, including provision of appropriate pedestrian and cyclist crossings of the A422 and suitable safe and attractive crossings of the M1 as appropriate."

6.2 The delivery of MK:East is constrained by the barrier created by the M1 and existing capacity constraints at bridge crossings, particularly at M1 Junction 14. Plan:MK states that MKC will support the provision of a master-planned approach to development of the MK:East allocation once a clear understanding of the delivery of key infrastructure projects has been established.

6.3 In that regard MKC were successful in their bid for Housing Infrastructure Funding (HIF). They have secured HIF funding for the strategic infrastructure required to enable the allocation to come forwards, in line with Policy SD12. The new strategic infrastructure enabling the delivery of the MK:East allocation includes:

- A new bridge over the M1;
- A new north-south connection to the A422 into MK:East;
- A new east-west connection leading to the new bridge crossing over the M1 and part of a new link road around the eastern perimeter of the site connecting into M1 Junction 14;
- Dualling of the A509 southbound approach to M1 Junction 14; and
- Closure of the Newport Road junction with the A509 and reconfiguration of the Newport Road to form a new junction with the eastern perimeter road and connection to the village of Moulsoe;
- Health and education provision.

6.4 It is anticipated the new strategic highway infrastructure would be delivered between 2022 and 2024.

6.5 In addition to the above, and in accordance with Policy SD12 of Plan:MK, which requires a Development Framework for MK:East to be adopted prior to any planning permission being granted, the Milton Keynes East Strategic Urban Extension Development Framework Supplementary Planning Document (DF SPD) was adopted in March 2020.

Development Framework Supplementary Planning Document (DF SPD)

6.6 The adopted DF SPD establishes the vision, spatial disposition of land uses, development principles, and infrastructure delivery. It considers the development of the MK:East allocation as a whole. It includes a concept plan for the allocation (**Figure 5**), including the proposed strategic and other local highway infrastructure.

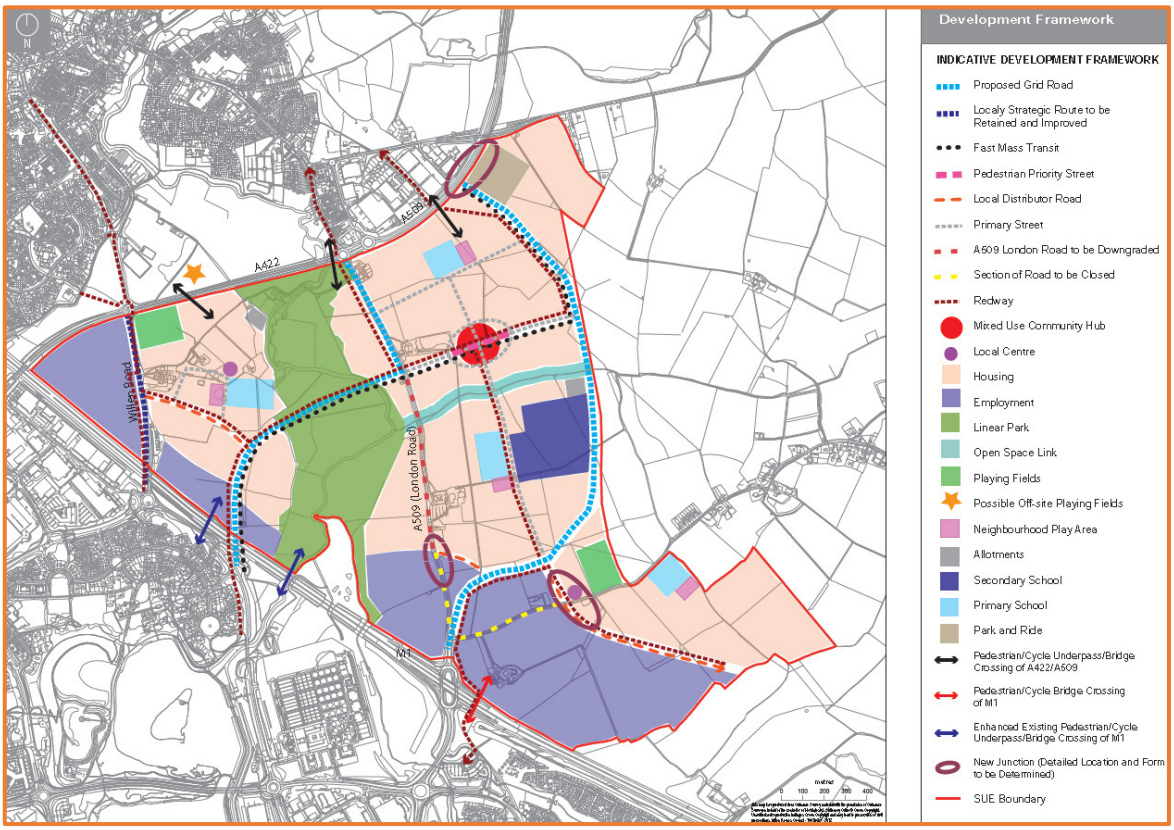


Figure 5: indicative development framework (reproduced from Figure 4.7 of the adopted DF SPD)

6.7 Section 5.2 of the DF SPD deals with infrastructure delivery. It states that contributions will be sort toward necessary infrastructure and facilities, including:

- Affordable housing;
- Highway infrastructure, both on and off-site;
- Public transport services, walking and cycling provision;
- Education, including secondary and primary school provision;
- Recreation and open space, including play areas, playing fields, allotments, linear parks;
- Community facilities, including healthcare, emergency services and community centres;
- Public art; and
- Management and maintenance of facilities and open space.

6.8 Focusing on the Willen Road corridor the DF SPD indicates:

- A new Redway provided along the length of Willen Road, connecting from the existing H4 Redway Super Route in Milton Keynes to Newport Pagnell, including a crossing on Willen Road and on the eastern side of the A422.
- Retention and improvement of Willen Road.
- A new local distributor Road providing a connection between Willen Road and the new M1 bridge link.

6.9 The TA and this TA Addendum set out the following highways and transport infrastructure to be delivered by the proposed development at land at Caldecote Farm:

- appropriate on-site parking for bicycles, motorcycles, cars and HGVs;
- appropriate footways throughout the Proposed Development;
- Toucan crossings at the proposed site access junction to facilitate safe crossing of the site access and Willen Road;
- new bus stops on Willen Road at the site access junction;
- a new Redway connecting to Newport Pagnell to the north, and the existing H4 Redway Super Route in Milton Keynes to the south. The new Redway would facilitate safe pedestrian and cycle travel to the site and provide a new facility for existing pedestrians and cyclists wishing to walk and cycle between Newport Pagnell and Milton Keynes, where there is currently no infrastructure provided along the Willen Road corridor. This includes the provision of an appropriate pedestrian and cyclist crossing of the A422;
- a comprehensive improvement scheme at the Marsh End Roundabout. The improved junction would operate in conjunction with the proposed signal-controlled site access junction, to improve traffic flows and journey times through the area, on the A422 and Willen Road;
- widening of Willen Road to provide a dual carriageway between the Marsh End Roundabout and the site access junction.

6.10 The proposed development at land at Caldecote Farm will therefore deliver the following components of the infrastructure identified in the MK:East DF SPD (**Figure 5)** as required to enable the delivery of the MK:East allocation:

- The new Redway connecting Newport Pagnell and the existing H4 Redway Super Route in Milton Keynes, with crossings on Willen Road and the eastern side of the A422.
- Retention and widening of Willen Road to provide dual carriageway between the Marsh End Roundabout and the site access junction.
- The development will also safeguard land to allow for further widening of Willen Road as part of the works promoted by Bloor Homes, which in combination with the above will allow dualling of the length of Willen Road from the north of the M1 bridge crossing to the Marsh End Roundabout. The works being promoted by Bloor Homes will include a new road link connecting from Willen Road to the new M1 bridge link, to be partially delivered by Berkeley St James and partially by Bloor Homes.

Cumulative assessment of MK:East

6.11 The TA[4] submitted with the Berkeley St James planning application, whilst focusing on the parts of the allocation promoted by Berkeley, is supported by strategic transport modelling that assesses and takes into account all parts of the MK:East allocation, including the proposed development site on land at Caldecote Farm. In that way the assessment considers the cumulative impact of the whole MK:East allocation, and identifies the infrastructure required to deliver the MK:East allocation as a whole.

6.12 The Berkeley application is a hybrid application and seeks full planning permission for the highway infrastructure shown in **Figure 6**.

[4] Milton Keynes East, Transport Assessment Report 70057521-TA1, March 2021, WSP.

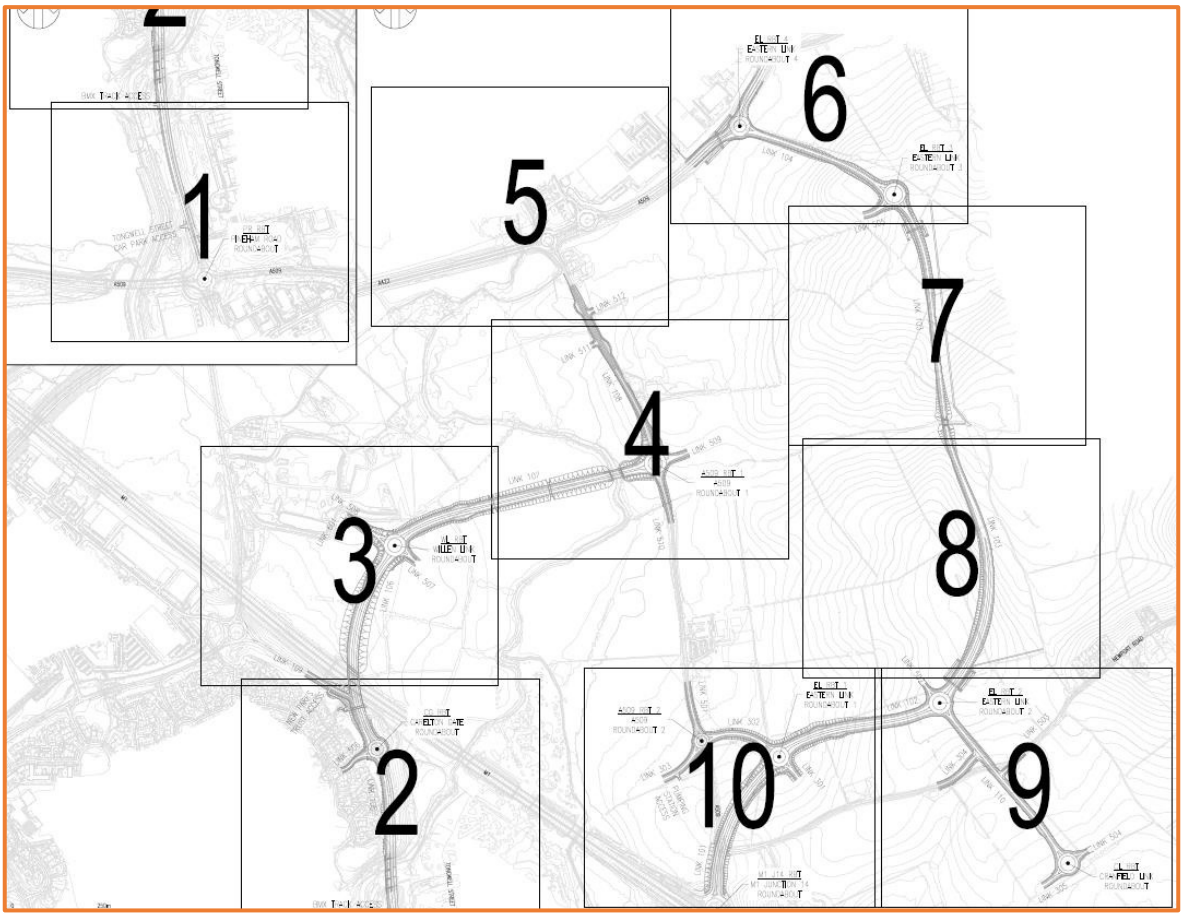


Figure 6: extract of drawing MKE-WSP-ZZ-ZZ-C-DR-0010 Rev P02 'General Arrangement for Planning Schematic Overview'

6.13 Section 6.6 of the Berkeley TA identifies the off-site junctions that require further review and assessment as part of the detailed study area for assessment under the cumulative assessment of the whole of the MK:East allocation, as follows:

- M1 J14;
- Northfield Roundabout;
- Tongwell Street Roundabout;
- Willen Road Roundabout;
- Pagoda Roundabout:
- Woolstone Roundabout:
- Blakelands Roundabout:
- Fox Milne:
- Pineham Roundabout;
- Renny Lodge Roundabout;
- Tickford Roundabout; and
- Marsh End Roundabout.

6.14 A quantitative traffic impacts review of the MK:East allocation at M1 J13 was also undertaken.

6.15 The Berkeley TA presents detailed assessment of each of the study area junctions, based on 2031 and 2048 future traffic flows taking into account all of the MK:East allocation, including the proposed development site at land at Caldecote Farm. Where required, Section 12 of the Berkeley TA presents highway schemes to mitigate any potential impacts of the MK:East allocation. That mitigation is based on the whole allocation impacts, including the proposed application site. The cumulative assessment work included in the Berkley TA identifies a need

for improvement works at the Marsh End Roundabout, and it is demonstrated that the proposed improvement scheme being promoted as part of the planning application for the development at land at Caldecote Farm would mitigate the impact of the whole MK:East allocation (see below for further detail).

6.16 This is consistent with the approach agreed with MKC Highways regarding the assessment of the proposed development site at land at Caldecote Farm, as reported in the TA. It was agreed with MKC Highways at an early stage that the approach to the assessment and mitigation of the development traffic impact for the Caldecote Farm site, should be to provide a single comprehensive mitigation package at the Marsh End Roundabout where the Applicant has control of land to provide a meaningful highway improvement, instead of providing a series of minor junction improvements spread over the wider study area.

Marsh End Roundabout

6.17 Section 7.7 of the Berkeley TA summarises the operation of the Marsh End Roundabout in the 2016 baseline scenario. It concludes that the Marsh End Roundabout operates beyond its theoretical operational capacity in both the AM and PM peak hours. Willen Road (north) and the A422 (east) are shown to operate above capacity with RFCs (ratio of flow to capacity) of over 1.0 with long queues. This is consistent with the findings on the Caldecote Farm TA.

6.18 Section 9 of the Berkeley TA summarises the findings of the assessment of the operation of the study area junctions in the 'Core' future assessment year scenarios. Two assessment years and two scenarios are considered:

- 2031 reference case (without development) (2031 Do-Minimum)
- 2048 reference case (without development) (2048 Do-Minimum)
- 2031 with development and highway infrastructure (Figure 6) (2031 Do-Something)
- 2048 with development and highway infrastructure (Figure 6) (2048 Do-Something).

6.19 The results of the assessment work are presented at Table 9.6 of the Berkeley TA. They demonstrate that the existing layout of the Marsh End Roundabout would operate over its theoretical capacity in the 2031 Do-Minimum scenario in both the AM and PM peak hours. This situation is further exacerbated in the 2048 Do-Minimum scenario, with long queues forecast on Willen Road (north and south) and the A422 (east) in the AM peak hour, and Willen Road (north and south), and the A422 (west) in the PM peak hour.

6.20 Whilst there is some improvement in terms of performance of some arms of the junction in the 2031 Do-Something scenario, the Willen Road (north) arms would remain over capacity in the AM peak hour and the A422 would remain over capacity in the PM peak hour. In the 2048 Do-Something scenario, there is a worsening of the performance of the Willen Road (north) arm in both the AM and PM peak hours, along with a worsening of the A422 (west) arm in the evening peak hour. These arms would exceed their theoretical capacity, with long queues forming.

6.21 The Berkeley TA states at paragraph 9.3.22 that *"…considering the importance of the junction to the development, it would be prudent to review what schemes could be implemented to improve performance."* Section 12 of the Berkeley TA goes on to model the operation of the Marsh End Roundabout with the proposed comprehensive improvement scheme for the junction that would be delivered by the proposed development on land at Caldecote Farm.

6.22 The results of that assessment are summarised at Table 12.6 of the Berkeley TA. The results show that the improved junction layout would operate with spare capacity in the 2031 Do-Something scenario, and also the 2048 Do-something scenario with the full MK:East allocation in place. The

Berkeley TA concludes that the *"…improvements to the junction are considered capable of accommodating the traffic associated with the proposed MKE development."*

6.23 The Marsh End Roundabout improvement that would be delivered as part of the proposed development on land at Caldecote Farm would therefore satisfactorily address the capacity constraints at the existing junction that will result from the cumulative traffic impacts of the whole MK:East allocation.

Assessment of cumulative MK:East allocation at the proposed site access junction

6.24 The strategic modelling included in the Berkeley TA forecasts that with the new strategic infrastructure funded by the HIF bid in place (Figure 6), traffic flows on Willen Road would reduce by some 42% SB and 56% NB in the AM peak hour, and by some 80% SB and 66% NB in the PM peak hour by 2031. This is because the new strategic infrastructure provides a new bridge crossing of the M1 motorway, that will provide an alternative route for traffic travelling to and from Milton Keynes reducing the demand on Willen Road.

6.25 As part of the wider MK:East allocation, Bloor Homes propose to access their residential site by the addition of a fourth arm to the traffic signal controlled site access T-junction that is proposed to serve the Caldecote Farm development. Bloor Homes, also propose that access to their residential site is taken from the new road link connecting from Willen Road to the new M1 bridge link, to be partially delivered by Berkeley St James and partially by Bloor Homes. Bloor Homes propose the new road link would connect with Willen Road via a new signal controlled T-junction. This arrangement is shown indicatively on an extract of the draft Bloor Homes indicative masterplan at **Figure 7**.

Figure 7: extract of draft Bloor Homes indicative masterplan (prepared by Pegasus Group)

6.26 The operation of the site access junction (as a four-arm signalled controlled junction serving both the Caldecote Farm site and the Bloor Homes site) is assessed and reported at paragraphs 9.4.33 to 9.3.47 of the Berkeley TA. Assessment is undertaken in the 2031 Do-something and 2048 Do-Something scenarios. Table 9.25 of the Berkeley TA (extract below) summarises the result of the morning and evening peak hour capacity assessment.

Table 9-25 – Willen Road – Northern Signal Access – AM / PM Peak Hour

Arm	2031: Do Something		2048: Do Something	
	DoS	MMQ	DoS	MMQ
AM				
Willen Rd N (S/B) Left Ahead	68.5%	6	84.3%	13
Willen Rd N (S/B) Ahead Right	72.9%	7	49.9%	3
Bloor Access (Northern) Left Right Ahead	7.4 %	0	29.8%	2
Willen Rd S (N/B) Ahead Left	38.5%	3	32.5%	3
Willen Rd S (N/B) Right Ahead	28.3%	2	34.8%	4
SEGRO Ahead Right Left	33.1%	2	42.0%	2
PM				
Willen Rd N (S/B) Left Ahead	52.1%	4	58.6%	5
Willen Rd N (S/B) Ahead Right	57.0%	5	63.4%	5
Bloor Access (Northern) Left Right Ahead	10.4%	1	12.5%	1
Willen Rd S (N/B) Ahead Left	38.1%	3	38.5%	3
Willen Rd S (N/B) Right Ahead	41.0%	3	42.0%	3
SEGRO Ahead Right Left	72.7%	4	73.7%	4

Source: LinSig 9 results

6.27 The results indicate that the four arm signal junction would operate satisfactorily with the cumulative traffic from the MK:East allocation, and would operate with residual capacity.

6.28 Similarly, paragraphs 9.4.38 to 9.4.41 and Table 9.26 (extract below) of the Berkeley TA summarise results of the morning and evening peak hour capacity assessment for the southern signal controlled access (i.e. the new link road junction with Willen Road that is proposed by Bloor Homes.

Table 9-26 – Willen Road – Southern Signal Access – AM / PM Peak Hour

Arm	2031: Do Something		2048: Do Something	
	DoS	MMQ	DoS	MMQ
AM				
Willen Rd N (S/B) Left Ahead	67.5%	5	69.2%	5
Willen Rd N (S/B) Ahead	69.7%	6	71.8%	6
Bloor Access (Southern) Left Right	73.1%	6	77.9%	7
Willen Rd S (N/B) Ahead	21.1%	2	11.3%	1
Willen Rd S (N/B) Right Ahead	16.7%	1	38.0%	2
PM				
Willen Rd N (S/B) Left Ahead	81.6%	9	73.5%	7
Willen Rd N (S/B) Ahead	7.8%	1	27.5%	2
Bloor Access (Southern) Left Right	51.8%	3	71.3%	5
Willen Rd S (N/B) Ahead	18.5%	1	16.7%	1
Willen Rd S (N/B) Right Ahead	50.0%	2	76.7%	4

Source: LinSig 9 results

6.29 The results indicate that the signal controlled T- junction would operate satisfactorily with the cumulative traffic from the MK:East allocation, and would operate with residual capacity.

Summary

6.30 The proposed development at land at Caldecote Farm will deliver the following components of the infrastructure identified in the MK:East DF SPD as required to enable the delivery of the MK:East allocation:

- The new Redway connecting Newport Pagnell and the existing H4 Redway Super Route in Milton Keynes, with crossings on Willen Road and the eastern side of the A422.
- Retention and widening of Willen Road to provide dual carriageway between the Marsh End Roundabout and the site access junction.
- The development will also safeguard land to allow for further widening of Willen Road as part of the works promoted by Bloor Homes, which in combination with the above will allow dualling of the length of Willen Road from the north of the M1 bridge crossing to the Marsh End Roundabout. The works being promoted by Bloor Homes will include a new road link connecting from Willen Road to the new M1 bridge link, to be partially delivered by Berkeley St James and partially by Bloor Homes.

6.31 Work undertaken as part of the Berkeley St James planning application has consider the all parts of the MK:East allocation, including the proposed development site on land at Caldecote Farm and therefore presents an assessment of the cumulative impacts of the MK:East allocation.

6.32 That work has demonstrated that highway mitigation strategy for the proposed development at land at Caldecote Farm, namely, to provide a single comprehensive improvement scheme at the Marsh End Roundabout, is consistent and in keeping with the findings of the cumulative assessment. The cumulative assessment identifies that an improvement scheme at the Marsh End Roundabout is required as part of the mitigation strategy for the whole of the MK:East allocation. It demonstrates that the Marsh End Roundabout improvement that would be delivered as part of the proposed development on land at Caldecote Farm would satisfactorily address the capacity constraints at the existing junction that will result from the cumulative traffic impacts of the whole MK:East allocation.

6.33 The cumulative impact assessment work undertaken as part of the Berkeley St James planning application also demonstrates that the proposed site access arrangements, in combination with those proposed by the adjacent Bloor Home development, would operate satisfactorily with the cumulative traffic from the MK:East allocation, and would operate with residual capacity.

6.34 In conclusion, it has been demonstrated that the proposed highway mitigation strategy for the proposed development at land at Caldecote Farm is fully compatible with the wider highway and infrastructure strategy that is proposed for MK:East allocation.

7.0 SUMMARY AND CONCLUSIONS

7.1 ADC Infrastructure Limited were commissioned by Newlands Developments Ltd to provide transport and highways advice in support of their revised detailed planning application for new employment development on land at Caldecote Farm, to the west of Willen Road, in Newport Pagnell.

7.2 The revised planning submission is supported by the Transport Assessment (TA) and Framework Travel Plan work that was submitted as part of the previous planning application (ref. 19/02402/FUL). However, given the passage of time since the original application, it is appropriate to update certain aspects of the TA. This TA Addendum report has therefore been prepared to accompany the revised planning submission and should be read in combination with the TA and Framework Travel Plan.

7.3 The TA describes the existing highways and transport conditions relevant to the site. It also includes an accident assessment on the local highway network in the vicinity of the site. Given the passage of time, this TA Addendum presents an updated accident assessment up to the most recent period. It concludes that there are no trends in the location or type of accidents recorded at the study area junctions, and of which, all but one accident are attributed to driver error.

7.4 The TA includes details of the development proposals. The revised access proposals to the car park serving Unit 1 that was agreed with MKC as part of the consultation on the previous application, along with setting out the commitment to provide S106 funding for a bus service as agreed with MKC, are described in this TA Addendum.

7.5 Likewise, the proposed development trip generation, trip distribution and assignment are presented in the TA. Capacity assessments at the agreed study area junctions in the 2026 and 2031 future assessment years are also presented in the TA. Given the passage of time since the original application, this TA Addendum includes a capacity assessment at the M1 Junction 14 and Northfield Roundabout in the revised 2023 opening year, in accordance with DfT Circular 02/2013. It is shown that the development would not have a significant impact on the performance of the network. It is also concluded that the development would not impact on the performance of the M1 slip roads at Junction 14. Therefore, as previous agreed with Highways England, it is concluded that no mitigation is required at the M1 Junction 14 or Northfield Roundabout.

7.6 This TA Addendum also considered the cumulative impact of the proposed development in combination with the wider MK:East allocation. It is concluded that the proposed highway mitigation strategy is fully compatible with the wider highway and infrastructure strategy that is proposed for MK:East allocation.

7.7 Overall, based on the work contained in the TA and this TA Addendum, it is concluded that the proposals accord with the principles of the National Planning Policy Framework (NPPF), and it would be unreasonable to object to the planning application on transport grounds.

Total vehicles					
	A	B	C	D	
A	16	286	795	49	**1146**
B	280	0	39	673	**992**
C	1169	58	1	876	**2104**
D	13	270	286	0	**569**
	1478	**614**	**1121**	**1598**	**4811**

HGVs					
	A	B	C	D	
A	1	2	48	2	**53**
B	9	0	2	11	**22**
C	42	1	0	11	**54**
D	0	9	11	0	**20**
	52	**12**	**61**	**24**	**149**

% HGVs				
	A	B	C	D
A	6.3%	0.7%	6.0%	4.1%
B	3.2%	0.0%	5.1%	1.6%
C	3.6%	1.7%	0.0%	1.3%
D	0.0%	3.3%	3.8%	0.0%

Total vehicles				
	A	B	C	
A			569	**569**
B				**0**
C	1598			**1598**
	1598	**0**	**569**	**2167**

HGVs				
	A	B	C	
A			20	**20**
B				**0**
C	24			**24**
	24	**0**	**20**	**44**

% HGVs			
	A	B	C
A			3.5%
B			
C	1.5%		

Total vehicles					
	A	B	C	D	
A	1	577	1002	38	**1618**
B	260	8	608	146	**1022**
C	312	150	9	40	**511**
D	19	31	22	1	**73**
	592	**766**	**1641**	**225**	**3224**

PCUs					
	A	B	C	D	
A	1	588	1018	38	**1645**
B	266	8	625	152	**1051**
C	325	161	10	41	**537**
D	20	33	24	1	**78**
	612	**790**	**1677**	**232**	**3311**

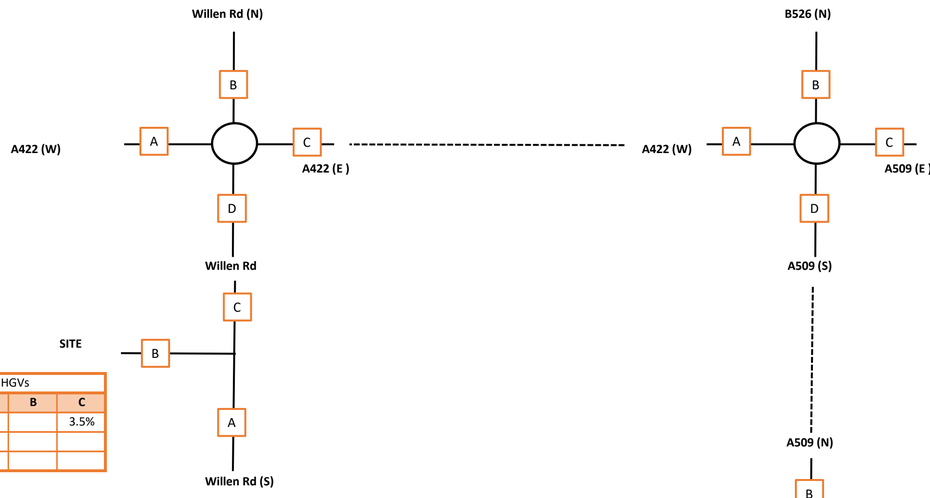
HGVs					
	A	B	C	D	
A	0	11	16	0	**27**
B	6	0	17	6	**29**
C	13	11	1	1	**26**
D	1	2	2	0	**5**
	20	**24**	**36**	**7**	**87**

% HGVs				
	A	B	C	D
A	0.0%	1.9%	1.6%	0.0%
B	2.3%	0.0%	2.8%	4.1%
C	4.2%	7.3%	11.1%	2.5%
D	5.3%	6.5%	9.1%	0.0%

Total vehicles					
	A	B	C	D	
A	1	24	641	298	**964**
B	36	2	196	643	**877**
C	1410	417	6	56	**1889**
D	216	576	53	3	**848**
	1663	**1019**	**896**	**1000**	**4578**

HGVs					
	A	B	C	D	
A	0	6	30	3	**39**
B	3	0	11	30	**44**
C	28	12	2	7	**49**
D	2	12	8	0	**22**
	33	**30**	**51**	**40**	**154**

% HGVs				
	A	B	C	D
A	0.0%	25.0%	4.7%	1.0%
B	8.3%	0.0%	5.6%	4.7%
C	2.0%	2.9%	33.3%	12.5%
D	0.9%	2.1%	15.1%	0.0%



2016 count
2018 count

Total vehicles					
	A	B	C	D	
A	1	327	659	129	**1116**
B	584	1	29	181	**795**
C	1406	26	0	400	**1832**
D	211	224	231	1	**667**
	2202	**578**	**919**	**711**	**4410**

HGVs					
	A	B	C	D	
A	0	3	32	26	**61**
B	9	1	2	7	**19**
C	33	1	0	36	**70**
D	21	21	21	0	**63**
	63	**26**	**55**	**69**	**213**

% HGVs				
	A	B	C	D
A	0.0%	0.9%	4.9%	20.2%
B	1.5%	100.0%	6.9%	3.9%
C	2.3%	3.8%	0.0%	9.0%
D	10.0%	9.4%	9.1%	0.0%

Total vehicles					
	A	B	C	D	
A	3	232	0	1452	**1687**
B	139	11	320	625	**1095**
C	2	299	8	1518	**1827**
D	868	369	569	0	**1806**
	1012	**911**	**897**	**3595**	**6415**

HGVs					
	A	B	C	D	
A	1	18	0	104	**123**
B	13	1	33	22	**69**
C	0	15	0	38	**53**
D	85	23	32	0	**140**
	99	**57**	**65**	**164**	**385**

PCUs					
	A	B	C	D	
A	4	250	0	1556	**1810**
B	152	12	353	647	**1164**
C	2	314	8	1556	**1880**
D	953	392	601	0	**1946**
	1111	**968**	**962**	**3759**	**6800**

Total vehicles					
	A	B	C	D	
A	4	754	178	17	**953**
B	1492	4	224	1831	**3551**
C	418	268	2	121	**809**
D	4	798	45	4	**851**
	1918	**1824**	**449**	**1973**	**6164**

HGVs					
	A	B	C	D	
A	1	52	9	0	**62**
B	47	0	18	97	**162**
C	9	13	0	1	**23**
D	0	73	1	0	**74**
	57	**138**	**28**	**98**	**321**

PCUs					
	A	B	C	D	
A	5	806	187	17	**1015**
B	1539	4	242	1928	**3713**
C	427	281	2	122	**832**
D	4	871	46	4	**925**
	1975	**1962**	**477**	**2071**	**6485**

ADC INFRASTRUCTURE

WILLEN ROAD, NEWPORT PAGNELL

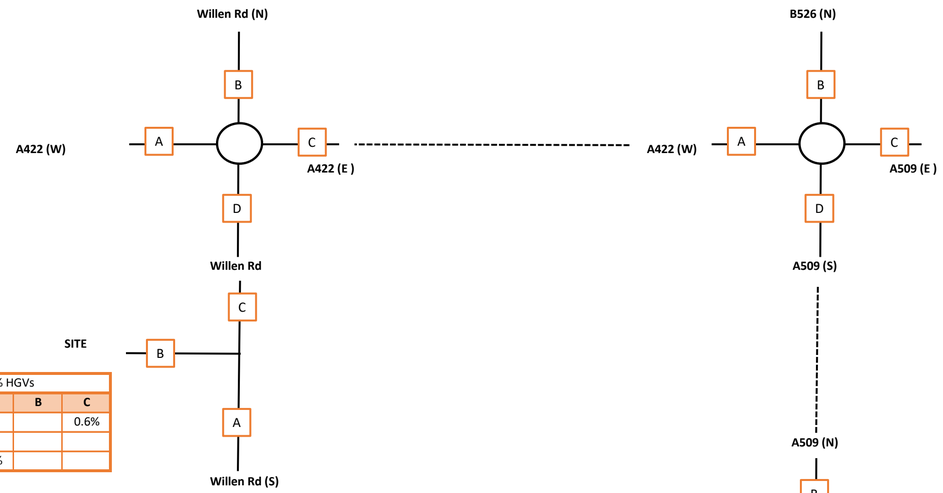
DIAGRAM TAA1: 2023 BACKGROUND TRAFFIC FLOWS - AM PEAK

2016 count
2018 count

Total vehicles					
	A	B	C	D	
A	12	472	1362	20	**1866**
B	211	0	118	279	**608**
C	919	200	0	258	**1377**
D	15	463	450	0	**928**
	1157	**1135**	**1930**	**557**	**4779**

HGVs					
	A	B	C	D	
A	1	3	23	0	**27**
B	3	0	2	3	**8**
C	29	0	0	6	**35**
D	1	3	2	0	**6**
	34	**6**	**27**	**9**	**76**

% HGVs				
	A	B	C	D
A	8.3%	0.6%	1.7%	0.0%
B	1.4%	0.0%	1.7%	1.1%
C	3.2%	0.0%	0.0%	2.3%
D	6.7%	0.6%	0.4%	0.0%



Total vehicles				
	A	B	C	
A			928	**928**
B				**0**
C	557			**557**
	557	**0**	**928**	**1485**

HGVs				
	A	B	C	
A			6	**6**
B				**0**
C	9			**9**
	9	**0**	**6**	**15**

% HGVs			
	A	B	C
A			0.6%
B			
C	1.6%		

Total vehicles					
	A	B	C	D	
A	0	203	330	17	**550**
B	358	8	283	110	**759**
C	366	166	13	8	**553**
D	184	302	85	0	**571**
	908	**679**	**711**	**135**	**2433**

PCUs					
	A	B	C	D	
A	0	205	333	19	**557**
B	359	8	293	116	**776**
C	368	170	13	8	**559**
D	185	305	85	0	**575**
	912	**688**	**724**	**143**	**2467**

HGVs					
	A	B	C	D	
A	0	2	3	2	**7**
B	1	0	10	6	**17**
C	2	4	0	0	**6**
D	1	3	0	0	**4**
	4	**9**	**13**	**8**	**34**

% HGVs				
	A	B	C	D
A	0.0%	1.0%	0.9%	11.8%
B	0.3%	0.0%	3.5%	5.5%
C	0.5%	2.4%	0.0%	0.0%
D	0.5%	1.0%	0.0%	0.0%

Total vehicles					
	A	B	C	D	
A	4	28	1077	173	**1282**
B	25	1	320	462	**808**
C	818	173	8	25	**1024**
D	343	565	107	2	**1017**
	1190	**767**	**1512**	**662**	**4131**

HGVs					
	A	B	C	D	
A	0	0	25	8	**33**
B	0	0	7	3	**10**
C	22	11	0	2	**35**
D	2	7	2	0	**11**
	24	**18**	**34**	**13**	**89**

% HGVs				
	A	B	C	D
A	0.0%	0.0%	2.3%	4.6%
B	0.0%	0.0%	2.2%	0.6%
C	2.7%	6.4%	0.0%	8.0%
D	0.6%	1.2%	1.9%	0.0%

Total vehicles					
	A	B	C	D	
A	1	447	1145	368	**1961**
B	255	0	28	186	**469**
C	804	52	0	380	**1236**
D	315	306	493	0	**1114**
	1375	**805**	**1666**	**934**	**4780**

HGVs					
	A	B	C	D	
A	0	3	8	18	**29**
B	1	0	0	4	**5**
C	8	0	0	18	**26**
D	23	7	25	0	**55**
	32	**10**	**33**	**40**	**115**

% HGVs				
	A	B	C	D
A	0.0%	0.7%	0.7%	4.9%
B	0.4%	0.0%	0.0%	2.2%
C	1.0%	0.0%	0.0%	4.7%
D	7.3%	2.3%	5.1%	0.0%

Total vehicles					
	A	B	C	D	
A	2	249	0	792	**1043**
B	237	32	362	463	**1094**
C	0	383	14	691	**1088**
D	1322	610	1041	0	**2973**
	1561	**1274**	**1417**	**1946**	**6198**

HGVs					
	A	B	C	D	
A	0	18	0	54	**72**
B	9	0	12	4	**25**
C	0	25	2	26	**53**
D	71	9	12	0	**92**
	80	**52**	**26**	**84**	**242**

PCUs					
	A	B	C	D	
A	2	267	0	846	**1115**
B	246	32	374	467	**1119**
C	0	408	16	717	**1141**
D	1393	619	1053	0	**3065**
	1641	**1326**	**1443**	**2030**	**6440**

Total vehicles					
	A	B	C	D	
A	4	1389	250	6	**1649**
B	659	8	204	1065	**1936**
C	245	429	1	114	**789**
D	2	1154	54	6	**1216**
	910	**2980**	**509**	**1191**	**5590**

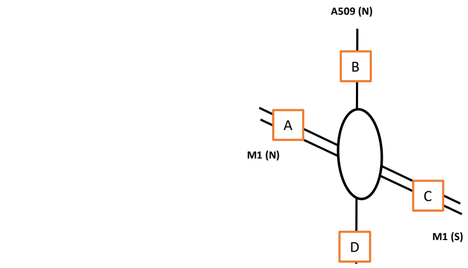
HGVs					
	A	B	C	D	
A	0	18	6	1	**25**
B	19	0	2	57	**78**
C	8	14	0	2	**24**
D	0	59	0	0	**59**
	27	**91**	**8**	**60**	**186**

PCUs					
	A	B	C	D	
A	4	1407	256	7	**1674**
B	678	8	206	1122	**2014**
C	253	443	1	116	**813**
D	2	1213	54	6	**1275**
	937	**3071**	**517**	**1251**	**5776**

ADC INFRASTRUCTURE

WILLEN ROAD, NEWPORT PAGNELL

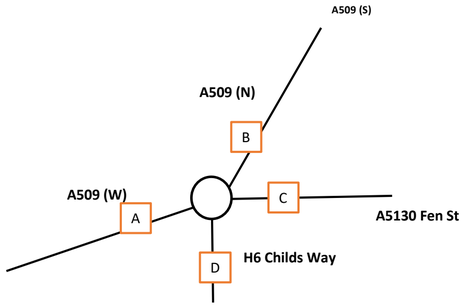
DIAGRAM TAA2: 2023 BACKGROUND TRAFFIC FLOWS - PM PEAK



Total vehicles					
	A	**B**	**C**	**D**	
A	3	232	0	1452	**1687**
B	139	11	320	625	**1095**
C	2	299	8	1518	**1827**
D	868	369	569	0	**1806**
	1012	**911**	**897**	**3595**	**6415**

HGVs					
	A	**B**	**C**	**D**	
A	1	18	0	104	**123**
B	13	1	33	22	**69**
C	0	15	0	38	**53**
D	85	23	32	0	**140**
	99	**57**	**65**	**164**	**385**

PCUs					
	A	**B**	**C**	**D**	
A	4	250	0	1556	**1810**
B	152	12	353	647	**1164**
C	2	314	8	1556	**1880**
D	953	392	601	0	**1946**
	1111	**968**	**962**	**3759**	**6800**



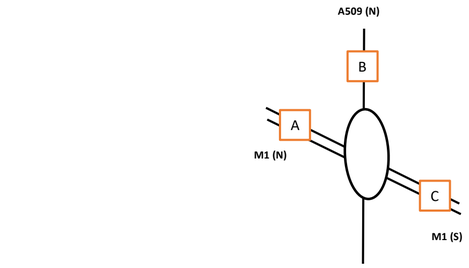
Total vehicles					
	A	**B**	**C**	**D**	
A	4	754	178	17	**953**
B	1492	4	224	1831	**3551**
C	418	268	2	121	**809**
D	4	798	45	4	**851**
	1918	**1824**	**449**	**1973**	**6164**

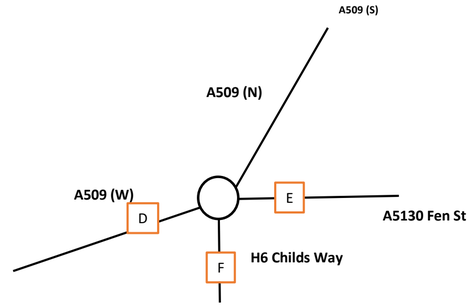
HGVs					
	A	**B**	**C**	**D**	
A	1	52	9	0	**62**
B	47	0	18	97	**162**
C	9	13	0	1	**23**
D	0	73	1	0	**74**
	57	**138**	**28**	**98**	**321**

PCUs					
	A	**B**	**C**	**D**	
A	5	806	187	17	**1015**
B	1539	4	242	1928	**3713**
C	427	281	2	122	**832**
D	4	871	46	4	**925**
	1975	**1962**	**477**	**2071**	**6485**

	A	B	C	D	E	F	**Total**
A	4	250	0	637	101	798	**1790**
B	152	12	353	265	42	332	**1155**
C	2	314	8	637	100	798	**1859**
D	395	162	249	5	187	17	**1015**
E	138	57	87	427	2	122	**832**
F	427	175	269	4	46	4	**925**
Total	**1117**	**970**	**966**	**1975**	**478**	**2071**	**7577**

FOR MODELLING PURPOSES

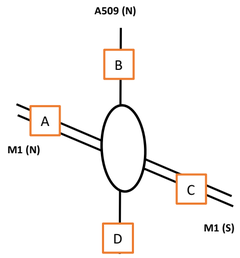




ADC INFRASTRUCTURE

2023 BACKGROUND TRAFFIC FLOWS - AM PEAK (M1 J14 & NORTHFIELDS RBT)

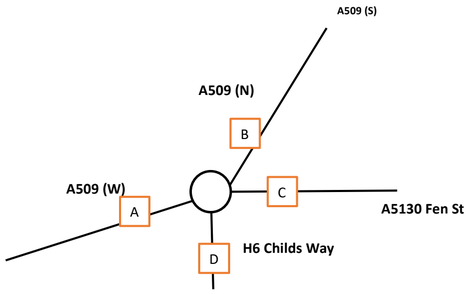
DIAGRAM TAA3



Total vehicles					
	A	**B**	**C**	**D**	
A	2	249	0	792	**1043**
B	237	32	362	463	**1094**
C	0	383	14	691	**1088**
D	1322	610	1041	0	**2973**
	1561	**1274**	**1417**	**1946**	**6198**

HGVs					
	A	**B**	**C**	**D**	
A	0	18	0	54	**72**
B	9	0	12	4	**25**
C	0	25	2	26	**53**
D	71	9	12	0	**92**
	80	**52**	**26**	**84**	**242**

PCUs					
	A	**B**	**C**	**D**	
A	2	267	0	846	**1115**
B	246	32	374	467	**1119**
C	0	408	16	717	**1141**
D	1393	619	1053	0	**3065**
	1641	**1326**	**1443**	**2030**	**6440**



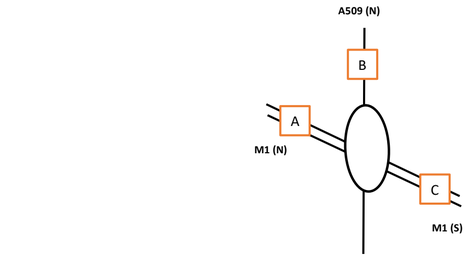
Total vehicles					
	A	**B**	**C**	**D**	
A	4	1389	250	6	**1649**
B	659	8	204	1065	**1936**
C	245	429	1	114	**789**
D	2	1154	54	6	**1216**
	910	**2980**	**509**	**1191**	**5590**

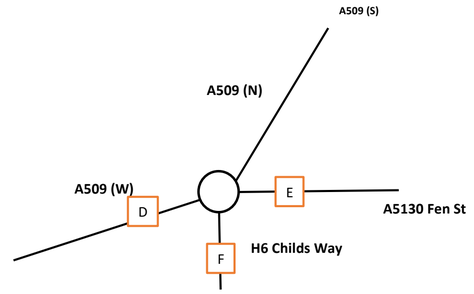
HGVs					
	A	**B**	**C**	**D**	
A	0	18	6	1	**25**
B	19	0	2	57	**78**
C	8	14	0	2	**24**
D	0	59	0	0	**59**
	27	**91**	**8**	**60**	**186**

PCUs					
	A	**B**	**C**	**D**	
A	4	1407	256	7	**1674**
B	678	8	206	1122	**2014**
C	253	443	1	116	**813**
D	2	1213	54	6	**1275**
	937	**3071**	**517**	**1251**	**5776**

	A	B	C	D	E	F	**Total**
A	2	267	0	283	86	468	**1105**
B	246	32	374	156	47	258	**1113**
C	0	408	16	239	73	396	**1133**
D	639	284	483	4	256	7	**1674**
E	201	89	152	253	1	116	**813**
F	551	245	417	2	54	6	**1275**
Total	**1640**	**1326**	**1442**	**937**	**517**	**1251**	**7113**

FOR MODELLING PURPOSES

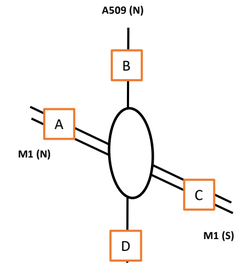




ADC INFRASTRUCTURE

2023 BACKGROUND TRAFFIC FLOWS - PM PEAK (M1 J14 & NORTHFIELDS RBT)

DIAGRAM TAA4



Total vehicles

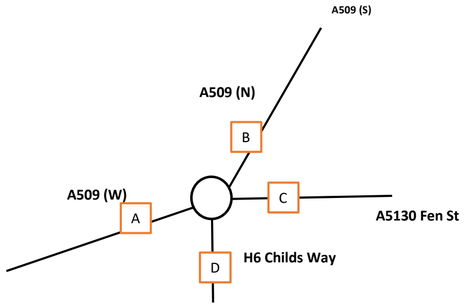
	A	B	C	D	
A	3	255	0	1452	**1710**
B	139	11	328	625	**1103**
C	2	299	8	1541	**1850**
D	877	369	569	0	**1815**
	1021	**934**	**905**	**3618**	**6478**

HGVs

	A	B	C	D	
A	1	26	0	104	**131**
B	13	1	40	22	**76**
C	0	15	0	46	**61**
D	92	23	32	0	**147**
	106	**65**	**72**	**172**	**415**

PCUs

	A	B	C	D	
A	4	281	0	1556	**1841**
B	152	12	368	647	**1179**
C	2	314	8	1587	**1911**
D	969	392	601	0	**1962**
	1127	**999**	**977**	**3790**	**6893**



Total vehicles

	A	B	C	D	
A	4	763	178	17	**962**
B	1515	4	224	1831	**3574**
C	418	268	2	121	**809**
D	4	798	45	4	**851**
	1941	**1833**	**449**	**1973**	**6196**

HGVs

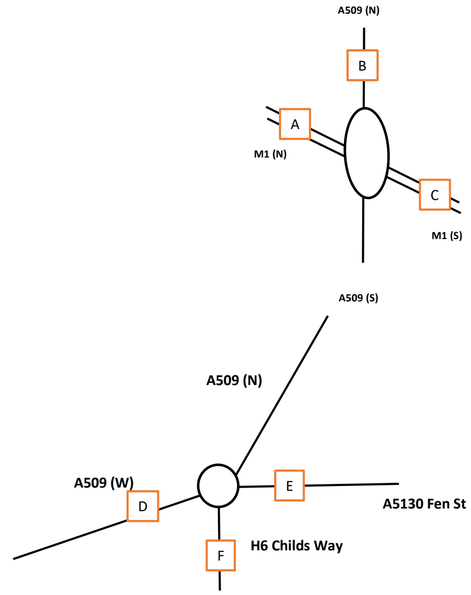
	A	B	C	D	
A	0	25	6	1	**32**
B	27	0	2	57	**86**
C	8	14	0	2	**24**
D	0	59	0	0	**59**
	35	**98**	**8**	**60**	**201**

PCUs

	A	B	C	D	
A	4	788	184	18	**994**
B	1542	4	226	1888	**3660**
C	426	282	2	123	**833**
D	4	857	45	4	**910**
	1976	**1931**	**457**	**2033**	**6397**

	A	B	C	D	E	F	Total
A	4	281	0	656	96	803	**1839**
B	152	12	368	273	40	334	**1178**
C	2	314	8	669	98	819	**1909**
D	389	157	241	4	184	18	**994**
E	139	56	86	426	2	123	**833**
F	423	171	263	4	45	4	**910**
Total	**1110**	**992**	**966**	**2031**	**465**	**2100**	**7664**

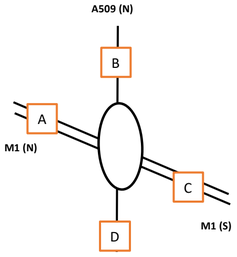
FOR MODELLING PURPOSES



ADC INFRASTRUCTURE

2023 WITH DEVELOPMENT TRAFFIC FLOWS - AM PEAK (M1 J14 & NORTHFIELDS RBT)

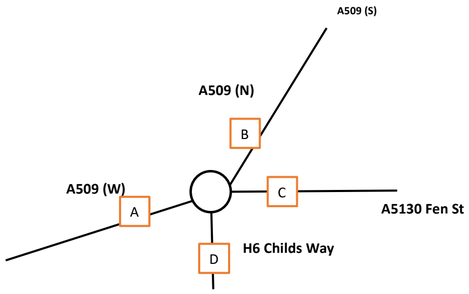
DIAGRAM TAA5



Total vehicles					
	A	**B**	**C**	**D**	
A	2	261	0	792	**1055**
B	237	32	385	463	**1117**
C	0	383	14	703	**1100**
D	1345	610	1041	0	**2996**
	1584	**1286**	**1440**	**1958**	**6268**

HGVs					
	A	**B**	**C**	**D**	
A	0	25	0	54	**79**
B	9	0	18	4	**31**
C	0	25	2	33	**60**
D	77	9	12	0	**98**
	86	**59**	**32**	**91**	**268**

PCUs					
	A	**B**	**C**	**D**	
A	2	286	0	846	**1134**
B	246	32	403	467	**1148**
C	0	408	16	736	**1160**
D	1422	619	1053	0	**3094**
	1670	**1345**	**1472**	**2049**	**6536**



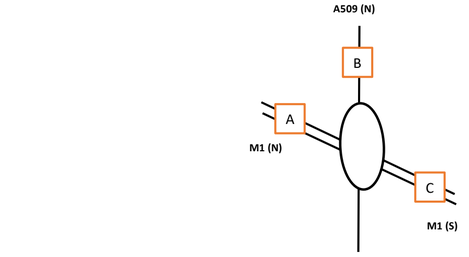
Total vehicles					
	A	**B**	**C**	**D**	
A	4	1412	250	6	**1672**
B	671	8	204	1065	**1948**
C	245	429	1	114	**789**
D	2	1154	54	6	**1216**
	922	**3003**	**509**	**1191**	**5625**

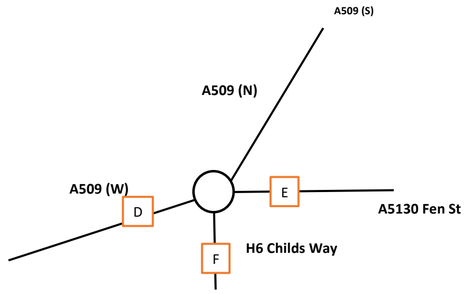
HGVs					
	A	**B**	**C**	**D**	
A	0	24	6	1	**31**
B	26	0	2	57	**85**
C	8	14	0	2	**24**
D	0	59	0	0	**59**
	34	**97**	**8**	**60**	**199**

PCUs					
	A	**B**	**C**	**D**	
A	4	1436	256	7	**1703**
B	697	8	206	1122	**2033**
C	253	443	1	116	**813**
D	2	1213	54	6	**1275**
	956	**3100**	**517**	**1251**	**5824**

	A	B	C	D	E	F	Total
A	2	286	0	288	86	463	**1125**
B	246	32	403	159	47	256	**1143**
C	0	408	16	250	74	403	**1151**
D	660	287	489	4	256	7	**1703**
E	204	89	151	253	1	116	**813**
F	557	243	413	2	54	6	**1275**
Total	**1669**	**1345**	**1471**	**956**	**518**	**1251**	**7210**

FOR MODELLING PURPOSES





ADC INFRASTRUCTURE

2023 WITH DEVELOPMENT TRAFFIC FLOWS - PM PEAK (M1 J14 & NORTHFIELDS RBT)

DIAGRAM TAA6

APPENDIX A

MKC CONSULTATION RESPONSE TO APPLICATION 19/02402/FUL – 14 OCTOBER 2019

HIGHWAY OBSERVATIONS FOR: 19/02402/FUL

DATE: 14 OCT 2019
CONTACT: SMT
TEL: 01908 690463

APPLICATION FOR: The erection of two storage and distribution units (use class B8), with associated access and off-site highway works on land at Caldecote Farm, Willen Road, Newport Pagnell.

Summary of advice from Transport Development Management

Object	☒
No objection	☐
Comment only	☐

This proposal is a detailed planning application pursuant to the withdrawal of the hybrid application 18/01719/FUL. A revised Transport Assessment has been provided along with the updated development proposals.

Transport Assessment (TA)

Extensive comments were provided for the previous TA and it appears that these have been taken on board in the update. The changes to floor areas, trip generation and traffic assessments all appear to be acceptable as well.

It is noted that although the previous proposals (18/01719/FUL) included a significant contribution to Public Transport (£650,000), the current proposals do not include one. It is difficult to see why this situation has changed and it is assumed that the Council's Passenger Transport team will, quite rightly, seek to ensure a contribution is made.

The TA asserts that the number of bus passengers arising from the development is low; however, this fails to recognise that units such as the ones proposed will operate on shift patterns across a 7-day week. Existing services, limited to more or less normal office hours, will not be adequate.

It is suggested in Paragraph 3.30 of the TA, that a requirement to provide shift-change bus services is included in the Framework Travel Plan. This is not acceptable as it would not be directly related to the planning approval (for enforcement) and would need additional monitoring / resource from the Council. Instead, a contribution to something tangible should be sought as part of the planning consent.

In other respects, the TA appears to be acceptable and therefore, subject to the input of the Passenger Transport team, the TA is accepted.

Highway Works

The proposed highway works are accepted, in principle, as adequate mitigation for the likely impacts of the development. Full details of the highway works and the associated TROs will need to be thoroughly audited and approved through the Section 278 Technical Approval process. However, the works indicated in the TA and the submitted drawings are sufficient for the granting of planning permission subject to conditions / s.106.

A full Redway link is required between the Tongwell Roundabout and the Redways at the Willen Road / Marsh End Road junction. Although it is referred to in Paragraph 3.21 of the TA, full details of this route are not clearly shown on any of the submitted drawings. However, this can be covered by condition.

It should be noted that the highway works as proposed will require, amongst other things, a reduction of speed limits on Willen Road and at its junction with the A422. Partly this is to accommodate the proposed traffic signals and partly to accommodate the movement of pedestrians and cyclists on the proposed Redways.

There is no real prospect of grade-separated cycle / pedestrian routes in this location and the at-grade proposals represent a significant improvement on the current situation. The TA has identified that there have been 3 accidents at the Marsh End Roundabout (Willen Road / A422) involving cyclists. The proposals to provide a Redway and associated crossing are welcomed.

Site Layout

The TA also considers the manoeuvring of vehicles within the site as well as accessing the site. Tracking drawings in the TA show that the proposed layout does allow vehicles to enter, manoeuvre within and exit the site satisfactorily.

However, it is noted that a change in the location of the access to the car park serving unit 1 has taken place since the 18/01719/FUL proposals. The car park access is now located close to the main junction with Willen Road which could lead to vehicles waiting to turn right into the car park queuing back into the junction.

This car park contains 528 spaces and the number of vehicles entering at shift changes could be very high. The likelihood of these vehicles arriving in a short period of time is high and this could lead to issues with vehicles not being able to enter the car park quickly enough to keep the junction clear.

This is exacerbated by the car park layout, largely retained from the previous proposal, which has access to spaces directly opposite the only entrance. As submitted, this element of the scheme is not acceptable.

Parking

The TA details the site's parking requirements and provision in Paragraphs 3.3 – 3.10. The table provided in Paragraph 3.8, reproduced below, sets out the required number of parking spaces ("Allowance") and the number of spaces proposed.

Parking Type	Unit 1 – 47,075sqm			Unit 2 – 34,286sqm		
	Total Allowance	Proposed	% of Req	Total Allowance	Proposed	% of Req
Car*	528	528	100%	393	393	100%
Disabled	26	26	100%	20	20	100%
Electric Vehicle Charging	7	7	100%	5	5	100%
Powered Two Wheelers	8	8	100%	6	6	100%
Cycle Parking	116	90	78%	85	70	82%
HGV	157	127	81%	114	90	79%

* includes 1 additional parking space per 30sqm of ancillary office use

The table shows that the scheme overall has a car parking provision that is fully compliant with the Council's standards. There is, however, a shortfall in HGV and cycle parking provision.

In terms of HGV parking, it is unlikely that the occupiers of the units will operate and park a fleet of vehicles on site, particularly all at once. The TA states that occupiers will not be attracted to the unit if the number of HGV docks is insufficient for their needs.

With regard to cycle parking, whilst the provision is only around 80% of the requirement in the Council's standards, it is not an unreasonable provision given the very large size of the units involved. The cycle parking provision is accepted in terms of numbers of spaces and location; details of shelters and security can be covered by condition.

Summary

The TA shows that the traffic impact from the development is acceptable with mitigation. The site has limited accessibility by sustainable modes and there is currently no proposal to make a contribution towards improved bus services. A Redway is to be provided, connecting Tongwell Roundabout to Marsh End Road.

The proposed parking provision is acceptable; however, the access to the car park to unit 1 is located where queuing into the main site junction could occur and it is therefore unacceptable as submitted.

Consequently, although the issue could be addressed by revised proposals, as submitted the planning application should be refused for the following reason:

> The proposed access to the car park for Unit 1 is located such that queuing on the main site access and into the junction with Willen Road could occur. This would seriously prejudice the operation and therefore the safety of that junction. As a result the proposals are contrary to Policy CT2 of Plan:MK.

for
Milton Keynes Council – Transport Development Management

APPENDIX B

MKC CONSULTATION RESPONSE TO APPLICATION 19/02402/FUL – 24 FEBRUARY 2020

HIGHWAY OBSERVATIONS FOR: 19/02402/FUL

DATE: **24 Feb 2020**
CONTACT: **SMT**
TEL: **01908 690463**

APPLICATION FOR: The erection of two storage and distribution units (use class B8), with associated access and off-site highway works on land at Caldecote Farm, Willen Road, Newport Pagnell.

Summary of advice from Transport Development Management

Object	☐
No objection	☒
Comment only	☐

Further to the Highway Observations dated 14th October 2019, the applicant has submitted a revised access plan for Unit 1 which overcomes the previous highway objection.

As a result, the proposals are now acceptable in highway terms and there is no objection to planning consent being issued. The matter of the contribution to public transport remains outstanding, unless this has been agreed with the Passenger Transport team since the 14th of October.

As stated previously, the proposed highway works are accepted, in principle, as adequate mitigation for the likely impacts of the development. Full details of the highway works and the associated TROs will need to be thoroughly audited and approved through the Section 278 Technical Approval process. However, the works indicated in the TA and the submitted drawings are sufficient for the granting of planning permission subject to conditions / s.106.

A full Redway link is required between the Tongwell Roundabout and the Redways at the Willen Road / Marsh End Road junction. Although it is referred to in Paragraph 3.21 of the TA, full details of this route are not clearly shown on any of the submitted drawings. However, this can also be covered by condition.

It should be noted that the highway works as proposed will require, amongst other things, a reduction of speed limits on Willen Road and at its junction with the A422. Partly this is to accommodate the proposed traffic signals and partly to accommodate the movement of pedestrians and cyclists on the proposed Redways.

There is no real prospect of grade-separated cycle / pedestrian routes in this location and the at-grade proposals represent a significant improvement on the current situation. The TA has identified that there have been 3 accidents at the Marsh End Roundabout (Willen Road / A422) involving cyclists. The proposals to provide a Redway and associated crossing are welcomed.

With regard to cycle parking, whilst the proposal is only around 80% of the requirement in the Council's standards, it is not an unreasonable provision given the very large size of the units involved. The cycle parking provision is accepted in terms of numbers of spaces and location; details of shelters and security can be covered by condition.

Consequently, there is no objection to the issuing of planning permission subject to a S.106 agreement to secure the off-site highway works and a contribution to Public Transport. The following conditions should be imposed on any consent issued:

1. No part of the development shall commence until such time as details of the proposed off-site highway works and the proposed site access junction have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the highway works and site access junction have been provided in accordance with the approved details.

   Reason: To minimise danger and inconvenience to new and existing users of the surrounding highway network by securing the provision of off-site Redways, road crossings, highway improvements and a safe and convenient means of accessing the site.

2. Prior to the commencement of the development details of the Industrial Access Road(s) shall be submitted to and approved in writing by the Local Planning Authority and no part of the development shall be occupied until the access road(s) have been laid out and constructed in accordance with the approved details. The access road(s) so laid out shall be retained thereafter.

   Reason: To minimise danger, obstruction and inconvenience to users of the highway and of the development.

3. Details of the proposed bicycle parking shall be submitted to and approved in writing by the Local Planning Authority and the approved scheme shall be provided prior to the first occupation of the development hereby permitted.

   Reason: To ensure that adequate cycle parking facilities are provided to serve the development.

4. Prior to the occupation of the development hereby permitted the car parking area shown on the approved drawings shall be constructed, surfaced and permanently marked out. The car parking area so provided shall be maintained as a permanent ancillary to the development and shall be used for no other purpose thereafter.

   Reason: To ensure adequate parking provision at all times so that the development does not prejudice the safe free flow of traffic on the neighbouring highway.

5. Prior to the initial occupation of the development hereby permitted the scheme for parking and manoeuvring and the loading and unloading of vehicles shown on the approved drawings shall be provided and shall be used for no other purpose thereafter.

   Reason: To enable vehicles to draw off, park, load/unload and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway.

Stirling Maynard Transportation
for
Milton Keynes Council – Transport Development Management

APPENDIX C

HIGHWAYS ENGLAND CONSULTATION RESPONSE TO APPLICATION 19/02402/FUL

Developments Affecting Trunk Roads and Special Roads

Highways England Planning Response (HEPR 16-01)
Formal Recommendation to an Application for Planning Permission

From: Martin Fellows
Operations (East)
planningee@highwaysengland.co.uk

To: Milton Keynes Council

CC: transportplanning@dft.gsi.gov.uk
growthandplanning@highwaysengland.co.uk

Council's Reference: 19/02402/FUL

Referring to the planning application referenced above, dated 20 March 2020, application for the erection of two storage and distribution units (use class B8), with associated access, car parking, servicing, landscaping, earthworks, on and off-site drainage and off-site highway works; at land Caldecote Farm, east of the M1 Motorway adjacent to Willen Road; notice is hereby given that Highways England's formal recommendation is that we:

~~a) offer no objection;~~

b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);

~~c) recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~

~~d) recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B ~~is /~~ is not relevant to this application.[1]

This represents Highways England formal recommendation and is copied to the

[1] Where relevant, further information will be provided within Annex A.

Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gsi.gov.uk.

Signature:	**Date:** 12 May 2020
Name: Shamsul Hoque **Highways England:** Woodlands, Manton Lane Bedford MK41 7LW [redacted]	**Position:** Assistant Spatial Planner

Annex A Highways England recommended Planning Conditions

HIGHWAYS ENGLAND has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This response represents our formal recommendations with regards to 19/02402/FUL and has been prepared by Shamsul Hoque.

This proposed development site is strategically located approximately 2.5km north-west of the M1 Junction 14. This application site falls within land of the MK East allocation area (Policy SD12). It is noted that this is a new planning application which is similar to an earlier planning application (ref. no. 18/01719/FUL) where we (Highways England) have previously consulted in September 2018. The major change between these two proposed development applications as we noticed is that the change in the Use Class.

With this current application, following our previous recommendation (dated 31 March 2020), the submitted transport evidences suggest, there would be more number of trips routed via M1 junction 14; however, total development trips generated from this current development proposal would be less except a small increase in HGV trips.

That means those total forecasted trips which would be routed via M1 junction 14, may be generated from other wider committed developments in Milton Keynes East.

On our behalf, AECOM have completed the technical review of the Transport Assessment and Travel Plan has submitted the Technical Note (TN) 03, dated 7 May 2020. Highways England agrees on the content of this Technical Note 03 and from the proposed development does not appear to have a significant traffic impact on the M1 junction 14.

Assessment of the proposed Travel Plan showed that there are limited sustainable transport modes in the location currently. Highways England are therefore requesting that the Council imposes the following planning condition on any grant of planning permission.

Now, we are confirming that there would not have any severe transport impact on M1 Junction 14 from this proposed development, which is also supported by the Technical Report 03 (dated 7 May 2020) prepared by AECOM, on our behalf.

Planning Condition
The following Framework Travel Plan condition should be included in any grant of planning permission.

A Framework Travel Plan shall be approved in writing by the Local Planning Authority in conjunction with the Highways England. The Travel Plan shall include the following:

- The identification of targets for trip reduction and modal shift;
- The methods to be employed to meet these targets;
- The mechanisms for monitoring and review;
- The mechanisms for reporting;
- The penalties to be applied in the event that targets are not met;
- The mechanisms for mitigation;
- Implementation of the travel plan to be agreed timescale or timescale and its operation thereafter;
- Mechanisms to secure variations to the travel plan following monitoring and reviews.

The completed development shall be occupied in accordance with the approved travel plan which shall be retained in place thereafter unless otherwise amended in accordance with a review to be agreed in writing by the Local Planning Authority in conjunction with the Highways England.

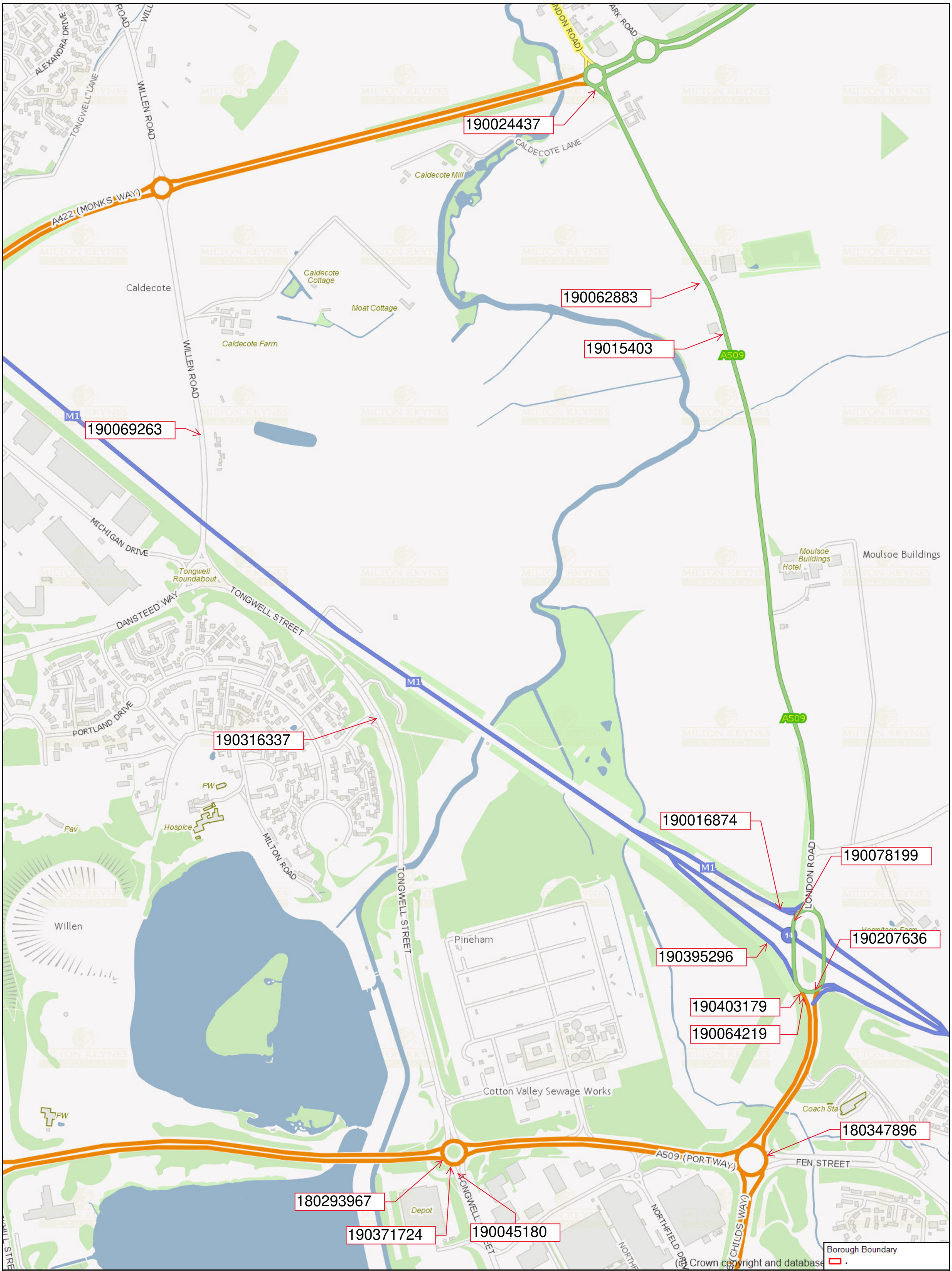
Before the development is brought into use the Framework Travel Plan is to be reviewed by the planning authority in consultation with the Highways England to take on board conditions prevailing at the time and adjustments made to accommodate them.

REASON: To ensure the M1 motorway continues to serve its purpose as part of a national system of routes for through traffic, to satisfy the reasonable requirements of

road safety on the M1 motorway and connecting roads in accordance with section 10 of the Highways Act 1980.

APPENDIX D

PERSONAL INJURY ACCIDENT DATA



Willen Rd & Surrounding area

N Scale: 1:5500

Printed on: 2020-09-09 13:23:52 by RF44137@MKC

Accidents between dates **01/03/2017** **and** **29/02/2020** (36) months
Selection: **Notes:**

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 22/01/2019 Time 1830 Slight at A422 JNC LONDON ROAD, TICKFORD ROUNDABOUT, NEWPORT PAGNELL, MK
E: 488726 N: 242833 Junction Detail: 1 Control 4
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
C2 TRAV NORTH ON LONDON RD STOPS AT ENTRY TO RBT, C1 FOLL COLLS WITH REAR C2. C1 THEN LEAVES SCENE & DRIVES OFF AT SPEED.
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 190024437 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: E06000042 Parish: 1938 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 0 0 Age of Driver Sex of Driver Unknown Breath test Driver not contacted

Accidents between dates **01/03/2017** **and** **29/02/2020** (36) months
Selection: **Notes:**

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 2 Car Moving from S to N Going ahead but held up Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 0 0 Age of Driver 39 Sex of Driver Unknown Breath test Driver not contacted

Casualty Reference: 1 Age: 39 Driver/rider Severity: Slight Injured by vehicle: 2

Seatbelt: Unknown Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/03/2017** **and** **29/02/2020** (36) months
Selection: **Notes:**

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	1	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	1	1

Number of casualties meeting the criteria: **1**

Accidents between dates **01/03/2017 and 29/02/2020** (36) months
Selection: **Notes:**

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Wednesday 20/02/2019 Time 1232 Slight at LONDON ROAD, PRIV ACCESS 420M SOUTH OF JNC A422 RBT, NEWPORT PAGNELL, MK
E: 488926 N: 242477 Junction Detail: 8 Control 4
Fine without high winds Road surface Dry Daylight
C1 TRAV SOUTH ON A509 GOING WRONG WAY SO DRVR PULLED INTO ACCESS TO U-TURN, C2 ALSO TRAV SOUTH, C1 U-TURNS INTO PATH C2 & COLLS WITH C2. C1 THEN LEAVES C/WAY INTO DITCH.
Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. 190062883 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: E06000042 Parish: 1190 Road Section: Accident Type(s) UU

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to N U-turn Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 0 0 Age of Driver 76 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 76 Female Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt: Worn but not independently confirmed Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/03/2017** **and** **29/02/2020** (36) months
Selection: **Notes:**

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 2 Car Moving from N to S Going ahead other Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 0 0 Age of Driver 61 Sex of Driver Female Breath test Negative

Casualty Reference: 2 Age: 61 Female Driver/rider Severity: Slight Injured by vehicle: 2

Seatbelt: Worn but not independently confirmed Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/03/2017** **and** **29/02/2020** (36) months
Selection: **Notes:**

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	1	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	2	2

Number of casualties meeting the criteria: **2**

Accidents between dates **01/05/2017** **and** **30/04/2020** (36) months
Selection: **Notes:**

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Wednesday 22/05/2019 Time 1413 Slight at A509 LONDON ROAD, 600M SOUTH OF JNC A422, NEWPORT PAGNELL, MK
E: 489017 N: 242282 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
C1 (POLICE ON CALL) TRAV NORTH & OVRTKNG OTHER VEH, C3 TRAV OPP DIR SLOWS FOR C1, C2 FOLL C3 FAILS TO SLOW & COLLS WITH REAR C3.
Road Type Single carriageway Vehicles 3 Casualties 1 Police Ref. 190154603 Speed limit 60
Crossing: Control 0 Facilities 0 Local Authority: E06000042 Parish: 1190 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:	Distraction in vehicle	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Overtaking moving vehicle Det hand drive: No

On main carriageway No skidding, jack-knifing or overturning
First point of impact Did not impact Parts damaged: 0 0 0 Age of Driver 26 Sex of Driver Male Breath test Negative

Accidents between dates **01/05/2017 and 30/04/2020** (36) months
Selection: **Notes:**

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 2 Car Moving from N to S Going ahead other Left hand drive: No

On main carriageway Skidded
First point of impact Front Parts damaged: 0 0 0 Age of Driver 35 Sex of Driver Female Breath test Negative

Casualty Reference: 1 Age: 35 Female Driver/rider Severity: Slight Injured by vehicle: 2

Seatbelt: Worn and independently confirmed Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Vehicle Reference 3 Car Moving from N to S Stopping Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 0 0 Age of Driver 62 Sex of Driver Male Breath test Negative

Accidents between dates **01/05/2017** **and** **30/04/2020** (36) months
Selection: **Notes:**

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	1	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	1	1

Number of casualties meeting the criteria: **1**

Accidents between dates **01/03/2017** **and** **29/02/2020** (36) months
Selection: **Notes:**

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 15/01/2019 Time 0728 Slight at M1 MOTORWAY, SOUTHBND EXIT SLIP ROAD TO JNC 14 RBT, PINEHAM, MILTON KEYNES
E: 489131 N: 240945 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lighting unknown
C2 TRAV SOUTH & IN STAT TRAFF ON SLIP RD, GV1 TRAV SAME DIR COLLS WITH REAR C2. GV1 PULLS AROUND C2 THEN DRIVES OFF FROM SCENE.
Road Type Slip road Vehicles 2 Casualties 1 Police Ref. 190016874 Speed limit 70
Crossing: Control 0 Facilities 0 Local Authority: E06000042 Parish: 1983 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods vehicle - unknown weight Moving from N to SE Going ahead other Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 0 0 Age of Driver Sex of Driver Unknown Breath test Driver not contacted

Accidents between dates **01/03/2017** **and** **29/02/2020** (36) months
Selection: **Notes:**

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 2 Car Moving from N to SE Going ahead but held up Left hand drive: No

On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 0 0 Age of Driver 25 Sex of Driver Male Breath test Driver not contacted

Casualty Reference: 1 Age: 25 Male Driver/rider Severity: Slight Injured by vehicle: 2

Seatbelt: Unknown Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury School pupil: 0

Accidents between dates **01/03/2017** **and** **29/02/2020** (36) months
Selection: **Notes:**

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	0	1	1

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	1	1

Number of casualties meeting the criteria: **1**