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7.1 Introduction

7.1.1 Outline planning applications for the WEA will be considered by Milton Keynes Partnership Committee (MKPC).

7.1.2 As part of determining the applications, associated Section 106 agreements would need to be negotiated. The following sections outline some of the relevant considerations.

7.2 Transport and Highway Infrastructure

7.2.1 All highway infrastructure on the site, including the provision of the dedicated public transport routes, will be provided by the developers of the WEA. The access arrangements from the surrounding grid roads, including any new or improved junction arrangements, will also be fully funded by the developer.

7.2.2 Pedestrian and cycling provision in the WEA including the extension of the North Bucks Way will also be provided. Links to the existing Redway system, including appropriate crossing provision of the grid roads, will also be fully funded by the developer.

7.2.3 Initial traffic modelling work has shown that the development of the WEA will significantly increase peak hour queues and delays at a number of off-site junctions between the WEA and CMK. More detailed analysis in the transport assessments, to accompany the planning applications, will help determine the effect of the development in the WEA, as well as other developments, on the highway network and also the scale of improvements necessary. In particular, it will help to identify improvements that are specifically required to facilitate development in the WEA, rather than elsewhere in the City, or that are due to growth in traffic to Milton Keynes. Use should be made of the Milton Keynes multi-modal transport model to undertake these assessments.

7.2.4 Public transport improvements on the H5/V4 corridors will also be required to ensure that public transport can reach CMK efficiently, as well as improvements on other core bus routes. Support funding of initial public transport services to the WEA, which are not commercially viable, will also be required, typically for a period of up to 5 years. Consideration should also be given to innovative ways in which the use of public transport can be promoted (eg. new household runabout ticket).

7.2.5 The method by which all off site transport improvements will be funded is likely to follow the approach set down in the Planning Obligations for CMK, SPG (Adopted July 2003 - to be signed in Autumn 2004). This involves MKC preparing a list of relevant public transport and highway improvement schemes and costing these. This is likely to include a number of roundabout and junction improvements, improvements on the main east/ west public transport corridor and other schemes related to the core bus routes.

7.2.6 The total contribution from each type of planned use in the WEA (eg residential, retail, business) can then be calculated using public transport/ traffic trip rates, or similar mechanism, to determine the relative impact and hence proportion of funding from each type of use. The contribution per unit of development can then be simply calculated by dividing the total proportion of funding for each use by the total number of planned units or floorspace.

7.2.7 The development to be taken into account remains to be determined but is likely to include all developments in the WEA, and other developments in CMK, West Milton Keynes and elsewhere in MK, which will be developed over the same time frame.

7.3 Surface Water Drainage

7.3.1 Development of the WEA will require a new surface water drainage system, including balancing ponds/wetlands. Mitigation of the flooding in the Calverton and Whaddon Brook catchments will also be required, as will strategic flood risk mitigation. This will all be fully funded by the development and will be undertaken in conjunction with the Environment Agency and the Internal Drainage Board.

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7.4 Services

7.4.1 The provision of, and reinforcement of, all services, including gas, water, electricity, foul drainage and telecoms and the on-site provision of infrastructure (eg. electricity sub stations) will be fully funded by the development. Some services may be funded by the provider.

7.5 Section 106 Obligations and Equalisation

7.5.1 The Milton Keynes Local Plan establishes the requirement for planning obligations relating to the phasing of development and the early provision of on-site and off-site infrastructure and facilities, to include land, capital and initial running costs (Policy EA2 and PO1 and PO2). Further details are set down in the Planning Obligations SPG's.

7.5.2 Each part of the WEA will be required to contribute, in proportion to its scale and impact, according to the principles set down in Circular 1/97. Contributions for some or all of the following requirements will be sought:

- Affordable housing; 30% of housing
- Highway Infrastructure, both on and off-site
- Public transport services, walking and cycling provision
- Education, including combined, secondary and post 16 schooling and encompassing capital, fitting out and setting up costs
- Recreation and Open Space, including play spaces, playing fields and sports centres, nature conservation
- Community Facilities, including healthcare, library, community centres, childcare facilities emergency services, remembrance and burial ground
- Public Art,
- Management and maintenance of facilities and infrastructure (as commuted sums).

7.5.3 Many of these requirements will be fulfilled through suitable provision in the WEA itself, as the intention is that the WEA will form a substantially self contained community.

7.5.4 It is essential that the contributions to the above, made by the different landowning interests, are based on an equitable equalisation mechanism (eg based on land areas owned in the WEA). An equalisation mechanism will therefore need to be agreed by all landowners in the WEA to permit development to proceed.

7.6 Strategic Infrastructure Investment

7.6.1 MKPC is working with ODPM, local partners such as MKC and the Primary Care Trust, and other agencies such as the Highways Agency to establish a broad framework within which contributions towards the cost of local and strategic infrastructure can be required via S106 agreements. The emerging approach builds upon the traditional S106 approach but may alter and supplement the S106 obligations and requirements outlined above.

7.6.2 A Prospectus for both local and strategic infrastructure directly related to the WEA, and other development areas, has been produced by MKPC. It includes provision for the services and infrastructure noted above. It will be underpinned by a legal framework which is likely to comprise (a) an overarching S106 framework including tariffs for each element of provision and (b) a Memorandum of Understanding (MOU) with the Highways Agency and Highway Authority setting out the arrangements for the delivery of essential transport and highway infrastructure.

7.6.3 The Prospectus assumes that the S106 agreement provides a contribution to capital funding only(including commuted sums for long term maintenance and management) but that all revenue/funding requirements are met via normal funding mechanisms.

7.6.4 The Prospectus will provide the basis for detailed 5-year delivery plans, which will set out the facilities and infrastructure to be provided on an annual basis together with their cost, source of funding and implementation agency. In releasing planning consents MKPC will need to be satisfied that appropriate growth related infrastructure, to support each phase of development, will be funded and implemented.

7.7 Delivery Structure and Mechanisms

7.7.1 The coordination of all the development of the WEA, including provision of infrastructure, will be the responsibility of MKPC acting with the developers. MKPC will determine major applications with MKC assuming its usual statutory powers (eg education, environmental health etc).

7.7.2 The provision of services, public transport, health etc will be the responsibility of the normal authority, or agency, as in other parts of Milton Keynes.

7.7.3 It is vital that some form of coordination forum, possibly chaired by MKPC, is set up to coordinate development activity and resolve difficulties.

7.7.4 Development Briefs, and design codes for all individual areas (eg. High Street, Watling Street and the Rural Edge residential character area) will be required to ensure that the design principles for these areas will be achieved.

7.8 Management and Maintenance

7.8.1 Consideration should be given at an early stage to the future management arrangements for the WEA infrastructure and facilities. It is assumed that MKC, as Highway Authority, will adopt the roads and related infrastructure and the services infrastructure will be the responsibility of the services provider.

7.8.2 The management and maintenance of the various facilities and land uses, particularly areas of open space, woodland, community facilities, and the burial ground will require particular consideration. Such uses do not normally generate much revenue and this might need to be recognised in determining the scale of the S106 obligations. Milton Keynes Parks Trust may have a significant role to play in the future management of such uses.



7.9 Programme and Milestones

7.9.1 The next stages in the process of development are as follows:

Approval of Development Framework as SPG by MKC	June 2005
Agreement on S106 framework by MKPC	Summer 2005
Submission and determination of outline planning applications for development	Ongoing
Preparation and Approval of Development Briefs and Design Codes	From Summer 2005
Submission and determination of reserved matters (more detailed) planning applications for development	Ongoing
Construction of initial access, first phase of City Street and services infrastructure	End 2005/Early 2006
Construction of first dwelling	Spring 2006
Occupation of first dwelling	Autumn 2006