

- 22 Indicative location for access road to serve new residential development.
- 23 New roundabout to terminate primary street.
- 24 Open space and parkland.
- 25 Pedestrian link.
- 26 Continuation of southern linear park.
- 27 Future east - west railway line.
- 28 Existing pedestrian bridge beneath railway retained.

GRID ROAD RESERVE

6.25 The infrastructure in Milton Keynes is planned so any major route can be converted into a dual carriageway should the volumes of traffic require it. This has enabled the New Town to grown with limited congestion for over 40 years. It has also ensured that the New Town is infinitely extendable as where all grid road reserves approach the end of the existing settlement boundary land has been safeguarded in the form of public open space or temporary pony paddocks.

6.26 This principle has been perpetuated in the layout of the application site with provision being made for the possible future extension of Snelshall Street (V1) southwards, under the East West railway and then on to the A4146 Stoke Hammond By-pass. Until there is a need for this future route to be constructed this application will merely set aside sufficient land for a third party to complete the route at a later date. In the meantime a primary street will be aligned on one side of the highway reserve and this will be temporarily terminated in a roundabout. This design solution is identical to that which was adopted in the early 1980's on the eastern flank where Old Farm Park abuts land adjacent to Wavendon village.

