

## Graham Robinson

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**Subject:** FW: Confidential - Hampton Brook delivers MK Inward Investment  
**Attachments:** 18 352 PRELAR 24 01 18 SMT.Highways.docx

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**From:** Ian Jackson <ijackson@hamptonbrook.com>  
**Sent:** 10 June 2019 11:31  
**To:** Gosal, Pam <Pam.Gosal@Milton-keynes.gov.uk>; Darke, Tracy <Tracy.Darke@milton-keynes.gov.uk>  
**Cc:** Graham Stanton <gstanton@hamptonbrook.com>; Neil Osborn <Neil.Osborn@dlpconsultants.co.uk>; Graham Robinson <graham.robinson@dlpconsultants.co.uk>; Colin Armstrong <carmstrong@hamptonbrook.com>  
**Subject:** RE: Confidential - Hampton Brook delivers MK Inward Investment

Dear Tracey and Pam,

Trust you are well.

Following our meeting last Monday I have now had an opportunity to look further into the Highways position. Please find attached the response from your Highways consultants on 24<sup>th</sup> January following our final "revised TA" submission on 21<sup>st</sup> December 2018.

You will also note this picks up on the responses given by MKC on the 3<sup>rd</sup> September 2018.

There has been significant input and work undertaken between our respective Highways teams and the TA confirmed that there would not be a significant impact on the crossing.

We look forward to receiving your colleague's response to the "reserve Zone" that would be offered as a back up as discussed.

Look forward to hearing from you,

Kind Regards

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**From:** Ian Jackson  
**Sent:** 03 June 2019 21:55  
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**Subject:** RE: Confidential - Hampton Brook delivers MK Inward Investment

Dear Tracey and Pam,

Thank you for arranging to meet with Graham and myself this afternoon at short notice. Our catch up was much appreciated.

As discussed we are fully committed to this strategic site and we are now on the advanced critical delivery path. The PA will be submitted within the next 2 weeks. You will recall from our discussions that we are investing Tens of £millions at this stage which culminates in over 2 years of working with you in a PPA. There is a huge amount of

technical work undertaken in order to cost all the Infrastructure works and provide for statutory Utilities to enable us to deliver the first completed buildings within 24 months.

Whilst we appreciate the pressures upon your team from organised objectors this should not detract MKC Planners from allowing to Hampton Brook to deliver MKC's Plan. This is the key strategic employment site which has been through the Planning process, examined in Public by an Inspector and adopted by MKC.

Andrew Turners email suggests the Council should delay the Development Framework forward for adoption until after Highways England's consultation on the Expressway route options ? We firmly disagree with this suggested approach.

The Inspector explicitly stated that ...” ***he had no concerns that the Expressway would have significant implications for the development of South Caldecotte. Conversely, the inspector set out that ‘the wider impact of the Expressway could potentially remove traffic from local roads to mitigate the moderate localised impact of South Caldecotte on queue lengths around the level crossing’. The inspector goes on to advise that ‘In terms of wider impacts on the local highway network, the MKMMM modelling shows only a modest impact above and beyond the effects arising from background traffic growth to 2031 including committed growth.’***”

On reflection It would therefore appear that the issue is in fact the level crossing, EWR and the delivery of MKSE which clearly identifies the requirements for bridges in order to connect the new Grid Road structures ? The advice from our Engineers is that a bridge would not be required nor would this work across the existing crossing position in the absence of utilising the land or part of the car park ( Red Bull ) in order to resolve the approach, descent and gradient issues. We showed you masterplan drawings for MKSE identifying the proposals going back 3–4 years ago.

We also confirmed that there are major Utilities ( Gas and Water) serving the southern part of MK which are incapable of being diverted which are sited within our NE corner.

In addition our Traffic Assessment and modelling was provided to MKC last December and we are awaiting comments.

We agreed following today's meeting :

- Our respective Highway teams to meet and work collaboratively in order to clarify the perceived Highway and crossing issues.
- MKC to suggest a “ reserve zone “ for us to consider within the NE corner as a “ back up plan “ in the event this land is required for bridging purposes. This area will be reserved for say 2 years but will be included within the Outline PA.

I trust that's helpful. Our planning advisers DLP will respond to Andrew Turners email shortly.

Kind Regards

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