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Sent: 29 August 2019 07:28
To: Buckley, David
Cc: DC Admin
Subject: 19/01818/OUT - South Caldecotte
Attachments: 19 1818 OUT 29 08 19.docx

Comments attached

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HIGHWAY OBSERVATIONS FOR: 19/01818/OUT

DATE: 20 Aug 2019
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APPLICATION FOR: Proposed mixed employment development (B1(a)/B2/B8/A3) on land to the west of Brickhill Street, Bow Brickhill, Milton Keynes.

Summary of advice from Transport Development Management

- | | |
|--|-------------------------------------|
| No objection | <input type="checkbox"/> |
| No objection subject to condition(s) | <input type="checkbox"/> |
| Object to the Planning Application | <input type="checkbox"/> |
| Application needs amending and/or further information required | <input checked="" type="checkbox"/> |

This proposal has been the subject of considerable pre-application discussions on transport matters. The Transport Assessment accompanying this application has been revised to take into account those discussions, although some issues remain outstanding. These are detailed below.

The application is Outline, with all matters, except for access, reserved for subsequent approval. As a result, this response does not include comments about the indicative site layout or other more detailed proposals.

Following the pre-application discussions and as noted in the Highway Observations of 3rd September 2018 and 21st January 2019, there were several transport related issues that remain unresolved. In brief, these are:

- Upgrading Brickhill Street to a Grid Road
- Redway Provision
- Public Transport
- Kelly's Kitchen roundabout

Upgrading Brickhill Street to a Grid Road

Paragraphs 6.58-6.64 of the TA set out why the upgrading of Brickhill Street to a Grid Road is not required for capacity reasons. The information provided is sound; however, the upgrading / safeguarding for upgrading is a matter of policy (SD16) and therefore the Council will need to consider the policy and the response.

Policy SD16 includes the upgrading in recognition of the key link between the A5 and south Milton Keynes provided by Brickhill Street. The failure to allow for this upgrading is a significant issue that the application must address.

It should be noted that whilst the proposals appear to safeguard future upgrading of the road with a green corridor adjacent to the existing road, there is a compound labelled “Anglian Water” within this area that would prevent any enhancement / widening of Brickhill Street.

As a result, the current application fails to comply with Policy SD16 in terms of providing an upgrade as part of the proposal and also prevents a future upgrade by the locating of a utility compound in the area required for such purposes.

It is unclear on what basis the width of the reserved corridor has been determined; No designs for future provision have been submitted to justify the width of corridor. Whilst it not necessary to provide those details at this stage, the applicant should be aware that the width of the corridor remains a matter to be agreed. An appropriate condition would cover this.

Redway Provision

There remains no Redway provision proposed on this section of Brickhill Street. This is an essential piece of infrastructure that the development must be required to provide. Section 4.11 of the updated TA states that the details of the Redway are to be agreed with the Council; however, it should be noted that plans (Appendix A) and statements (Paragraph 7.2) indicate a Redway through the site, not on Brickhill Street.

The TA argues (Paragraph 7.4) that the difference is around 2 minutes in journey time, which it asserts is not material. However, this fails to recognise the additional road crossings required, the reduced legibility of the route and the Council’s programme of providing Redway “Super Routes” on many grid roads including Brickhill Street.

The lack of Redway provision alongside the full length of Brickhill Street is not acceptable and without the Redway link shown, the proposed means of access (to be determined in this application) is not considered to be acceptable.

Public Transport

The TA refers to public transport provision in Paragraphs 7.7-7.11, but there is still no firm commitment to services. It is essential that a frequent service, from early morning to late evening, including weekends, is provided to this site given its likely round-the-clock operation.

The Passenger Transport team should be consulted in conjunction with local operators to agree a mechanism to secure the appropriate level of service to the site. Any such agreement should be secured as part of the Section 106 agreement that any approval will no doubt be subject to.

A5/A4146 (Kelly's Kitchen) Roundabout

This junction has been assessed using a VISSIM microsimulation model and the results are summarised in Paragraphs 7.13-7.32 of the TA. The impacts on queuing at the junction have been assessed both with and without the major improvement scheme secured as part of the Eaton Leys proposals. The assessment shows that the impact from this development is relatively minor in terms of queue lengths in the short term.

Once background growth and committed developments are included the picture is less clear and the TA acknowledges that journey times across the junction will increase. However, the assertion in the TA is that this is due primarily to traffic growth and other development (such as Eaton Leys), which generate more significant volumes of peak hour traffic.

It should be noted that this junction assessment is being reviewed by Highways England, which is responsible for the junction. Any mitigation sought by HE will need to be assessed for its impact on queuing at the non-A5 arms of the junction.

Mitigation of Highway Impacts

The TA considers the impacts of the development on 3 local junctions; The Brickhill Street / Station Road mini-roundabout is considered in Paragraphs 7.33-7.42, Tilbrook Roundabout is considered in Paragraphs 7.43-7.47 and Walton Park Roundabout in Paragraphs 7.48-7.54.

Brickhill Street / Station Road mini-roundabout

The assessment concludes that no mitigation is required at this junction. Due to the nature of the proposed uses, the main impact of the development at this junction is considered to be outside peak hours.

Whilst this may be true in capacity terms, the retention of a mini-roundabout is not desirable when considered against the potential increase in HGV use and the future upgrading of Brickhill Street. Currently the junction does not have a recorded accident record (no Personal Injury Accidents) and therefore a request for an improvement at this stage could be considered unreasonable.

However, the protection of the future upgrading of Brickhill Street should include sufficient land to improve this junction to a minimum 40m ICD roundabout or a suitable alternative junction arrangement that offers comparable HGV provision and capacity.

Tilbrook Roundabout

Whilst the TA concludes that the impact at this junction is minimal, the assessment is based on the provision of an improvement to the junction delivered by the Red Bull proposals. Should that scheme not proceed and therefore not provide the improvement, this development should be required to do so.

As a result, any approval should include a requirement to provide the Red Bull mitigation scheme. As it is likely that such an approval will be subject to a Section 106 agreement, that would seem the most appropriate mechanism.

Whichever development occurs first will then provide the improvement.

Walton Park Roundabout

The assessment concludes that a mitigation scheme would sufficiently improve the operation of this junction to offset the impact of the development. The mitigation scheme proposed appears to be acceptable and a mechanism for securing this scheme is required. As it is likely any approval will be subject to a Section 106 agreement, that would seem the most appropriate mechanism.

Other Matters

Bow Brickhill Level Crossing

The impact of development crossing has been assessed and the TA concludes that the proposal would have a minimal impact on queuing on the approaches to the crossing.

Queues at the crossing are, as expected, longest during the peak periods (08.00-09.00 & 17.00-18.00) and therefore these periods have been assessed. The average time for the barriers being closed is stated as 3m31s, which seems reasonable. Observed barrier closed times in the two peak hours is given in the TA and averages approx. 2m48s.

The TA states that during each period of the barrier being down (based on 3m31s) the number of vehicles associated with the development that would add to any queuing is as shown in the table below.

	AM Peak		PM Peak	
	Northbound	Southbound	Northbound	Southbound
Average Queue	40	26	117	17
Additional Vehicles	5	8	7	4
Total	45	34	124	21

This shows that whilst the development is potentially adding to queues, the impact is not significant.

Brickhill Street proposed dualling and New Roundabout

Drawings have been submitted as part of the TA which indicate the dualling of Brickhill Street between the A5 and the new access roundabout as well as the layout of the roundabout access junction.

These drawings have not been subject to any technical approval process, do not include provision for a Redway north of the new roundabout and have no space for pedestrian / cycle provision on the eastern side of Brickhill Street.

Technical approval of this infrastructure, including Safety Audits, speed limit reviews and other details will take some time, particularly as it would involve Highways England. As a result, it would not be appropriate to do this while the application is live and therefore, although the application is not reserving Means of Access for Reserved Matters approval, only the location of the access and the principle of a roundabout can / should be agreed at this stage.

Consequently, any approval should exclude the submitted plans and require submission of technical details as part of the Reserved Matters.

Summary

The key highway / transport issues to address are:

- Upgrading of the full length of Brickhill Street to grid road standard is not part of the current proposals. Furthermore, the current proposals indicate an impediment to the future upgrading. A clear commitment to protecting a suitable corridor for the upgrading of Brickhill Street must form part of this application, such a corridor must be free of any compounds or other constraints and must include provision for the improvement of the Brickhill Street / Station Road junction as described above;
- A Redway is required along the full length of Brickhill Street in addition to the on-site Redway. Access to the site is not acceptable without this provision and as “Means of Access” it is not a Reserved Matter, the Redway provision requires agreement as part of any planning approval;
- Public Transport provision needs to be resolved prior to approval being given and the means to secure that provision needs to be part of the planning approval / Section 106 agreement;
- A mechanism to secure the improvements to the Tilbrook and Walton Park Roundabouts should be in place prior to the issuing of any consent;
- The implications for queuing on local roads as a result of any mitigation scheme at the A5/A4146 roundabout need to be considered prior to agreement of any mitigation scheme being agreed between HE and the applicant.

Whilst there is no objection in principle to the proposed development, planning consent should not be granted until each of these issues has been satisfactorily addressed.

Stirling Maynard Transportation
for
Milton Keynes Council – Transport Development Management