

**Application Number: 15/00619/FUL  
Major**

**Physical improvements to the Bottledump roundabouts and a new access onto the A421 (priority left in only) to accommodate the development of land in Aylesbury Vale District reference 15/00314/AOP.**

**AT Land At Buckingham Road, Tattenhoe Roundabout, Standing Way To Bottle Dump Roundabout**

**FOR SWMK Consortium**

**Target:** 8th June 2015

**Ward:** Bletchley Park

**Parish:** West Bletchley Council

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## **1.0 INTRODUCTION**

*(A brief explanation of what the application is about)*

### **1.1 Update**

The application was deferred by the Development Control Committee on the 17<sup>th</sup> November 2016 to allow further legal advice to be sought as to whether the proposed highway works require planning permission.

Following further consideration and consultation with the Council's Legal and Highways Officers it has been confirmed that on the basis that the proposed works (a) includes the construction of new accessways on to a classified road and (b) the construction of new carriageways, planning permission is required.

It has been further confirmed that any financial contributions relating to highways improvement works could be made and secured through an agreement pursuant to section 278 of the Highways act 1980 (supported by a performance bond).

### **1.2 The Site**

The application site is to the south west of Milton Keynes. The site includes part of the A421 and Whaddon Road. The site lies to the north of Newton Longville.

### **1.3 The Proposal**

Under application reference 15/00314/AOP (within Aylesbury Vale and to be determined by Aylesbury Vale District Council) outline planning permission is sought with all matters reserved except for the access for a mixed-use sustainable urban extension on land to the south west of Milton Keynes to provide up to 1,855 mixed tenure dwellings; an employment area (B1); a neighbourhood centre including retail (A1/A2/A3/A4/A5), community (D1/D2) and residential (C3) uses; a primary and a secondary school; a grid road reserve; multi-functional green space; a sustainable drainage system; and associated access, drainage and public transport infrastructure.

- 1.4 This application seeks planning permission for physical improvements to the highway to facilitate the development of an access to the site.
- 1.5 The proposal includes physical improvements to the Bottledump roundabouts and for a highways access onto the A421, which would be a priority left in only junction. The application includes an equestrian crossing and links to the redway route to the north of the A421, and the installation of a roundabout junction on Buckingham Road.
- 1.6 The determination of this proposal deals only with the proposed highways works, the wider development area is outside of the Milton Keynes boundary and therefore falls to Aylesbury Vale to determine.

The planning application is accompanied by a Transport Assessment (TA) and a Travel Plan (TP). Both documents have been revised and resubmitted

- 1.7 following discussions with both local highways authorities.

## **2.0 RELEVANT POLICIES**

### **2.1 National Policy**

National Planning Policy Framework 2012

- 12 Accordance with Development Plan
- 14 Presumption in favour of Sustainable Development
- 17 Core Planning Principles
- 32 Transport
- 56-66 Design
- 103 Flood Risk
- 126 – 141 Conserving and enhancing the historic environment
- 173 Ensuring viability and deliverability
- 176 Safeguards for acceptable development
- 204 Planning Obligations

## 2.2 Local Policy

Core Strategy (2013)

CSA NPPF – Presumption in favour of sustainable development  
CS1 Milton Keynes Development Strategy  
CS11 A Well Connected Milton Keynes  
CS12 Developing Successful Neighbourhoods  
CS13 Ensuring High Quality Well Designed Places  
CS18 Healthier and Safer Communities  
CS19 The Historic and Natural Environment  
CS21 Delivering Infrastructure

## 2.3 Adopted Milton Keynes Local Plan 2001-2011(Saved Policies)

T2	Access for those with impaired mobility
T3 & T4	Pedestrians and cyclists
T5	Public Transport
T15	Parking Provision
HE1	Protection of Archaeological Sites
HE5	Development affecting the setting of listed buildings
HE6	Conservation Areas
NE2	Protected Species
NE3	Biodiversity and geological enhancement
D1	Impact of development proposals on locality

## 2.4 Supplementary Planning Guidance/Document

Social Infrastructure SPD (2005)  
Sustainable Construction SPD (2007)  
Parking Standards SPD (2016)

Section 278 of the Highways Act 1980

## 3.0 MAIN ISSUES

*(The issues which have the greatest bearing on the decision)*

- 3.1
- The principle of the development
  - Highway safety
  - Financial contributions

## 4.0 RECOMMENDATION

*(The decision that officers recommend to the Committee)*

- 4.1 It is recommended that planning permission for the highways works are granted on the basis that such works could be completed under a section 278 agreement and the conditions set out at section 6 of this report.

## **5.0 CONSIDERATIONS**

*(An explanation of the main issues that have led to the officer Recommendation)*

### **5.1 Principle of the development**

Milton Keynes Council is the local Highways Authority responsible for the highways which are the subject of this application.

5.2 The development is required for physical improvements to the Bottledump roundabouts and a new access onto the A421 to accommodate the development of land in Aylesbury Vale District reference 15/00314/AOP (which is subject to a consultation for Vale Aylesbury Vale District Council under reference 15/00223/CONS).

5.3 The proposed access arrangements would have a visual impact on the area. However, they are part of the wider development being proposed within Vale Aylesbury Vale District for housing development.

5.4 In this context, it is considered that the proposed highway improvements are necessary to ensure the delivery of this development (if approved), and proportionately are relatively minor to that development. Subject to conditions for tree protection and landscaping, it is considered that the proposal would not have such a significant visual impact on the area to warrant refusal of the access arrangements.

5.5 It should be noted however, that this conclusion does not extend to support the principle of proposals for residential development being considered by the Vale Aylesbury Vale District Council. The proposed access arrangements that are the subject of this application should be judged on their own planning merits.

### **5.6 Highway safety**

The application (and the consultation Aylesbury Vale District reference 15/00314/AOP) has been assessed by the Highway Engineer. They have raised no objections to the application. The case officer has no reason or evidence to disagree with this advice.

5.7 However, Highways have requested further information in relation to the creation of any temporary accesses to site compounds / storage yards and any construction accesses, as well as construction of the A421 and Buckingham Road accesses. This may be secured by way of a condition on any planning permission.

### **5.8 S278 Agreement**

The Highways Engineer has also stated that a legal agreement would be required to ensure that appropriate highway works are carried out at the right time and to the right standards. A Section 278 (of the Highways Act) agreement will ultimately cover the works within the public highway.

5.9 Highways have also indicated that a section 106 agreement may be required to secure funding for the wider highway improvements that are proposed in Milton Keynes in the submitted TA which are consequent of the development in Aylesbury Vale. However, as the wider development (Aylesbury Vale District reference 15/00314/AOP) is outside Milton Keynes District this funding will be secured by way of a S106 agreement between the applicant and Buckinghamshire County Council and Aylesbury Vale District Council. In terms of the highways improvement required as part of this application however, these can be secured by way of a section 278 agreement under the Highways Act which is outside of the planning process.

## 6.0 CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To prevent the accumulation of planning permissions; to enable the Local Planning Authority to review the suitability of the development in the light of altered circumstances; and to comply with section 51 of the Planning and Compulsory Purchase Act 2004. (D11)

2. All existing trees, woodlands and hedges to be retained are to be protected according to the provisions of BS 5837: 2012 'Trees in relation to design, demolition and construction - Recommendations'.

Reason: To protect the appearance and character of the area and to minimise the effect of development on the area.

3. A landscaping scheme, which shall include provision for the planting of trees and shrubs, shall be submitted to and approved by the Local Planning Authority before first use of the development. The scheme shall show the numbers, types and sizes of trees and shrubs to be planted and their location in relation to proposed roads, footpaths and drains. All planting in accordance with the scheme shall be carried out in accordance with the approved details within the first planting season following completion of development. Any trees or shrubs removed, dying, severely damaged or diseased within two years of planting shall be replaced in the next planting season with trees or shrubs of such size and species as approved.

Reason: To protect the appearance and character of the area and to minimise the effect of development on the area.

4. Details of any temporary accesses to site compounds / storage yards and any construction accesses shall be submitted to and approved in writing prior to commencement of works on site. The temporary access works shall be carried out in accordance with the approved details.

Reason: In the interest of highway safety within the locality.

5. Details of the construction of the A421 and Buckingham Road accesses shall be submitted to and approved in writing prior to commencement works on site. The development works shall be carried out in accordance with the approved details.

Reason: In the interest of highway safety within the locality.

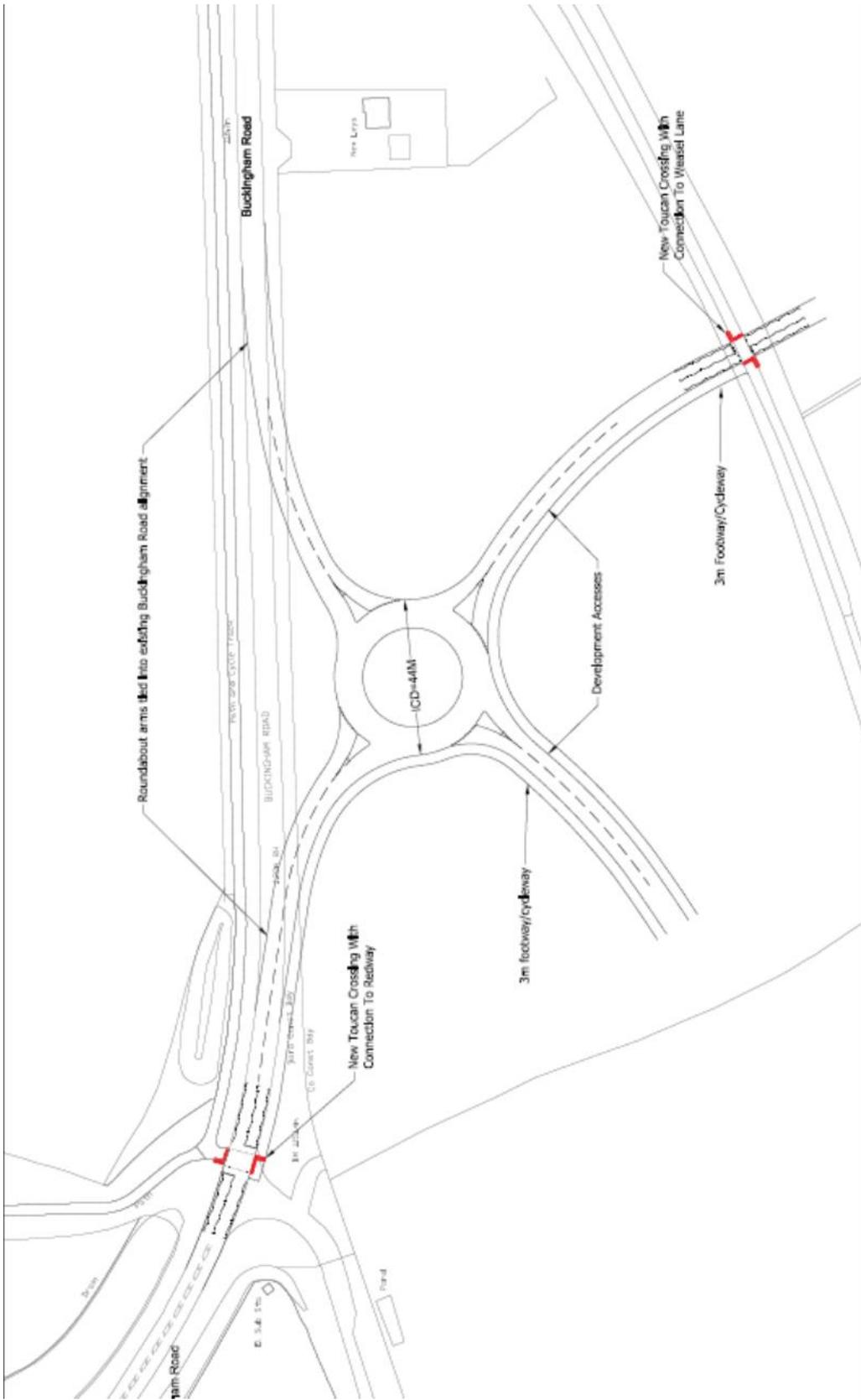


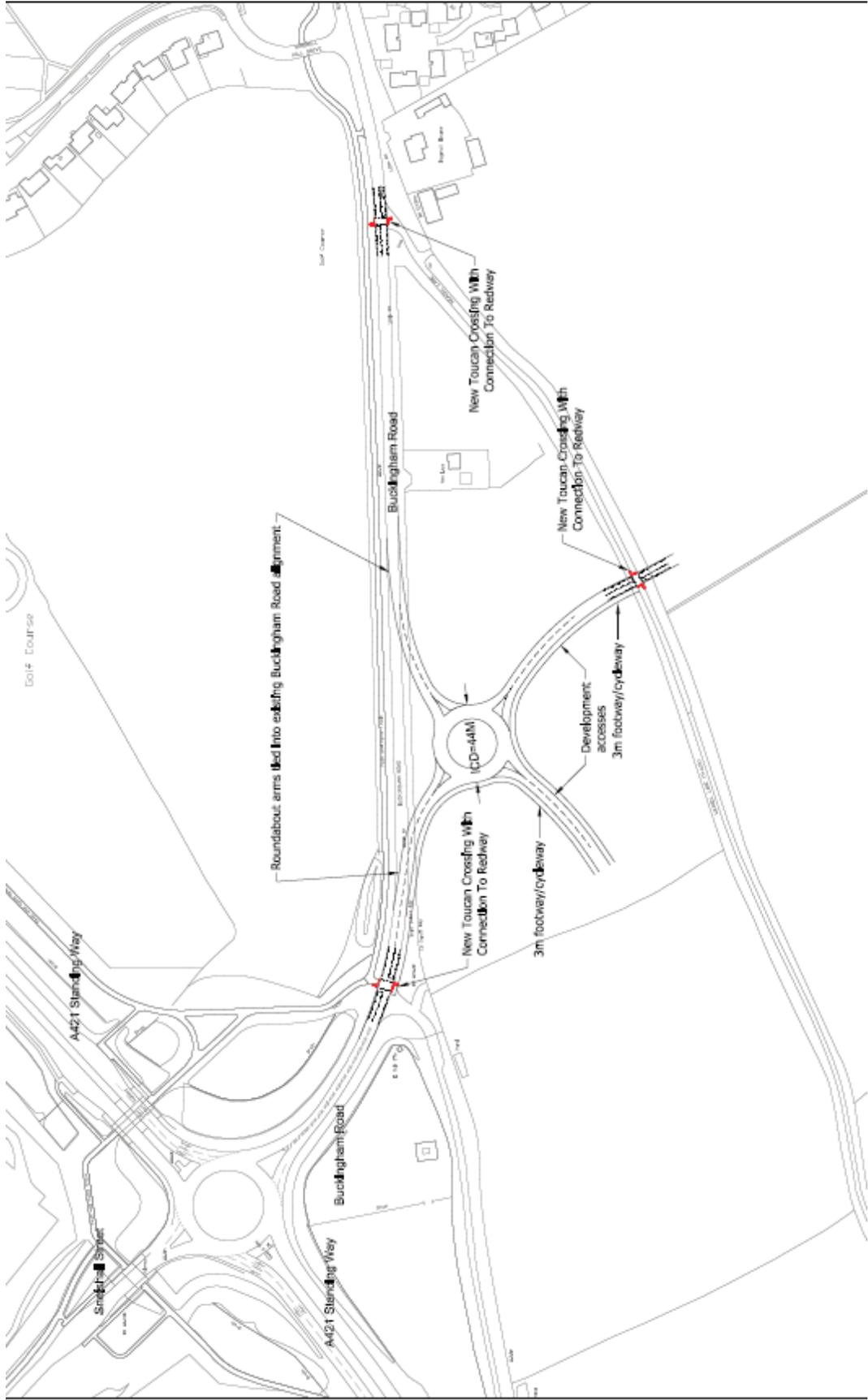
**South West, Milton Keynes  
Illustrative Master Plan in Context**

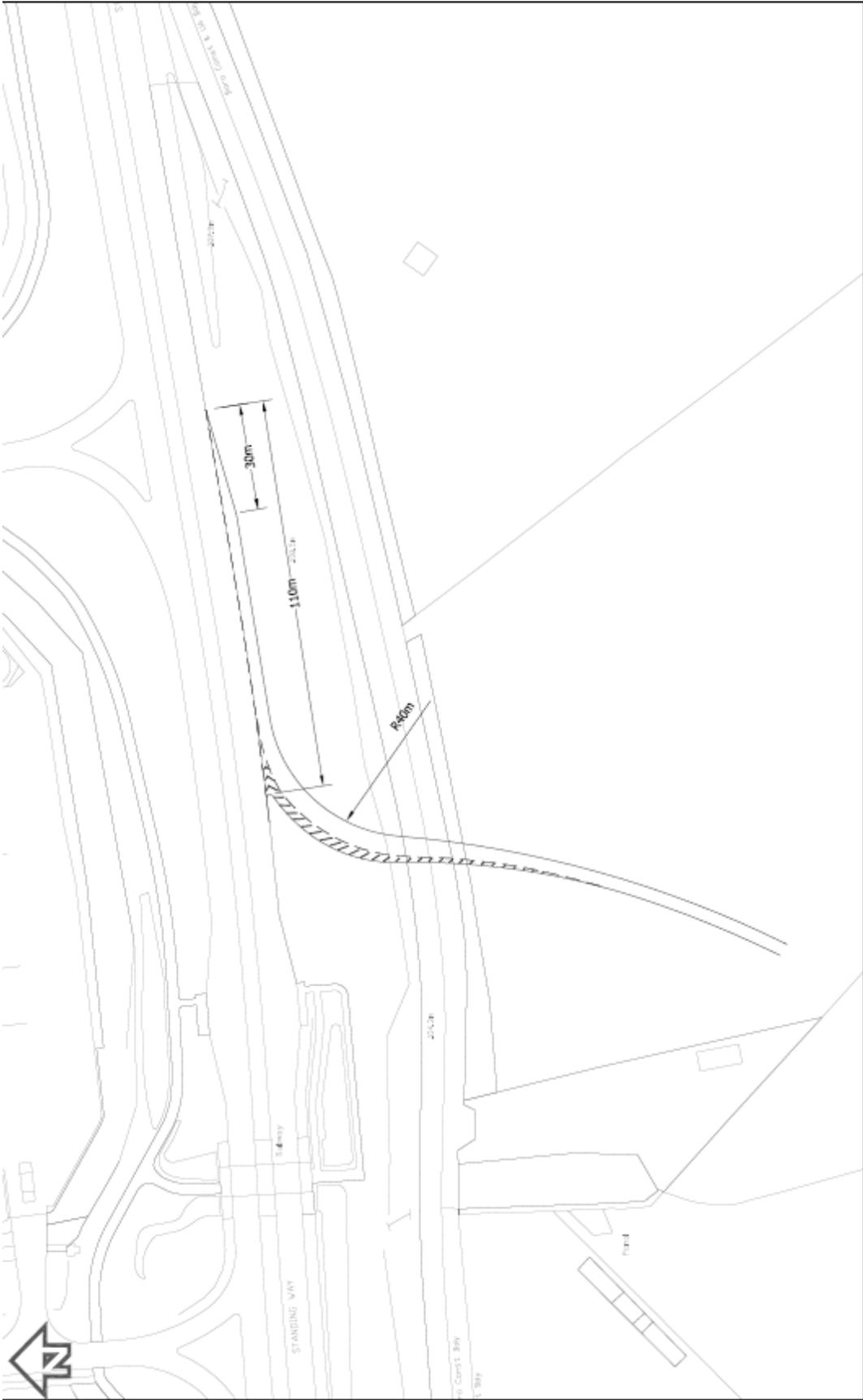
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## **Appendix to 15/00619/FUL**

### **A1.0 RELEVANT PLANNING HISTORY**

*(A brief outline of previous planning decisions affecting the site – this may not include every planning application relating to this site, only those that have a bearing on this particular case)*

A1.1 00/01654/MKADV  
ERECTION OF FOUR FREE STANDING SIGNS  
PEAVNZ 20.11.2000

15/02590/ADV  
Advertisement consent for 4 x sponsorship signs  
PEAVNZ 08.12.2015

15/00223/CONS  
Consultation for Vale Aylesbury Vale District Council in relation to Outline planning application with all matters reserved except for access for a mixed-use sustainable urban extension on land to the south west of Milton Keynes to provide up to 1,885 mixed tenure dwellings; an employment area (B1); a neighbourhood centre including retail (A1/A2/A3/A4/A5), community (D1/D2) and residential (C3) uses; a primary and a secondary school; a grid road reserve; multi-functional green space; a sustainable drainage system; and associated access, drainage and public transport infrastructure

To be determined at the Development Control Committee meeting on 17<sup>th</sup> November 2016.

### **A2.0 ADDITIONAL MATTERS**

*(Matters which were also considered in producing the Recommendation)*

A2.1 None

### **A3.0 CONSULTATIONS AND REPRESENTATIONS**

*(Who has been consulted on the application and the responses received. The following are a brief description of the comments made. The full comments can be read via the Council's web site)*

#### **Comments**

#### **Officer Response**

#### **A3.1 Parish - West Bletchley**

Objection, for following reasons:

1. The principle of the development is not supported by any adopted development plan or supplementary planning document.
2. The development would place an unacceptable burden on the transport infrastructure.
3. The proposed grid road that would follow the gas pipeline is not shown to be technically viable nor that such a proposal represents a health and safety risk.
4. Loss of agricultural land
5. Unreasonable heads of terms
6. Impact on local services
7. Location of the allotments
8. Visual impact and poor mix of house types
9. Inclusion of open space within the site of the proposed secondary school

These comments appear to relate to the wider residential development being considered by Aylesbury Vale District reference 15/00314/AOP (our reference: 15/00223/CONS).

The proposed highways improvements in this application are to facilitate any future residential development.

#### **A3.2 Ward - Bletchley Park - Cllr McKenzie**

No representation received at the time of writing this report.

A3.3 Ward - Bletchley Park - Cllr Wales

No representation received at the time of writing this report.

A3.4 Ward - Bletchley Park - Cllr Clancy

No representation received at the time of writing this report.

A3.5 Ward - Tattenhoe - Cllr Small

No representation received at the time of writing this report.

A3.6 Ward - Tattenhoe - Cllr Bald

No representation received at the time of writing this report.

A3.7 Ward - Tattenhoe - Cllr Morla

No representation received at the time of writing this report.

A3.8 Parish - Shenley Brook End & Tattenhoe

The proposed development would place an unacceptable burden on the transport infrastructure in particular the already congested A421. Any increase in use of the A421 would inevitably lead to traffic using the alternative route of V1 and H7, which is already a very congested route at peak times, through our parish to gain access into the centre of Milton Keynes and the V3 to gain access to the newer areas of the Western flank to the north of us.

There has been a lot of discussion about a new A421

These comments appear discuss the principle of the wider residential development being considered by Aylesbury Vale District reference 15/00314/AOP (our reference: 15/00223/CONS).

The proposed highways improvements in this application are to facilitate any future residential development.

expressway and until the route of this is decided we feel that no further development should be allowed in this area as this could affect all development decisions especially in this South West Corner of Milton Keynes.

The draft plan includes reference to S106 agreements and a Community Infrastructure Levy to fund essential services. We do not believe that developer's contributions will sufficiently fund the transport infrastructure requirement without considering the rest of the essential services such as schools and health care. We have already seen in Newton Lees that a doctor's surgery has been built but is sitting empty as there is no money to staff and run it. The Doctors surgeries and schools in our Parish are already oversubscribed and the Primary health care and hospital provision in Milton Keynes is already under pressure. We are aware that residents from the village of Whaddon in AVDC area already access the doctor's surgery at Westcroft. The schools in our Parish are full and all are having extensions built to cater for the existing population and the expected increase in housing of approximately another 2.500 properties in the future.

The use of facilities such as the Household Recycling centre at Bleak Hall in Milton Keynes by residents of the proposed development is also a problem. Leisure particularly sports facilities are under particular pressure in our parish where it is extremely difficult for local clubs to find sports fields to hire and youth and elderly services provided by our parish are oversubscribed.

Taking into account that Tattenhoe Park which has outline

planning permission for almost another 2,000 properties still has to be built, also directly abutting the A421 it is impossible to see how further development straddling the county border should even be considered.

The infrastructure for any development would need to be in place as soon as the first residents moved in as they could certainly not be accommodated across the border in Milton Keynes. This coupled with the transport problems leads us to object most strongly to this development going ahead.

A3.9 RAMBLE Ramblers Association

No representation received at the time of writing this report.

A3.10 Footpath Officer

No representation received at the time of writing this report.

A3.11 British Pipeline Agency

No representation received at the time of writing this report.

A3.12 Bucks And MK Environmental Records Centre

No representation received at the time of writing this report.

A3.13 Natural England

No representation received at the time of writing this report.

A3.14 Councils Archaeologists

No representation received at the time of writing this report.

A3.15 Cranfield Airport

No representation received at the time of writing this report.

A3.16 Environment Agency

No representation received at the time of writing this report.

A3.17 Highways Development Control

In summary, the Transport Assessment has demonstrated that the development (in AVDC) is able to be accommodated on the highway network. Improvements to junctions within Milton Keynes are proposed and, subject to agreeing a financial contribution, appear acceptable to mitigate the development. Noted.

The two accesses proposed within Milton Keynes have been tested and have been Safety Audited. The accesses are deemed to be acceptable.

Proposals for public transport and connections to the walking and cycling networks are acceptable but their implementation needs to be secured.

A section 106 agreement and conditions are required to ensure that appropriate highway works are carried out at the

right time and to the right standards. A Section 278 agreement will ultimately cover the works within the public highway.

Consequently there is no highway objection to this application subject to securing the works, improvements and funding referred to.

A3.18 Highways England

No representation received at the time of writing this report.

A3.19 Footpath Officer

No representation received at the time of writing this report.

A3.20 The Parks Trust

The Parks Trust owns and maintains land under 999-year transportation corridor leases that will be affected by the proposed changes around the Tattenhoe Roundabout and the proposed new junction on the A421. We have received notice of the submission of the planning application but to date we have not been consulted on the landscape impacts of these junctions on land in the Trust's care. We have not been able to view any information submitted with the application about the landscape impacts of these junctions as it is not available to download from the online planning system. The Trust must be consulted at an early stage on managing and mitigating the landscape impacts of these junction changes where they affect land in the Trust's care, especially where any re-landscaped areas will be handed

This is noted. Tree protection / management plan and landscaping scheme could be secured by conditions. The Parks Trust could be consulted at that time.

back to the Trust for on-going maintenance. The Trust's approval of any tree management and any re-landscaping scheme on its land must be obtained before planning consent is granted and before works commence.

### **Local Residents**

The occupiers of the following properties were notified of the application:

84 Windmill Hill Drive Bletchley Milton Keynes  
Suzuki Gb Plc Steinbeck Crescent Snelshall West  
Celestia Andersen Gate Snelshall West  
1 Pendeen Crescent Snelshall East Milton Keynes  
Delico Ltd Steinbeck Crescent Snelshall West

Third party representations have been received from 51 households which raise the following concerns:

- Local services including the hospital and GP's are at capacity.
- Schools are at capacity and children already have to travel outside of the area.
- The traffic flows used to assess the application are incorrect and the traffic is already at the rates expected for 2026.
- Traffic flows on Whaddon Road will increase.
- It is inappropriate to consider this application before the adoption of Plan:MK and the Vale of Aylesbury Plan (VALP)
- It is inappropriate to consider this application in advance of the emerging Newton Longville

These comments appear discuss the principle of the wider residential development being considered by Aylesbury Vale District reference 15/00314/AOP (our reference: 15/00223/CONS).

The proposed highways improvements in this application are to facilitate any future residential development, only.

#### Neighbourhood Plan (NLNP)

- The development has an unacceptable impact on the road traffic in Newton Longville and on the surrounding Milton Keynes road network
- The development has an unacceptable visual impact on the landscape and setting of Newton Longville
- The development has an unacceptable impact on productive agricultural land
- The road through Newton Longville is used as a rat run through to the Stoke Hammond Bypass the development will make this worse.
- The bridge near the proposed site should have a weight limit.
- The principle of development in this location is not supported in any (MKC or AVDC) local planning document. The principle of developing this site has not been agreed by either or both authorities.
- Cross development between authorities does not work.
- No development shall take place until local transport infrastructure is in place such as the Southern Bletchley relief road, and interchange on the EastWest rail link.